

CONFIDENTIAL

Vol. III

TRN/AVI/5#3

SECRETARIAT

(Formerly)

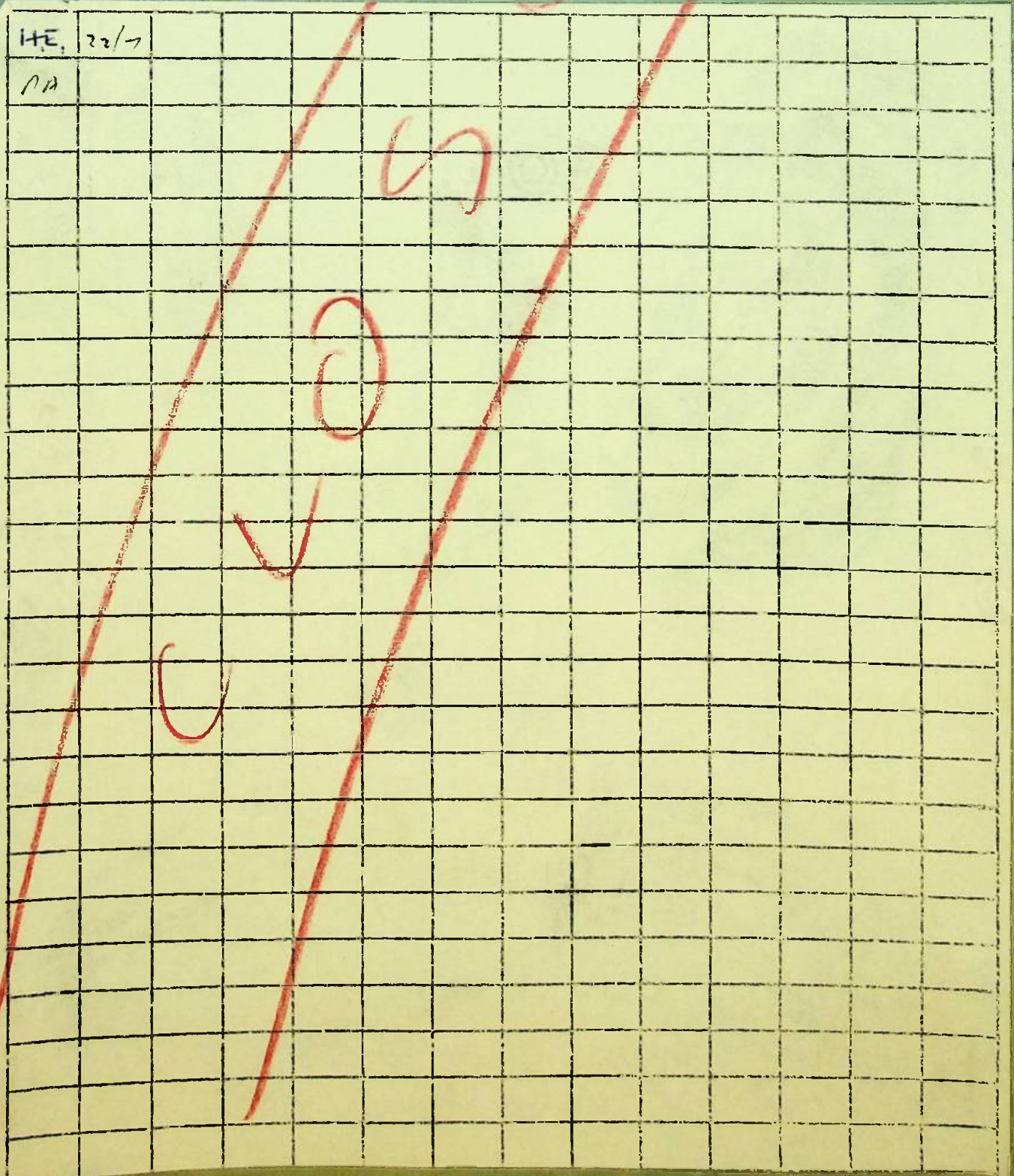
2408

2408

Establishment of  
Local Airfield. (Cape Pembroke)

HE. 22/7

PA





Doppler Section,  
512 STRE, 1A  
RRS Bransfield,  
at sea,  
25 April 71.

Dear Mr Jones,

Thank you very much for all the assistance which you afforded myself and my team during our tracking operations in the Falkland Islands.

I shall always remember the Islands for the hospitality of the people and the way in which they were prepared to assist in solving any problem which I had. It was particularly refreshing in view of the problems I have had since I took over the Section and before I came to the Falklands.

I suggested by signal that a direct approach was made to the Engineer-in-Chief about the possibility

of assistance in the construction of the airstrip by the Sappers. This was in response to a signal I received from my CO, COL HGW Crawford RE.

I will endeavour to find out if the report which I sent to COL Crawford about the airstrip has been passed on and will let you know the outcome in due course.

I enclose a letter to Mrs Jones which I would like you to give to her.

I think it unlikely that any of the present team members will return to the Falkland Islands during their present tour of duty but there is, I feel, a possibility of our successors establishing a station in the general area, I know both South Georgia and the Palma Peninsula have been mentioned.

I look forward to the possibility of meeting you again at

some future date.

Yours sincerely,

Roger Brant.

( R W BRANT )

CAPTAIN RE.



19th May, 1971.

Thank you for your letter of the 25th April and for all the kind things which you say in it. I hope we all prove worthy of them and while we would all have hopes of seeing at least some of you at a future date it is encouraging to know that the facilities and cooperation available here were such that we may be in the running as a base for any future team visiting these parts.

I note what you say about the airstrip. At the moment we are still waiting for the report from our consultants, Peat, Marwick and Mitchell and so do not know which way this particular cat is going to jump. But I would certainly be interested to know whether the copy of the Feasibility Report which you sent to Col. Crawford did reach him.

I passed on the note which you enclosed for my wife and we both send our best regards and look forward to seeing you in the future.

J. A. Jones  
Colonial Secretary

Captain R. W. Brant, R.E.,  
Doppler Section,  
512 SRE,  
British Army Staff,  
British Embassy, Washington DC.

Int. by key of 30/5

1/6

For file in 2408 vol. 3

8/97


CONFIDENTIAL

C.S.

The two telegrams about the construction of the airfield are at pages 25 and 27. I feel certain that these telegrams were sent by Watt before David Scott had got back as there seems to be very little sense of urgency about the whole operation.

