

CONFIDENTIAL

TRN/AVI/5#2

AIR/34/2

FALKLAND ISLANDS

AIR/34/2

SECRETARIAT

VOL 1

TEMPORARY AMPHIBIAN

AIR SERVICE

ARCHIVE

File Opened

1 - 1 - 72

Closed

2.11.77

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Closed

①

File 187

Colonial Secretary

1. You have written to Buenos Aires, copied to London, about the inauguration of the temporary aerodrome but at the same time we must keep in mind the fact that the amphibian service will be coming to an end, we hope, at the end of October. Despite all the problems we have had over bookings, which were anticipated, the Argentine Air Force have, in my opinion, done a magnificent job in bridging the gap since the beginning of the year and I would like on behalf of the Colony to have a ceremony here on the occasion of the last flight. We could, for example, if necessary have a special flight bringing in possibly Vice Comodoro Degan Lob and our Air Attache so that the Members of the Council and the public could express to them our appreciation. We could then issue a press release to make certain that it gets coverage in the Buenos Aires and United Kingdom papers.

G.L.H.
EGL

18 September 1972

②

~~X.F.~~ It looks as though the flight on October 19th is likely to be the final one. I must say I doubt whether the Argentines would be prepared to put on a special 'Farewell' flight. I mentioned this to the Colina recently, and he said 'maybe', but clearly was not very keen.

2. Perhaps T.E. could have the crew up for a drink at midday on the 19th and say a few nice things? I doubt if a telegram to B.A. asking for much more than this would be very favourably received as things are at present!

[Signature]
3/10

Not done, I agree and I don't know the whereabouts of Mandy the other 9 was when I spoke to G.A. 13/10 17/10 18/10 4/10

BU 18/10

✓

BU 30/10

✓

(3)

Y.E.

I take it that we propose to work into the festivities of the 15th Nov a suitable toast to the Final Albatross?

to him Sir/ I will refer to them in my speech and will
the toast to the L.S. & L. O. Min/

R.V.
30/10

Pa

URGENT

Colonial Secretary

AMPHIBIAN FLIGHTS

1. It would be of interest to know how the Captain of the amphibian made the decision to fly to Stanley this morning as I would have thought the weather forecast by Mr Borland would have been enough to put anybody off. Did the Captain in fact take a second reading before leaving Comodoro Rivadavia?

EGL

13 June 1972

See

Can you advise pl?

13.6.72

As Com. GEC.

The decision to fly or not is the responsibility of the aircraft captain only.

The Captain was provided with 11:00Z observation approx 1 hour before take off. He ^{then} requested and was provided with a landing forecast for 16:00Z, this advised deteriorating conditions.

Hourly and special observations were passed enroute, each showing a deterioration on the previous obs.

We can only advise by providing all up to date information and this we did.

D. E. A.

13/6/72

Above Submitted pl.

Apparently exactly the same thing happened this morning. Met. advice was to delay take off pending a more favourable report but when it came

Pa

15.6.72

See Mr. Murray. Mr. and Mrs. Murray. Mr. and Mrs. Murray. Mr. and Mrs. Murray.

15/6

JCa.

Your memo of p. 125.

2. The location marking of the buoy at mooring No 4 wd. now appear to be a matter of some urgency, but who do we get to carry out the diving operation? Perhaps you have a contact + arrangements can be made shortly?

3. Can you confirm that the ~~at~~ thimble at mooring No 1 has been replaced as recommended? Also that action has been taken on the recommendations with regard to mooring No 2? Presumably the Harbour Dept. assists with most of the work.

4. Since the buoy at No 3 seems to meet with the approval of the crews I wonder if we are doing the right thing in planning its replacement. May I have yr. views pl?

J.B.4.72

H.S. Col. Sec.

The aviation dept. has no mooring section, consequently the Harbour dept. were enlisted to log and service moorings, in the beginning this arrangement worked very well, but with the withdrawal of "DORWIN" MV "FORREST" is only in harbour long enough to discharge and reload. The "laying up" of H.L. ALERT further aggravates the position.