2. I will go back in due course and make it clear that decisions on this matter will have to be taken by Ministers so that the necessary priority can be given by M.O.D. to our request. Apart from the political problems of taking two years to build a strip the Falkland Islands Company would no doubt be very scathing about the lack of speed. Also Watt is completely out of touch if he says that he and the O.D.A. are considering the employment of Argentine contractors - we might as well have accepted the Argentine offer in the first place and allowed them to build the airfield.

3. However, could you have a crack at drafting the formal request for assistance from Aid funds to be sent by telegram: it will have to be in fairly general terms at this stage but we should be shooting for a 5,000 foot strip costing £ $\frac{1}{2}$  million - £300,000.



E. G. Lewis

8.7.1971

Y.E.

I can specifically confirm that the two telegrams at pp 25 and 27 were sent by the F.C.O. before Scott returned to London. The telegram p.27 is dated the 2nd July; Scott left Buenos Aires at 1900 hrs. B.A. time on Friday the 2nd July and was not due to arrive in London until approximately 1400 hrs on Saturday, the 3rd July. It is therefore improbable that Watt would have had any personal contact with him until Monday the 5th July.

2. As you say, Watt is indeed completely out of touch in thinking that there is any question of the employment of Argentine contractors on the project. It was made abundantly clear by the British side at the recent round of Talks that this type of Argentine participation was out of the question and indeed it was largely because that was so that the Argentine side agreed in the end to remove from the Joint Statement any mention of their offer of assistance over the airfield project because, had they continued to insist upon its inclusion, we would have been bound to insist on including a specific rejection of their offer.  
(This will naturally not prevent, for example, cement for the project being obtained from Argentina.)

3. In the following paragraph is a draft of the preliminary telegraphic request for the ear-marking of British Aid Funds for the airfield project. I see that you mention 5,000 ft strip in your para 3 but assume that this is a misprint for 4,000 ft. in view of paragraph 8.1 of the Feasibility Report (copy attached for ease of reference) which says that "It is not thought that .... extension beyond 4,000 ft would be possible except at very high cost." I take it that our object is to obtain funds for a 4,000 ft runway, that is, a runway 400 ft longer than the one mentioned in paragraph 10.5 (Scheme I) of the Feasibility Report but not to appear to seek funds for "something" which would be prohibitively expensive. I have

/drafted

2  
drafted ~~the~~ telegram on this basis, but it will be an easy matter to amend the reference to the length of the main runway if you still wish to go for something around 5,000 ft.

4. Following is the suggested text of telegram:

To F.C.O.

Telegram No. of July 1971

Your Telegram 171 of 2nd July


AIR FIELD

Following represents advance advice of formal request for assistance from Aid Funds for construction of airfield at Cape Pembroke:

(1) In the light of the Feasibility Report of Board of Trade 1969, this Government requests allocation of Aid Funds in approximate amount of £375,000 (see paragraph 10.1 of Report for costs creep) for construction of airfield at Cape Pembroke.


(2) Runway configuration required is as recommended in Scheme I (paragraph 10.5 of Feasibility Report) ~~1, E. one~~ <sup>i.e. two</sup> runway configuration, but with recommendation that main runway should be of length 4,000 ft. (see paragraph 8 of Feasibility Report) in order to provide maximum flexibility and also to maximise ~~return~~ from one - ~~for~~ <sup>eff</sup> operation by Royal Engineers or contractors.


(3) This request for Aid Funds includes provision of air/ground communication facilities (see paragraphs 6.1 and 11.4 of Feasibility Report.)

REVIEW 


2. Considerations in sub-paragraphs (2) and (3) above emphasise approximate nature of estimate <sup>of</sup> and total Aid Funds needed for project. Also paragraph 10.1 of Feasibility Report emphasises 'rough' nature of estimates.

3. Formal application will follow by bag in due course.

LEWIS 

  
(J. A. J.)  
8.7.71

~~Addendum.~~

The references to the Feasibility Report in the text of the telegram explain why I have suggested a figure of £375,000 instead of the £250-300,000 mentioned in your minute. And the refs. to the Report will also be found to be self-explanatory.  
But Sir, I thank you for an excellent draft. Please issue  
B.H. 8/9 



DECODE.

3

## TELEGRAM SENT.

*From* GOVERNOR *to* SECRETARY OF STATE

*Despatched :* 9.7.71 *Time :* *Received :* *Time :*

Telegram No. 242 of 9th July 1971.  
Your telegram 171 of 2nd July  
Airfield.

Following represents advance advice of formal request for assistance from Aid Funds for construction of airfield at Cape Pembroke:

(1) In the light of the Feasibility Report of Board of Trade 1969, this Government requests allocation of Aid Funds in approximate amount of £375,000 (see paragraph 10.1 of Report for costs creep) for construction of airfield at Cape Pembroke.

(2) Runway configuration required is as recommended in Scheme I (paragraph 10.5 of Feasibility Report) i.e. two-runway configuration, but with recommendation that main runway should be of length 4,000 ft. (see paragraph 8 of Feasibility Report) in order to provide maximum flexibility and also to maximise return from one - off operation by Royal Engineers or contractors.

(3) This request for Aid Funds includes provision of air/ground communication facilities (see paragraphs 6.1 and 11.4 of Feasibility Report).

2. Considerations in sub-paragraphs (2) and (3) above emphasise approximate nature of estimate of total Aid Funds needed for project.

/Also

DECODE.

-2-

4

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched :

Time :

Received :

Time :

Also paragraph 10.1 of Feasibility Report emphasises 'rough' nature of estimates.

3. Formal application will follow by bag in due course.

LEWIS

PL: JE

9th July

71

Stanley Airfield

I am attaching for your information a copy of the telegram which I sent shortly after my return to Stanley to the Office making a preliminary request for the allocation of funds for the construction of the airfield at Stanley. This provisional application is naturally hedged around with 'ifs' and 'buts'. You will appreciate that the Feasibility Report is now more than two years old and material costs and so on have probably risen further than the Report itself forecast.

At the time of writing this letter I am uncertain when it is likely to leave here on its way to you, so it may be that our formal application to H.M.G. for the provision of funds for the construction of the airfield will have been made by then, in which case I will send a copy to you. In view of the circumstances it may reach you by the same bag as this letter.

I hope that the provision of this material will give some power to your elbow if you find yourself in a position of needing to re-assure the Argentines that, while we await the official decision of Governments on the formal results of the Communications Talks, we are pressing on with other aspects of the operation.

(J. A. Jones)

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

JB



Y.E.