2. I do not place the importance on mooring No 4 that you appear to do, in my opinion the mooring was badly sited, providing insufficient manoeuvring space for an aircraft of any size to turn round. If a fourth mooring is considered necessary, the area between Gout. & F.I.C. West jetty should be cleared of small boat moorings and the mooring layed there, it would provide a sheltered

mooring

183.

mooring for all winds from ESE through S to WSW, at the same time be in much closer proximity to the landing stage, the advantages of a close mooring are self evident.

3. As the buoy at mooring N^o3 presents no problems to the regular crews, I think we should leave well alone. I will arrange for the Sub-Aqua Club divers to inspect this mooring on next visit of H.P. EYMON to Stanley, which I think is in May.

4. The servicing of shackle locks & strops at moorings N^o1 & N^o2 will be carried out when the services of M^r Forrest crew can be obtained.

J. P. C.A.

19/4/72

J.C.A.

These are all matters which can be left in yr. capable hands. I leave it to you to decide the best siting of moorings + to see that they are properly maintained.

C.S.

26.6.72

At this late stage of the interim service I do not consider an additional mooring necessary. It may however be necessary to replace the anchors and chains which are on loan from Mr. Jones, because he has now been authorised to sell equipment salvaged from M^r. PHILOMEN.

J. P. C.A.

6/7/72

10.7.72

6th April

72.

From:
Acting Colonial Secretary,

To: Harbour Master

c.c. Master, m/v "Forrest"

Officer in Charge, B.A.S.

Temporary Amphibian Air Service - Rubber Rafts

Through the good offices of B.A.S. we have been able to make use of one of their large rubber rafts both in connection with "Forrest's" produce loading operations and for the reception of the Albatross Amphibian where we use the "Sausage" as a buffer.

2. The Survey wish to take the rafts back to Britain on "Bransfield" but since we would require one of the inflatable buffers during the winter the Director of B.A.S. has agreed that this can be arranged subject to this Government accepting the contingent liability of any repair or maintenance to the item which may arise as a result of retaining it.

3. I understand the raft is now on the Government jetty and also the second "sausage". In consultation with the B.A.S. Logistics Officer and Mr. Sallis I would be grateful if you could arrange for these two items to be transported to the B.A.S. warehouse so that arrangements can be made for it to be loaded on "Bransfield" when she returns on 18th April.

(H. L. Bound)
ACTING COLONIAL SECRETARY

CB

6th April

72.

Dear Sir,

I refer to our telephone conversation of this morning and confirm that this Government would wish to retain one inflatable centre-piece from the rubber raft currently stored on the Government jetty for use as a buffer in connection with the reception of the Albatross Amphibians during the winter months.

2. I am also to confirm that in accepting your kind offer to retain this item, this Government accepts responsibility for any contingent liability which may arise as a result of retaining the buffer for this period.

3. I have asked the Harbour Master to liaise with your Logistics Officer and Mr. Sollis with a view to returning the raft and spare "sausage" to your warehouse in time for shipment to the United Kingdom by R.R.S. "Bransfield" later this month.

Yours faithfully,

(H. L. Bound)
ASSISTANT COLONIAL SECRETARY

Officer in Charge,
British Antarctic Survey,
Stanley.

CB

Colonial Secretary

TEMPORARY AMPHIBIOUS AIR SERVICE: USE OF RUBBER RAFTS

1. You will be aware that, through the good offices of BAS, we have for a considerable period been able to make use of one of their large rubber rafts both in connection with the Forrest's wool loading operations and in connection with receiving the Albatross amphibians when the rubber centrepieces of these rafts are used as an invaluable buffer.
2. BAS have informed me that they want to return the rafts to the United Kingdom for repair and maintenance and, in a personal message to the Director of BAS, I said it would be most valuable to us to retain at least one of the rafts until we can expect the amphibians to be phased out.
3. The Director, Sir Vivian Fuchs, in his reply has pointed out that any future purchase of these rafts is likely to cost £3,000 but they would be prepared for us to retain the raft until the next season providing we are prepared to meet the cost of any loss or damage: he adds that the repair of one raft last year cost £700.
4. I think we must meet this contingent liability as without these buffers there is a serious danger of damaging the amphibian craft, particularly during the bad winter months.
5. I would be grateful if you would inform the members of the Finance Committee of this contingent liability.