*Excellent. As you suggest / 6/7/2017*

6

Application to H.M.G. for Aid Funds for Airfield Construction

We discussed briefly on the phone the wisdom of putting in a follow-up application in due form to the telegraphic application we have so far made to H.M.G. for £375,000 for construction of the Cape Pembroke airfield and ancillary navigation aids installations, and tentatively agreed it might be best to await Col. Robinson's report. However, on further reflection I suggest it would be as well to get in a first bid in due form. Our telegram will not be regarded as a proper starter. I have therefore prepared the attached and suggest I send it, in triplicate, to Kinnear, copying the covering letter to Ling. \* We can expand, amend, reorientate the application later, if necessary, in the light of advice from Col. Robinson (which probably won't be available in viable form for some time anyway).

Y.E.  
Long letter now  
also attached below,  
in manuscript.

17/2/77



(J.A.J.)  
20.7.71

\* ? Perhaps also to Whitney.

22nd July

71

Cape Pembroke Airfield and Associated Navigational Aids

In our telegram no. 2 x 2 of the 9th July we made a provisional bid for the hypothecation of funds for the construction of an airfield at Cape Pembroke of two-runway configuration with longer runway of length 4,000 feet and of navigational (air/ground communications) aids. The telegram emphasised the approximate nature of the estimate of £375,000 for the project and promised a formal application by bag in due course.

It would have been possible and might on some counts be deemed advisable for us to have waited until after the projected visit to the Colony of Colonel Robinson, R.E., before making any formal application; but in view of the urgency of the project and of the need to have something more than a telegraphic bid on record we have decided to put in a formal application now, even if it is somewhat bare of up-to-date detail. The application can be up-dated in the light of Colonel Robinson's report; and it may prove more valuable in the end for that report, in its full and final form, to be made to you and for it to be integrated with the information in the attached application form (most of which is, by its nature, contained in other expert reports) rather than for it first to make its slow way out to us through uncertain lines of communication, here to be the subject of further delay and consideration before being sent back to you with our comments. As we see it, if the construction task turns out to be R.E.-mounted we need to do all we can to reduce delays and speed it up in order to take maximum advantage of the R.E.'s integrated method of operation as well as to retain the maximum Argentine goodwill by being seen to be doing everything possible to speed up the project and to reduce the length of the period over which the Argentine Air Force will be committed to receiving an interim air service with scarce, valuable and expensive-to-maintain-and-operate amphibians.

The application is enclosed in triplicate. (Not to Ling and Whitney)

(J. A. Jones)

G. F. Kinnear, Esq., O.B.E.,  
Foreign and Commonwealth Office,  
(S.A. & I.O. Dept.)  
London, S.W.1

cc J. de C. Ling  
American Dept.,  
F.C.O.

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

FORM FOR PROJECT APPLICATION

Administering Authority:- Government of the Falkland Islands

Serial No. 2

1. Name of Project. Cape Pembroke airfield and ancillary navigational aids.

2. Location of project and reasons for its choice. Cape Pembroke, Port Stanley. For reasons for choice see Report on the Feasibility of Constructing an Airfield on the Cape Pembroke Peninsula by Mainwright and Botham, Board of Trade.

3. Is the project included in the approved Development Plan and, if so, where? Yes. As second priority after the Stanley Power Station (approved project)

4. (a) Will the project be put out to tender? Yes, it is assumed, if the project is undertaken by a public company. No if it is undertaken by Royal Engineers/ RME

(b) Name of Agency responsible for construction and operation. See (a) above

5. Professional advice on which the project is based. See 2 above

6. What are the benefits to be derived from the project?

(a) Economic: Reorientation of Colony's transport communications pattern for passengers, mail and freight as advised by the Feat, Warwick & Mitchell Report and as provisionally agreed at the Buenos Aires round of Talks on Communications, June/July 1971.

(b) Social: Reduction of isolation of an island community by so speeding up transport communications as to place London within 36 hours travel time of Stanley.

7. (a) Total cost of the project (broken down into main items of expenditure) This has been variously estimated. See Feasibility Report, and Feat, Warwick & Mitchell Report. Expected cost is in the region of £375,000. See Feasibility Report for costs breakdown.

(b) Amount of British Aid required £375,000 (estimate only)

(c) In what U.K. financial years is British Aid required and how much each year? This can only be forecast after further study. (And see 8 below)

8. When is the work expected to begin? Dependent upon report of Col. Robinson, R.E.

9. How will the operating costs be financed when the project is completed? In the light of the recent round of Communications Talks in Buenos Aires, the airfield is expected to be operated by the Falkland Islands Government financed from its recurrent budget and the external air service by the Argentine Government through its subsidised developmental airline LADE



10. If the project includes building or civil engineering work plans should be forwarded with this application in a form sufficient for an adequate examination in ODM.

See Feasibility Report.  
A further report is expected from Col. Robinson, R.E.

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11. Will Consultants be used?

(a) in the design stage: Presumably yes, if construction is by public Company. Presumably no, if construction is by R.E./R.E.M.E.

---

(b) to supervise construction or if not, how will construction be supervised? As in 11(a)

---

12. Are services available?

(a) Water Not available on site

---

(b) Power Not available on site

---

(c) Other services Not available on site

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*Ind. shp /*

(J. A. Jones)  
Colonial Secretary

2408/111  
No.

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

MEMORANDUM



9th August 1971.

The Colonial Secretary,

Secretariat.

Supt. Power & Electrical Dept.

Stanley, Falkland Islands.

SUBJECT:-

Electricity Supply to Proposed Airfields.

1. The Stanley Power Station generates at 230/400v 50 Hertz and has a total capacity of 850 Kw. Distribution is overhead at 3,300v and 230/400v 3 phase four wire. The distribution network extends westwards as far as the Naval H.Q. at the head of Stanley Harbour, and eastwards as far as the government W/T. station. A new power station is being built and when finished will entirely replace the existing one, it will have a generating capacity of  $1\frac{1}{4}$  megawatts, generate at 3,300v and feed into the existing network.

Proposed airfield sites.

Murray Heights. Stanley Racecourse.

- £500
2. No problems of connecting to the existing network. Of minimum cost, unlikely to exceed £500 or nil if considered a fair charge against the Electricity Undertaking.

Cape Pembroke.

3. The proposed airfield buildings as shown on the original plans are approximately  $3\frac{1}{2}$  route miles from the nearest Hv. distributor and  $4\frac{3}{4}$  miles from the generating station. If starting from scratch from the station a 6,600v distributor would be the best suited for economic reasons owing to the distance involved. As a 3,300v distributor exists approximately one quarter of the way it would be economical to continue at this voltage.
4. The cost to connect airfield electrical services at this site to the Stanley system would be of the order of £10 to £12,000.  
£12,000
5. The alternative which is a local supply would be less costly. I suggest for a local supply the specifications might be;

Two diesel alternators.  
Outputs to meet total connected load without diversity.  
RPM. not to exceed 1,000.  
Preferably air start.  
If battery start, batteries to be Nife.  
Start by starter motor not auxiliary winding  
on alternator.