E. G. L.

EGL

29 March 1972

*I thank you. I talk with D. L. A. and
 then if possible inform B. A. S. *E. G. L.* 4/4
 I mentioned this in S.F.C. on Friday & it
 was agreed we shd. accept this arrangement, but they
 felt that there wd. be little or no need to retain the
 raft.
 2. I have since discussed with Mr. Sallis
 she agrees that provided we obtain one "Sausage"
 that wd. be sufficient.
 3. Subject to yr. agreement I propose
 to advise BAS accf.*

3.4.72

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M

QS/0385/72 R 1533Z 28/3/72
FROM LONDON
TO STANLEY

AS/132/2 XS/71/72 GOVENOR/FUCHS BAS BOUGHT LAST LOT OF FLUBBERS
AVAILABLE AND UNDERSTAND ANY FUTURE PURCHASE LIKELY TO COST ABOUT
£3000. AS WE CANNOT AFFORD TO LOSE WHAT WE HAVE, AND USE BY FIG
COULD CAUSE A LOSS, WE CALLED IT IT. IF FIG PREPARED TO REPLACE
IN EVENT OF LOSS OR DAMAGE CAN AGREE RETENTION. REPAIR OF ONE
LAST YEAR COST £700.

VEF/LC



Y.E.

TEMPORARY AMPHIBIOUS AIR SERVICE: RUBBER RAFTS

As you know the F.I.G. has through the kindness of the B.A.S. been able for a considerable period to make use of one of their large rubber rafts in connection with "Forrest's" wool loading operations; while two of the rubber centrepieces of these rafts are used, and are vitally necessary as a buffer between the launch and the aircraft, for the Albatross amphibians.

2. I understand that the B.A.S. London headquarters has instructed O.I.C. to ship, by the last B.A.S. ship of the season back to London, all rafts and centrepieces for checking.

3. It would be appreciated if in your capacity as High Commissioner you would ask the Director to allow the F.I.G. to continue to use one raft and two centrepieces while the amphibious service continues. Since it is now practically certain that that service will be replaced by a land based air service near the end of this year it would be possible to inform the Director that the raft and two centrepieces which are retained would be taken home by a B.A.S. ship at the end of next season. *It can also be expected that "Forrest" will have finished her wool collecting before September.*

J.A.J.
24.3.72

cc: D.C.A., H/M

ANDREY

126
AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

6th. April,.....19.72.

Copy of Divers Inspection Report.

Mooring No 1.

Very good holding ground, where the nylon mooring line is attached to the chain, the rope has been slipped round a galvanised iron thimble, this thimble has come out and needs replacing.

The iron wire in the eye of the shackle has started to rust. The welding on the bouy and all shackles are A 1.

Mooring No 2. (Fairey Cove)

Very good holding ground, but the ground chain is not of sufficient length for the depthn of high water. The iron wire in the eye of the shackle has started to rust and needs replacing. The welding on the bouy and all shackles are A 1.

No. FIGAS/AF.

MEMORANDUM

It is requested that, in any reference to this memorandum the above number and date should be quoted.

6th. April, 1972.

To: Ag. Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT :-

Aircraft Moorings.

I refer to your 2408/A dated 30th March 1972 which I received today, the position to date is, moorings No 1 and No 2 have been inspected by divers, inspection report enclosed, the bouy at mooring No 3 has not yet been replaced.

2. Bouy at mooring No 4 has sunk and nothing can be done about this until:

- (a) the services of a diver can be obtained to locate the bouy and mark it for lifting and
- (b) the services of MV Forrest can be obtained for lifting.

3. The reason why modified bouys have not been fitted is that to date it has not been possible to locate suitable tyres for the purpose.

4. Additionally, the Air Force crews have had no difficulty in picking up No 3, which is a rubber, inflated bouy, which one of the captains prefers even more than those bouys which have already been changed.

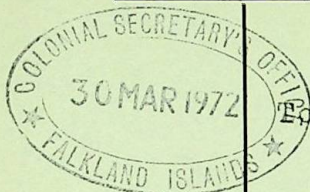
*SL on file early PC
will URGENT tab. 17.4.72.*

[Signature]
Director of Civil Aviation.

No. FIGAS/AF.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM



30th. March, 1972,

To: Acting Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- 120 Aircraft Reception and Dispatch.