Alternator to be self exciting and regulating.  
Regulation  $\pm 2\frac{1}{2}\%$  between 0.8 and unity power factor.  
Controls and alternator protection would be those standard for the type of machine obtained.

Cost, very difficult to give owing to lack of information, could be between £2 and £3,000.

Observations.

6. I understand the most likely site for the airfield to be in the Cape pembroke area. The alternative sites present no problem from the electrical aspect.

For cost reasons and these no doubt are the biggest consideration it would seem that if the airfield is to be built in the Cape Pembroke area the electricity supply will be a local one. Other factors bearing upon the decision should not be lost sight of, they are; the requirements of additional skilled maintenance for the operation of the machines, and the limitation to development in airfield services by limited electrical generating capacity.



Supt. Power & Electrical  
Department.

ECG.

Addendum. To diesel engine specification add;  
Aircooled.



DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched:

Time:

Received: a.m.

Time:

12.8.71

No. 73

11th August, 1971

Unclassified to routine Falkland Islands.

For Lt. Col Wheatley from Naval Attache.

Request number date and place of issue of passport soonest.

PETERS.

DECODE.

14

TELEGRAM SENT.

British Embassy, B.A.

From GOVERNOR to F.C.O. (~~OVERSEAS DEVELOPMENT ADMINISTRATION~~)

Despatched: 12.8.71

Time: a.m.

Received:

Time:

No. 91

12th August, 1971

Unclassified to routine Buenos Aires telno 91 of 12 August.

From Lt. Col. Wheatley for Naval Attache. Passport No. 402645. Date of issue 19 October 1962. Issued at London. Renewed at Aden 2 February 1967.

U R G E N T

13th August

71

15

Dr. Malone

Colonial Secretary

Stanley Airfield

Lt/Col. Wheatley needs to establish certain facts in connection with his investigations into the logistics of the airfield construction project. Will you please let me know, in duplicate and as a matter of top priority, the following:

- (1) On the supposition that the airfield is built by an R.E. construction company numbering 200 -
  - a) could the two medical officers stationed in Stanley cope?
  - b) Would hospital facilities be adequate?
  - c) What payment would you envisage should be made?  
(presumably on a per capita, annual basis)

2. In considering the foregoing you should keep in mind that, in future, we hope to have more flexibility built in to our medical staffing with, perhaps, more medical officers stationed in Stanley and the out-station work covered through greater use of the flexibility provided by the internal air service.

JB

for COLONIAL SECRETARY

REPLY AT 17

JB

13th August

71

Superintendent, Posts &amp;

Telecommunications

Colonial Secretary

Stanley Airfield

Lt/Col. Wheatley needs to establish certain facts in connection with his investigation into the logistics of the airfield construction project. Will you please let me know the following:

On the supposition that the construction of the airfield is undertaken by Royal Engineers and that a camp might need to be constructed for them either in Stanley or at the airfield site (which for the moment should be regarded as being at Cape Pembroke)

- a) how many telephone lines could be made available to the R.E's;
- b) could telephones be connected? and
- c) What would be the cost of connection?

Your answer should be set out in two columns, one relating to the position if a camp was to be constructed in Stanley, the other relating to the position if a camp was to be established at Cape Pembroke.

2. Please provide me with your answer in duplicate and as a matter of top priority.

for COLONIAL SECRETARY

JB

No.

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

MEMORANDUM



13th. August 19 71

Colonial Secretary

Dr. Malone

Stanley, Falkland Islands.

SUBJECT :-

Stanley Airfield

Memo. 2408

15

Para. 1

- a) Yes. If, however, the Royal Engineers felt they would like their own M.O. here I can see no objection.
- b) Yes, within the prevailing limitations governing treatment of the present population.
- c) This is complicated owing to the existing methods of raising the finances to cover the Health Service. Charging payment on a per capita basis for treatment within the colony, a charge of say £25 per patient to cover all costs would not be excessive and would be in line with Private Hospital Insurance in the U.K. Owing to the high cost of treatment overseas, careful consideration would have to be given to the problem. Perhaps the easiest way out would be for the Army to pay these costs themselves if and when they arise.

I should stress that the above is a "snap" personal assesment in answer to your urgent memo. and is obviously open to a more careful discusion in depth,

A handwritten signature in cursive script that reads "Charles M. Malone".

Charles M. Malone,  
Medical Officer.

Encl - 2408

A handwritten signature in cursive script, possibly reading "P. 13/8".



Copy for C.S.  
19

**GOVERNMENT TELEGRAPH SERVICE**  
**FALKLAND ISLANDS**  
**SENT**

Number	Office of Origin	Words	Handed in at	Date
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To	HEADQUARTERS PROCEEDS LONDON/1			
	MUTING			
	A/c R.O.			

No. 279

13 August 1971

AMENDED FOR TELNO 279 OF 13 AUGUST. PLEASE PASS 62 ONE (ONE) .

LIC - LEO. FROM ONE ED FIRST ID NO BETTER ALTERNATIVE TO CAPE PENHOCKS SITE HAS BEEN LOCATED THAT CAN DO I REQUIRE AVAILABLE SITING NOT OF TO CASUALTY DANGER TO OBTAIN IT ED AIR SPACE SHOWS LARGE QUANTITIES OF FISHES AND CRUSTACEANS AVAILABLE ON MOST OF THE CAPE PENHOCKS COAST LINE BUT CONSTRUCTION OF HAUL ROADS IS NECESSARY ED RECORD ED ACCOMMODATION FOR WORKING PARTY ED AS EXTENDED VIRTUALLY NOTHING EXISTS NO POSSIBILITY OF ACCOMMODATION ON A SHIP MUST BE INVESTIGATED THOROUGHLY AS HIGH PRIORITY WITH COSTS A VITAL FACTOR ED TRY NAVAL SOURCES AS WELL AS CIVILIAN CAN REQUIRE ABOUT OLD DEPOT SHIP OR OLD CARRIER OR OLD FIRST AUXILIARY OR THE LIKE ED CAPE PENHOCKS ARE AVAILABLE ED PLEASE PASS ABOVE TO 62 ONE (ONE) LEOIS

Time

9.5.  
See by minute p. 18. J 17 1/8

Albatross Flight of Friday, 20th August

One of the possibilities which Vice-Comodoro Lob has been investigating concerns the use, in emergencies, of the hovercraft unit's slipway and hard-standing for an Albatross. For example, in the case of the need for one of the aircraft to be repaired on the spot here, the hovercraft unit's facilities are the obvious ones to use.

2. This morning I visited the hovercraft unit with Vice-Comodoro Lob. We had discussions with Lt/Cdr. Walsh and he has kindly undertaken to make a quick survey of the approaches to the slipway for Vice-Comodoro Lob. At the same time I arranged with Lt/Cdr. Walsh that he would meet the pilot of the Albatross visiting us on 20th August immediately he comes ashore in order to take him to the hovercraft unit and to make an on the spot investigation of the possibility of using the slipway and apron in emergencies. A visit by the pilot of the Albatross to the hovercraft unit is necessary because none of the visiting team of Argentine Air Force officers has flying boat experience.

3. It will be useful for Lt/Cdr. Walsh to be able to consult the Albatross handbook which was given to you by the pilot of the last amphibian to visit us and I shall be grateful if you will let him borrow it as I would expect it contains a good deal of the sort of information on the amphibians' characteristics in the water and coming out of the water on wheels which will be relevant to the survey of the approaches which I have mentioned in the previous paragraph of this minute.

4. If it is possible for you to accompany the Albatross pilot and Lt/Cdr. Walsh when they go to inspect the hovercraft slipway and hard-standing I think it would be useful; but if your duties as flight controller prevent you from doing so it would be as well to put yourself in the picture in discussion with Lt/Cdr. Walsh afterwards.

  
J.A.J.  
16.8.71

21  
17th August

71

Dear Vice-Comodoro Lob,

I had a short discussion yesterday evening with Group Captain Melrose. I understand from him that you have a number of questions which you would like to ask me and various members of my staff.

I suggest that, provided your other work engagements permit, we have a meeting on the matter in the Conference Room in the Secretariat at 2.30 p.m. this afternoon. I shall be able to call in members of my staff, as necessary, in order to deal with particular points.

Yours sincerely,

(J. A. Jones)  
Colonial Secretary

Vice-Comodoro Lob,  
Upland Goose Hotel,  
Stanley.

JB

Mr. Jones

The following is a number of, and probably incomplete list of the items which Vice-Comodoro Degon Lob told me he would like to discuss with you and appropriate members of your staff.

1. SELECTION OF OFFICE FOR LADE and living accommodation for their representative who will live in Stanley. They are thinking of sending a retired Air Force officer and this seems to hold considerable advantages. They would like to hear your views about it.
2. METHOD OF DECIDING PRIORITIES FOR PASSENGER TRAVEL. Documentation preparation prior to flights. Type of manifesto to be used which in their view would conform to Argentine regulations, ie, not international but as used for internal traffic. This seems to me okay?
3. AUTHORITY FOR INSTALLING SINGLE SIDE BAND EQUIPMENT AND VHF at the temporary airfield. Presumably ditto for the permanent when ready.
4. TEMPORARY AIRFIELD ARRANGEMENTS FOR CONTROL OF AIRCRAFT MOVEMENTS (approach to airfield and landing control).
5. PROVISION OF BUILDINGS AND SHELTER for passengers and equipment at temporary airport site.
6. ELECTRICAL power including 3-phase for charging of ground batteries for starting their aircraft.
7. TELEPHONE LINE, how many. Communications and water supply.
8. They presume that no LANDING TAX (landing fees) would be charged at the temporary or the permanent site. This seems to me correct since an Argentine military aircraft visiting the United Kingdom would not be liable for this and they are only charged for civil aeroplanes.
9. ARRANGEMENTS FOR RE MITTING STERLING, U.S. DOLLARS AND ARGENTINE PESOS to the Argentine after collection of cost of passages. This opens up the whole question of interchange of currencies by crew and passengers which had better be discussed with your Treasurer and a banker present, I suggest.
10. While the Albatross amphibian flights continue they would like to maintain a STORE OF JATO TAKE-OFF ROCKETS in Stanley (2 were left from the last flight). They would like an immediate availability of 5 x 80 gallon drums of aviation fuel 100/130 octane. This, I believe, is at present being used by the Beaver sea-planes. Later on, if the Guarani operates here they would require JPL fuel which may possibly be the same as avtur used by the Hovercraft Unit. This leads to consideration of whether or not fuel should be charged to them. I suggest definitely no in the case of fuel for the amphibian which is to be a free service without charge for any passenger, so long as it lasts but, when LADE operate with the Guarani they would be using regular quantities of JPL and since they will be commercial flights perhaps it would be appropriate to charge them for the JPL and deduct it from their takings in fares? I do not know, it should be considered.
- 11./...

11. MAIL CHARGES. Types of STAMPS to be used and procedure for onward passage of mail bags after reaching Comodoro Rivadavia.
12. They asked if they could have a SOUNDINGS CHART to show them depth of water in the Harbour to facilitate the putting ashore of vehicles for the building of the temporary airfield.
13. INVESTIGATION OF ACCOMMODATION for up to 20 men for a period of 4-6 months. The choices would be billeting, hotel or renting a house/houses which they would manage themselves.
14. Need for a place to deposit EXPLOSIVE TORTYL?
15. If 4-6 men came in September for 6 days as the detailed recce party could a landrover be put at their disposal for constant use?
16. Would any LORRIES be available in Stanley to do the work of moving sand, stones etc. during levelling operations on the temporary site.
17. They would like to have details of BANKS in Stanley and whether these are represented in Argentina.

G/Capt. Melrose  
17.8.71



No.

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

## MEMORANDUM

24  
16th August, 19 71

To: The Colonial Secretary,

From: The Superintendent,

The Secretariat,

Posts & Telecommunications Dept.,  
Stanley, Falkland Islands.

STANLEY.


SUBJECT :-

Stanley Airfield.

With reference to your Memorandum No. 2408 of 13th August 1971 on the subject of telephonic communications for the above project, the matter has been discussed with Lieut/Col. Wheatley and the following appreciation of the position is submitted :

1. Assuming that the R.E. Camp will be built north of the Race Course, the answer to your para. 1 (a) and (b) could be made available at negligible cost. On present legislation the cost of each connection to the subscriber would be £6.50 per annum (your para 1 (a) refers).