I refer to your 2408/A dated 17th March, 1972 you are no doubt aware that I have no jurisdiction over Public Works yard, however S.P.W. in his letter PWD 078 dated 20th. March 1972, copied to you, provides a scheme for the control of persons and vehicles entering the yard for aircraft arrivals and departures.

2. A notice has been issued and broadcast over the local radio, advising the general public that the yard will be closed to all visitors and vehicles during aircraft arrivals. Visitor passes will be issued only for aircraft departures.

3. S.P.W. has provided a gateman and a list of permanently authorised officials and vehicles has been supplied to him.

4. I would be grateful if Government Printer be requested to print a supply of passes to be issued to visitors, passes will be surrendered to gateman and will be reuseable.


(J. KERR.)

Director of Civil Aviation.

Passes to HP 3.4.72

No. PWD 078

MEMORANDUM

It is requested that, in any reference to this memorandum the above number and date should be quoted.

20th. March, 1972.

To: Director of Civil Aviation,

From: Superintendent of Works.

STANLEY:

Stanley, Falkland Islands.

c.c. Colonial Secretary.

SUBJECT :- Reception of Albatross Aircraft.

You can be assured of my co-operation at all times, with the question of control. May I suggest as a basic plan for control of dockyard personnel and visitors.

2. Visitors, sightseers, relatives etc. are not authorised to be in the dockyard with or without a scheduled flight. On the last flight day I counted no less than fifty people who had no right whatsoever in and out the dockyard. Another increasing problem in our midst, with unauthorised vehicles parked in the dockyard. In order that you can be relieved of the burden of being inundated on the jetty, and for the safety of the people themselves, I propose to enforce the following measures.

3. On receiving the official E.T.A. from your office, will close the dockyard S.W. gate and place a man on the East entrance and stop all unauthorised people and vehicles from entering the dockyard. As far as Government vehicles are concerned those that are out will stay out those that are in will stay in until personnel have been cleared through the Customs. There will be no other movement of people and vehicles other than those you authorise. P.W.D. duty Rover is the only one necessary from our side requiring authorisation, this is to handle baggage and mail. This vehicle will be at the disposal of all departments and private individuals for this purpose, ruling out the need for any other vehicle, except any other you deem essential. This same system would *apply* with the E.T.D. when gates would be opened after take-off.

4. Unless you consider otherwise there is no need for any P.W.D. employees to be on the jetty except the duty driver.

Stanley

Superintendent of Works.

1/16 In Albatross Flights file
15/4 - 115/6
1723/3

SB

17th March

72.

To: Director of Civil Aviation,
Stanley.
From: The Colonial Secretary,
c.c. Supt. of Public Works.

Reception of Albatross Aircraft

It seems that the time has come when we should be considering some form of effective control of persons entering the Government Dockyard or the Government jetty during the period when arrangements are being made to receive passengers, crew, mail etc. I am sure you will agree that apart from the necessity to provide proper customs/immigration facilities, the jetty itself is not nearly large enough to accommodate the number of people and vehicles which frequently arrive on the scene at these times.

2. It is accepted that several people concerned with reception arrangements will need to be given permanent approval to enter the jetty and it is desirable that a list of such people should be drawn up. Perhaps you could prepare such a list and at the same time submit your views with regard to the best means of controlling access to the jetty. I had in mind some form of Police control but with the reduced staff in the Force at the moment this could be difficult to provide and I wonder whether S.P.W. could consider supplying one of his staff for this purpose.

3. Ideally we would like to implement some effective arrangements in time to accommodate the next inward flight currently scheduled to arrive on 28th March.

(H. L. Bound)
for COLONIAL SECRETARY

CB

By 23.3.72

(KIV - 115 - 116)

KIV - 115/6

Reply at-122

18th February

72

B.A. ref: 4/5

Bookings for Amphibious Service

86A Thank you for your ⁸⁷letter of the 14th December and the enclosure dated 6th December.

The contents of paragraph 2 of your letter of the 14th December are noted and we are both aware that the situation has advanced somewhat since then with the designation of Vice-Comodoro Ferrari as the LADE agent.

3. You will appreciate that I am in complete agreement with your view that the detailed work of booking passages cannot properly be handled by you nor by me though we can both cope during a short interim period. As you say, part of the key to this lies in the appointment of agents and I think you are aware that we have been pursuing this aspect of the matter. After an abortive approach to Waldron's we later approached Houlder's who have notified us that they confirm acceptance of our offer for them to undertake our business subject to terms outlined in a letter yet to be received here. In the meanwhile Houlder's have stated that they will be pleased to assist in dealing with our requirements. We shall therefore, at any rate as an interim arrangement, use Houlder's as our agents.

4. I am not certain whether you are aware that, when our communications were orientated towards Uruguay MacLean & Stapledon, although our agents, seldom made passage bookings for us. At that time, we normally made such bookings through Darwin Shipping Ltd. under its Travel Agency hat.

J. A. Jones

R. W. Whitney, Esq., O.B.E.,
British Embassy,
Buenos Aires.

3. 3. 72
B. 25. 2. 72.
(KIV-115)

17th February

72

To: D.C.A.

From: The Colonial Secretary

c.c. S.P.W., R/M

Amphibian Air Service: Buoyage

It is important that all the buoys used by the Albatross aircraft of the amphibious air service should be modified in the same manner as that which is positioned north of the Air Service office. Lt. Cdr. Godoy had great difficulty picking up his moorings at the unmodified buoy north of the hangar and particularly asked me to arranged to have all 4 buoys modified as soon as possible.

2. You should therefore put in hand the preparation of modified buoys for substitution as soon as possible in place of unmodified ones. The task should be given priority.

J. A. Jones
Colonial Secretary

Bu 25.2-72
(KIV-115)

3rd February

72

To: D.C.A. *W*

From: The Colonial Secretary

cc: H/M

Albatross Flights Week Beginning 6th February 1972

According to the information which I have at the time of writing this memorandum we can expect two flights by Argentine Navy Albatross on Monday the 7th February and a normal, regular flight by the Argentine Air Force on the 8th of February. However, while this information appears to be reasonably firm it is quite possible that one or both of the dates may slip and that flights could take place on the 7th and 9th of February or on the 8th and 9th of February. As soon as I receive information indicating that flights are taking place on dates different from Monday the 7th and Tuesday the 8th of February I will inform you. Meanwhile you should plan for the flights to take place on those dates but bear in mind that there may have to be last minute alterations to your plan.

Memorandum
I have now been informed
that the regular flight will be on 9th
February.
17 1/2

J. A. Jones
Colonial Secretary

Bv 11.2.72
 (110)

CONFIDENTIAL

No. 39 of 24 January 1972

ROUTINE

242130Z

FROM B.A..... TO FCO REPEATED FALKLANDS

YOUR TELNO 28: ALBATROSS FLIGHTS.

I would be against making an approach to Argentines on behalf of Chileans who wish to travel by amphibian to inspect Darwin. MFA have already made point enquiry about Neilsen's nationality and domicile. (see Falkland Islands telno 23 to me). It required a certain amount of pressure on our part to secure a seat for him on flight of January 26 and there will be resentment if they feel that Albatross is being used to provide a service for Chileans.

2. ~~XXXXX~~ Would it not be possible for Chileans to view Darwin when it travels to Montevideo in February?

CONFIDENTIAL

S/K For copy for the "Albatross Flights" J
17/27/11

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One of the items contained in the Agreement reached in Buenos Aires in July 1971 between the British and Argentine Governments embodied in the document entitled Joint Statement of Buenos Aires of the 1st July 1971 was that Argentina would provide a temporary air service by amphibian aircraft during the time taken by the British to construct a permanent airfield for landplanes at Cape Pembroke.

2. I have minuted separately to you about the permanent airfield in the appropriate file (2408). This minute concerns the interim amphibian air service alone.

3. The service is run at a normal frequency of two return flights a month from Comodoro Rivadavia. (The aircraft fly down from their base near Buenos Aires to Comodoro Rivadavia on the afternoon previous to the flight to Stanley. I mention this because it has led to some difficulties in the dispatch to us of the ordinary bag as the F.C.O., at the time of this minute, does not seem to have cottoned on to the fact that the amphibian leaves Buenos Aires a day earlier than the scheduled date of the flight to Stanley. However, we hope that by the time you arrive here this difficulty will have been cured.) The flights take place on the second and fourth Tuesdays or Wednesdays of each month. So far all the regular flights have been on Wednesdays. It is not uncommon for an extra flight to be laid on for a special purpose, e.g. visits of Argentine telecommunications experts; visits by staff of the Argentine developmental air line LADI.