2. If the Camp and the Airfield is to be sited in the Cape Pembroke area, telephone connections would be a major operation. It is understood that the Power and Electrical Department would have to erect an overhead power transmission line on a pole route down the south side of Stanley Harbour, across the entrance to the Canache and onwards to the site. The Superintendent, Power and Electrical Department has been consulted with a view to utilising his pole route for telephone lines and this has been agreed. While it is not considered good Post Office practice to have power lines and communications cables on the same pole route, this step ~~was~~ is suggested in the interests of economy. We would prefer to go underground but with a pole route in existence the extra expense involved would not be justified. Screened cable would be used thus obviating a possible noise element from the power line. A preliminary rough estimate of the cost of telephone lines to the Cape Pembroke area is £6,000. It is understood that the R.E's. would only require two telephones in this area and the answer to your para. 1 (a) and (b) is that two lines could be made available at the above cost with provision for a further 28 at a later date. The cost of each connection to the subscriber would be as in the last sentence of 1 above.

  
SUPERINTENDENT.

25

Notes on banking, transferring money to and  
from the Falkland Islands, etc.

1. There are no commercial banks in the Falkland Islands. The Falkland Islands Co. Ltd are correspondents for Lloyds Bank London and Estate Louis Williams for Hambros Bank London. Both firms issue travellers cheques for the scheduled territories (Sterling Area) and the foreign exchange area.
2. The Falkland Islands Government operates a Savings Bank. The maximum amount that any one depositor may have in the Bank is £10,000. Interest at 2 1/2% p.a. is credited on deposits that have been in the bank for a complete quarter i.e.  
Jan - Mar, Apr - June, July - September, October - December.
3. Transfers of cash to South America are normally made through the Treasury by drafts drawn on the Crown Agents for Overseas Governments and Administrations in London. The payees of the drafts normally exchange them at one of the banks in South America usually The Bank of London and South America.  
One percent commission is payable on drafts at the time of issue  
Some
4. South American firms prefer to send their remittances to London for credit of their accounts with London banks.
5. The Falkland Islands Co. Ltd arranges transfers to Uruguay through their agents: Messrs Maclean & Stapledon S.A.
6. It is anticipated that the British Embassy at Buenos Aires would be willing to assist with the transfer of cash from the Falkland Islands should there be any difficulties in the acceptance of drafts from the Falkland Islands by the Buenos Aires Banks.
7. Currency circulating in the Falkland Islands is restricted to £5, £1 and 50p notes issued by the Falkland Islands Government and the following new British decimal coins 1p, 2p, 5p, and 10p.
8. The Falkland Islands Government has its own Exchange Control Ordinance. The restriction on the export of currencies etc. is similar to U.K. e.g. at present each traveller from the Falkland Islands is permitted to take £25 in Bank of England notes out of the Falkland Islands and £300 in foreign exchange for holidays outside the Scheduled Territories (Sterling Area). Visitors are allowed to take out any foreign notes which they brought in with them.
9. Transfers to the Scheduled Territories are not restricted. All transfers to the Foreign Exchange Area are subject to local exchange control.
10. The Treasury maintains a small stock of Bank of England notes for issuing to travellers who are residents of the Falkland Islands.
11. Permission will be given for the transfer to Argentina of fares etc. paid to L.A.M. in the Falkland Islands.

Y.E.

I had a meeting which lasted from 2.30 - 5.15 p.m. yesterday and from 8.30 - 9.00 this morning with the Argentine Air Force team to deal with the queries contained in the minute from Group Captain Melrose to me dated the 17th August, a copy of which I passed to you yesterday.

2. In what follows two basic assumptions are made, the first, that there will be a temporary airfield as the second phase between the interim amphibian air service and the full land plane service on the Cape Pembroke airfield; the second, that the temporary airstrip will be at Hookers Point. This will mean that the power, water and telephone line to the main airfield will cross the western neck of the Canache and will not serve the temporary airfield. Thus special arrangements will need to be made for the supply of these facilities to the temporary airfield though, at a later stage, it might be possible to run spurs off the main facility line to the temporary airfield should this be considered necessary.

3. As I see it, apart from the question of the main airfield with which this minute is not directly concerned, there are two main and two subsidiary problems which we shall need to discuss with Balcarce, Louge and (as regards some of them only) Vice-Comodoro Lob. These are -

(1) Getting the interim amphibian air service going. This question is partly related to the documentation question. The Argentine military thinking is that this service could start in January next, i.e. because it has been announced that "Darwin" is being withdrawn at the end of December. I have worked on the Argentines with the idea that the service should start in December with, if possible, two flights before Christmas. Public relations-wise, as well as from a number of other points of view, it is desirable for the service to be inaugurated before Christmas and for us not to be left with a complete gap in our passenger and airmail services from end November to some unspecified time in January.

(2) The temporary airfield project. Hookers Point appears to be the selected site. Vice-Comodoro Lob has persistently spoken to me about the need for some further special Agreement between Governments for this airfield but I would hope that we would not have to waste time being over-formal about this. As the diplomats having been away in Camp I have not been able to find out their views on this aspect of it and the two subsidiary items.

✓(3) A visit to our Postal Administration of a senior English-speaking member of the Argentine Postal Administration both to establish direct personal relations as well as to sort out details regarding the carriage of mail. I had briefly mentioned this possibility to Balcarce and Louge, as you know, and our Postal Administration welcomes the idea. It should take place, if this can be arranged, well before the inauguration of the interim amphibian air service in December.

(4) Accommodation for the construction party for the temporary airfield. This, together with the question of accommodation for the LADE Manager stationed in Stanley is going to present very real difficulties.

4. The following is a list of the answers to the questions contained in Group Captain Melrose's minute of the 17th August, utilising the same serial numbers;

(1)/...

*Formal agreement  
will be necessary.*

- (1) I ~~have~~ mentioned the difficulty that there may be in finding accommodation for the LADE Manager and consider that we shall, in a few weeks time, have to put out some sort of advertisement over our local radio. I have told Vice-Comodoro Lobb that I consider the proposal to select a retired Air Force officer to be an excellent idea. He would have both the right background and the degree of experience necessary for what will, to a considerable extent, be a public relations as well as an executive job.
- (2) I have agreed that, in spirit as well as in accordance with the letter of the Joint Statement, the manifesto of the type proposed should be used. A copy of each manifesto will be provided for D.C.A. for record purposes.
- (3) I have informed the Argentines that authority for a SSB for communications used between the LADE Manager and Comodoro will be authorised. The purpose of this set will not be for aircraft control, but primarily in connection with passenger booking and onward travel arrangements. I have also assured the Argentines that they will be permitted to install VHF at the temporary airfield when they wish.
- (4) Aircraft control movements. There will be no problem. Provided agreed frequencies can be used between Comodoro and Stanley to which neither side sees any difficulties, control and handing over at a particular point in the journey from Comodoro to Stanley Control will be routine. Stanley control, through the D.C.A., would be in charge until the aircraft came within VHF range when control would automatically be taken over at the airfield.
- (5) SPW will be able to install basic accommodation consisting of refurbished nissen huts with toilet and washing facilities for passengers, crew; plus some storage space.
- (6) It has been agreed that we will supply a small generator for use at the temporary airfield, primarily because of the power line problem referred to at the beginning of this minute. S.P.E. has telegraphed the Crown Agents for a quotation for a suitable small generator and we will hope to be able to get it out by the "A.E.S." at around the end of the year.
- (7) There is no problem over the provision of a telephone line as an instrument can be put on the present line to the Lighthouse and arrangements made for priority use in connection with the airfield and aircraft movements to be arranged on the one day a week when flying can be expected. When the power and other lines have been laid to the main airfield it will be easy to run a separate line to the temporary airfield.

Again, for the reasons stated at the beginning of this minute, water supply arrangements to the temporary airfield will be minimal. P.W.D. will install two 500 gallon tanks and these will be kept filled by road haulage.
- (8) I have agreed that landing fees will not be charged.
- (9) We foresee no difficulties here. Sterling and dollar transfers will be made by drafts through London while LADE will be able to take out pesos in their aircraft.
- (10) /...

- (10) Fuel storage presents no problem. 100/130 octane fuel supply presents no problem either since it is what we use in the Beavers. We have not yet been able to identify whether JP1 is the fuel used by the Hovercraft or, less likely, by "Endurance" helicopters. We are still working on this. If it is not a type of fuel which is in use here at all LADE will probably fly in their own supply later on. JATO rocket storage as well as tetryl explosive storage (14) also present no problem. We have ample room in our magazine.
- (11) I have recently written to the Office and B.A. about the question of marking mail and mail bags in accordance with the Joint Statement. As soon as we have a clearer idea of how this marking is to be effected it will be useful if a senior Argentine Post Office official can visit us and discuss any details regarding mail arrangements, charges, etc, with our Postmaster. I understand that the intention is that all our mail will be carried with special precautions from Comodoro to B.A. where it will be dealt with under the supervision of a senior official of the Argentine Postal Administration in order to obviate risks of defacement and so on. It will be very useful for our Postal Administration to have personal contact with the Argentine official concerned. While there could be no objection to our Postmaster visiting B.A. I consider, because of the smallness of our staff, that a visit from B.A. to us is preferable.
- (12) I have provided Vice-Comodoro Lob with the relevant chart. In addition I have mentioned to you in another minute that Lt. Cdr. Walsh had undertaken to make a quick survey of the approaches to the Hovercraft slipway for Lob.
- (13) This is going to present problems. I have not yet come up with a solution.
- (14) See (10) above.
- (15) A Landrover will be provided.
- (16) I have suggested to the Argentines that they would be well advised to bring some transport of their own, explaining that, while there is lorry transport available for hire here the numbers available are small and the transport is frequently fully engaged on seasonal tasks such as carrying peat. For this reason it would be unwise of the Argentines to rely on being able to have it available whenever they wanted it. I understand that the Argentines will bring a certain amount of transport of their own.
- (17) The position where we have no banks but only banking correspondents and where the Treasury is the closest thing to a bank which we have has been explained to the Argentines. I also explained to them that although applications were being received to establish banking businesses here we were advising applicants that we expect to pass banking legislation fairly soon.

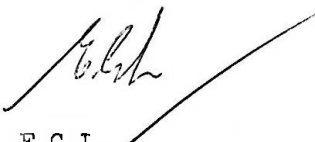
J.A.J.  
18.8.71

21  
C.S.

Thank you for a very detailed and helpful minute. As discussed on the telephone I will hold myself ready any time tomorrow morning ~~before~~ a discussion with Senor Louge and Senor Balcarce and Vice Comodoro Lob: if necessary we can have Group Captain Melrose in on the act as well.

2. I have the following comments.

- a. The Argentinians have an obligation under the recently signed Agreements to provide the amphibian service and like you I hope that this can start in December so that at least Christmas mail will come in before the holidays.
- b. The temporary airfield project is a suggestion made by the Argentinians to get themselves off the hook about having to carry a service for two or three years with expensive amphibians. However I think we should do everything possible to help them with their alternative plans and, as they are alternative plans, I do not consider any formal Agreement is required: possibly an Exchange of Letters would suffice. Also I do not want to play our cards before the meeting tomorrow. I think we should be prepared to put up some help towards the cost of the temporary airfield project.
- c. I agree that a visit by <sup>an</sup> Senior Postal Administration Official from B.A. is urgently required.
- A // d. We will have to put some punch behind the problem of accommodation both for the Lade Manager and for the construction party which requires accommodation for 4/6 months. Possibly one of the camp proprietors who has a house unoccupied in Stanley might be prepared to help in regard to the construction party. What I am thinking of is putting in a housekeeper to look after the house and provide temporary accommodation for the team. I regard accommodation for the Lade Manager or B // Lade Representative as so important that if we cannot get something on the open market we should if necessary be prepared to make a quarter available.

  
E.G.L.  
18.8.1971



490

CAs. Dept. E.

18th August 1971.

Dear Sirs,      Technical Enquiry  
Falkland Islands Airport Power Supply.

1.            Investigations are being made on the construction of an airport in the vicinity of Stanley on the Cape Pembroke peninsular. Indications have been given that a power supply will be required at this site during the construction period and to continue after the airport is established for the various airport services. No firm estimate has yet been given of what the electrical demand is to be but it is thought that 50 Kva should be sufficient during the early years of operation, future development may require an increase but it is unlikely to exceed 250 Kva.

2.            As mentioned at 1. plans are not yet finalised but in anticipation that they will be it is important that as much information as you are likely to require is on hand with you to enable firm orders for distribution equipment to be ordered with the least possible delay.

3.            I have enclosed a map ~~of~~ showing the proposed airport site and power line route. There are it is believed three possible alternative methods of supplying power to the site together with a thirty pair telephone cable.

4. Method 'A'

3.3 Kv. 3 phase 0.05 sq.in. overhead line feeding from the existing 3.3 Kv. Stanley circuit shown at A on the map. Connection here could be made at an existing transformer substation via a fused indoor mounted disconnection box. A 30 pair telephone cable laid underground along a similar route crossing overhead on the power poles at the sea crossing shown at C approx. 150 yard span. The line would terminate at B into an Hv. OCB. of a 50 Kva. transformer, indoor.