4. Miss Jackson of your staff has been trained to do the basic documentary work in connection with the amphibian air service, that is to say preparation, completion and distribution of booking forms; dispatch of factual telegrams to B.A. giving information of passengers' names, document numbers, onward passage movements; preparation of passports and of travel cards. It is essential for the C.S. both to oversee Miss Jackson's work and to keep in close touch with it. This is not a criticism of Miss Jackson but the job is one in fact of running a travel agency. Minor crises arrive and have to be solved rapidly and our only means of communication, again at the time of writing this minute, with B.A. is by telegram (a situation which will be greatly improved when a direct telephone service to B.A. is available).

5. The amphibian aircraft (the Albatross) which run this regular service belong to the Argentine Air Force. When the interim airfield is constructed (see related file) the aircraft which will use it, probably initially the 'Guarani' but later the Fokker F27, form part of the equipment of the Argentine developmental airline LADI who are posting an agent here in March. As soon as he is established it can be expected that he will relieve your office of a great deal of the administrative work connected with flight bookings as he will initially concern himself with the interim amphibious service and will continue to do so until a landplane service is introduced. The LADI agent is a retired Argentine Air Force officer, Vice-Comodoro Ferrari. It will be necessary, even when Ferrari is stationed here, for the closest liaison to be maintained between you and him as, under a different hat, the two of you will have another and important function to perform about which I have also minuted you separately. This apart, it will be essential to work out with Ferrari a method by which the Falkland Islands Government has a lien on a percentage of the seats of all aircraft up to within a specified time of a flight, say 48 or 72 hours. Without some such special arrangement you will find it impossible to make firm arrangements for staff movements on leave etc.

6. The control, landing, handling, and passenger landing in connection with the amphibious air service has been reduced to a drill which is under the control of the Director of Civil Aviation, subject, of course, to your over-riding direction. The machinery involves wireless control, interpretation, the provision of sea-borne fire-fighting equipment and launches for the movement of passengers, mail and freight. All these works move with the D.C.A. as co-ordinator. I would suggest that you take an early opportunity of seeing the system and the machinery in action.

Sincerely

S/C

B.U. 16/3

J.A.J.
25.1.72

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Our ref: 2408/A
Your ref: Letter 17.1.72

20th January 1972

D
v
/cInterim Amphibious Service

Thank you for your letter of the 17th January regarding the wait-listing of various members and clients of the Falkland Islands Company.

2. The recent visit of Mayor Remorino and his team to make further investigation of the possibilities of Hookers Point as a site for a temporary airstrip was useful, speaking from the practical and technical point of view. In a brief round-up with him the day before he returned to Argentina Mayor Remorino informed me that his Naval colleague, Capitan de Fragata Marino, envisaged no problems with off-loading equipment onto the East Jetty in Stanley (that is to say the Falkland Islands Company jetty), though it is understood that some temporary strengthening of the decking to take unusually heavy loads might be necessary. Similarly, Mayor Remorino considers that a few days work only with the equipment which the construction party will be bringing with them will be necessary to re-profile the road from Stanley to Hookers Point in order to move equipment and supplies to the site.

3. A problem which I understand was reasonably satisfactorily resolved was that regarding accommodation for the construction party. Mayor Remorino was able, so I understand, to make arrangements to hire a dwelling house from the Falkland Islands Company which with some conversions and/or additions which advance members of the construction party will carry out will be suitable for their needs.

4./ ...

R. D. Lavers, Esq.,
British Embassy,
Buenos Aires.

RESTRICTED

4. Execution of the agreement between Governments for the construction of the temporary airfield permitting, I understand that Mayor Remorino envisages sending down one or two men in a few weeks time to effect certain repairs, renovations and additions to the living accommodation and that the main party would follow, probably in June, with construction beginning in July. Construction would consist of two parts. The first, which the Argentines would hope to complete by September/October would be to lay a strip of 600 metres in order to permit the service of ^{w7k} the "Guarani" to be introduced in October; while the second stage, which would presumably continue immediately after the introduction of the "Guarani" service, would be to extend the strip by a further 200 metres in order to give it the capability of taking ~~the~~ F.27 which would then be introduced into ~~the~~ service. Mayor Remorino did not project a definite date for that development but I assume it could be around January 1973.

J. A. Jones
Colonial Secretary

RESTRICTED

G. J. 21/11

S.E.

P. 100 & 102-3 f.g.i.

J. 20/11

Ra 22/11

RESTRICTED

100 74



Handwritten signature/initials

BRITISH EMBASSY

BUENOS AIRES

17 January 1972

J A Jones Esq OBE
Colonial Secretary
Port Stanley
Falkland Islands

Dear John,

INTER AMPHIBIOUS SERVICE

88

1. Thank you for your letter 2408/C of 20 December to Ray Whitney. I am replying on his behalf. We well appreciate the difficulties which you face in the allocation of seats for the Albatross flights and we would not wish to quibble in any way with the action you have taken over the applicants from the Darwin Shipping Company for flights in September and October - particularly since this is so far ahead. We will of course liaise with the MFA and see that they are wait-listed.

2. It would indeed be helpful if the temporary strip could be completed by September. The Argentine Air Force think this will be possible but progress will have to be swifter than it has been to date. The MFA have still not responded, for example, to our draft agreement to cover the construction of the strip.

Yours ever,

Richard.

R D Lavers

RESTRICTED

No. FIGAS/AF.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM

11th. January, 19 72.

To: Colonial Secretary,

From: Director of Civil Aviation,

PORT STANLEY.

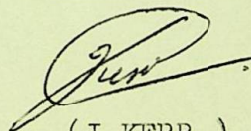
Stanley, Falkland Islands.

SUBJECT :-

Intr²im Air Service.

24-08
Reference your 0270/A dated 31st. December, 1971 I have to inform you that the Zodiac will not be available for the commencement of the intrim air service.

2. On enquiring from Mr Petrie of the engine syndicate, I am informed that the engine is at present stripped down for a complete overhaul and it is not known when this work will be completed.



(J. KERR.)

Director of Civil Aviation.

MEMORANDUM

It is requested that, in any reference to this memorandum the above number and date should be quoted.

January 5th, 19 72.

TO: The Colonial Secretary,

FROM: Superintendent of Works.

The Secretariat,

Stanley, Falkland Islands.

Stanley.

SUBJECT :-

ALBATROSS FLIGHTS:

Your minute 2408/A of 29th December refers.

1. At D.C.A.s request the anchorage buoy was modified in the PWD blacksmiths shop before the last flight.
2. The ex handymans shop is reserved for reception purposes of amphibian flights. PWD personnel involved in subsidiary duties i.e. fire fighting etc., are free to carry out these duties during landing and take off.
3. Additional: Passengers have up to now been more or less Government personnel, and so little problem as far as baggage removal. Future flights however, I presume are going to involve private passengers and I anticipate a rather chaotic beginning with private cars up and down the dockyard. Could we not make a rule similar to that of arriving 'Darwins', that no cars or private individuals allowed on the jetty or even dockyard until all passengers have been cleared by Medical, Customs and Immigration. Also to keep the jetty clear by allowing only PWD duty rover to collect all baggage and deliver to the Immigration Office.

Th Royane
Superintendent of Works.

No. FIGAS/AF.

MEMORANDUM

It is requested that, in any reference to this memorandum the above number and date should be quoted.

94
4th. January, 19 71.

To: Colonial Secretary,

From: Director of Civil Aviation,

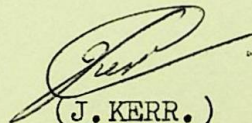
PORT STANLEY.

Stanley, Falkland Islands.

SUBJECT :- Albatross Flights : Moorings.

With reference to your 2408/A dated 29th December, 1971 all moorings should be checked at intervals of not more than 3 months, and can only be done by the Harbour Department.

2. Bouy No. 2 has been inspected, found to be leaking and is in the process of being replaced, this will be done before January 8th.
3. Bouy No. 3 will be the last to be changed.
4. Bouy No. 4 will be replaced as soon as suitable tyres can be located and procured.
5. All bouys are inspected visually and dressed prior to each arrival.



(J. KERR.)
Director of Civil Aviation.