5. Method 'B'

As method 'A' but with overhead telephone cable suspended from power line supports,

6. Method 'C'

Underground power and telephone cable laid in same trench over whole route. At the C crossing either overhead or by submarine cabling. Minimum mid span clearance would be 40 feet. Small fishing craft and small motor boats use the jetty shown, maximum depth of water at high tide is  $2\frac{1}{2}$  fathoms, there is a fair tidal race through the narrow passage. The Canache Bay is little used as the water is shallow. It would be an advantage for the power cables to be jointed through surface disconnecting boxes for ease of possible fault finding. PVC armoured cabling is preferred for ease and quickness of jointing.

7.            You may wish to suggest combinations of 'A' 'B' and 'C'.

2.

8. Average wind speeds throughout the year are 16 knots, strong winds of 60 knots of several hours duration are also experienced. Minimum winter temperatures rarely exceed 26 d. F. Lightning is not infrequent.

9. Stanley power distribution is overhead at 3.3 Kv. 3 phase, 0.05 sq. in. copper conductors, both steel and red fir wood poles are in use with wishbone crossarms.

10. I would be pleased if you would examine the three proposals, select which you believe to be the most economic and practical and inform me by air letter.

Yours faithfully,

( Sgd, E.C.Gutteridge )

for Colonial Seceretary

c.c. Lt. Col. Wheatley, R.Es.  
Ministry of Defence.  
London.

30  
32  
NEWSLETTER

Friday 20th August 1971

The following is a message from the Governor:

This has been an exciting and exhilarating week with the technical mission which arrived by the amphibian Albatross on Wednesday 11th working hard to solve some of the problems over the introduction of the interim air service and the construction of the main airfield.

Colonel Wheatley of the Royal Engineers whose main task has been looking at the problems of the permanent field has in the lack of a better alternative come down in favour of Cape Pembroke and will so be reporting when he returns to London.

The Argentine mission assisted by Group Captain Melrose, the Air Attache at the British Embassy, B.A., has been looking at possible sites for a temporary strip to take land planes pending the completion of the main field as it has become clear that for the type of interim service envisaged the amphibian is not the most suitable of aircraft. A possible site has been selected in the Hooker Point area on a ridge lying to the west of the Point and south of the Canache. However many problems remain to be studied and indeed discussed between Governments and I would like to stress that at this stage no decisions have been taken regarding the construction of the temporary strip. In due course the Executive Council will have to consider what is involved and you, the members of the public, will be kept informed of developments.

I would like to take this opportunity of thanking all those concerned for the way they have co-operated to ensure that the technical mission has been able to carry out its task within the very tight deadline involved. Also I would like to thank all those people who have extended hospitality to Group Captain Melrose, Colonel Wheatley, Senor Louge, Colonel Balcarce and Vicecomodoro Lob and the members of the technical mission - the hospitality has been in the great tradition for which the Kelpers are famed.

37  
33

60h  
20/8/

INITIAL RECONNAISSANCE REPORT

FALKLAND ISLANDS

AERODROME

SEPTEMBER 1971

BARTON STACEY

62 CRE (CONST)

62/

INITIAL RECONNAISSANCE REPORT

FOR A PROPOSED  
AERODROME CONSTRUCTION PROJECT  
ON  
EAST FALKLAND ISLAND  
BY  
LT COL R WHEATLEY MBE RE

SEPTEMBER 1971  
BARTON STACEY

62 CRE (CONST)

62/

35

DISTRIBUTION (Suggested)

BY 62 CRE (CONST)	BY HQ 12 ENGR BDE	BY ARMY STRATEGIC COMMAND
HQ 12 ENGR BDE (18)	Army Strategic Command (Engrs) (10)	MOD, ASD7 (8)
CRE (1)		for:- FCO (2)
HQ 62 CRE (Const) (2)	British Embassy, Buenos Aires (1)	ODA (2)
523 CRE (Const) (2)	H.E. The Governor, Falkland Islands (2)	AT 2 (1)
DOTI (Mr. Wainwright) (1)	HQ E in C (Engr 2(A)) (1)	DS 6 (1)
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FOREWORD

From a polemic by Samuel Johnson, March 1771.

THOUGHTS ON THE LATE TRANSACTIONS RESPECTING FALKLAND'S ISLANDS

"A few spots of earth, which in the deserts of the ocean, had almost escaped human notice, and which, if they had not happened to make a sea-mark, had perhaps never had a name."

"What have we acquired? What, but a bleak and gloomy solitude, the empty sound of an ancient title to a Magellanic rock; an island thrown aside from human use, stormy in winter, and barren in summer; an island which not the southern savages have dignified with habitation; where a Garrison must be kept in a state that contemplates with envy the exiles of Siberia; of which the expense will be perpetual, and the use only occasional; and which, if fortune smiles upon our labours, may become a nest of smugglers ....."

ORDERS

1. The orders for the reconnaissance were issued under cover of MOD ASD 7 letter A/BR/5228/ASD 7 dated 3 August 1971, and were classified as restricted.
2. A copy of the orders is included at Annex A and a summary is given below.
3. You are to carry out a reconnaissance in East Falkland Island in August 1971:-
  - a. To assess in broad terms the Royal Engineer effort required to construct a permanent airfield on Cape Pembroke, with a runway 3600 ft or 4000 ft long, Code Letter C and ICA 15.
  - b. You are to determine if a suitable alternative site exists which meets the criteria, but requires less engineering effort.
  - c. You are to liaise with the Argentine reconnaissance party and report on the feasibility of any Argentine proposal relating to a temporary landing ground.
  - d. The reconnaissance is to be without prejudice to any military commitment for any construction work to be carried out by Royal Engineers.

## R E P O R T

### BACKGROUND

The Falkland Islands are in the South Atlantic, about 400 miles north-east of Cape Horn and about 400 miles east of the eastern end of the Magellan Straits. (See Annex B)

The Falkland Islands group has two main islands (East and West Falkland) and about 200 smaller islands.

Stanley is the only town in the Falklands. It is in East Falkland and has a population of about 1000; which is approximately half of the total population of the Falkland Islands. A map of the Falkland Islands is included as Annex C.

The Falkland Islands form a British Colony, with a Governor and Commander in Chief, His Excellency Mr. E. G. Lewis, O.B.E.

Argentina has a long standing claim to possession of the Falkland Islands. After a period of bitterness in relations between Argentina and Britain, a new political climate now prevails, where all is apparently friendly and a spirit of co-operation exists. This new warmth of feeling culminated in the signing of an Agreement between Britain and Argentina in Buenos Aires on 5 August 1971.

Extracts from the Agreement are as follows:-

- a. "The British Government should take the necessary measures to arrange for a regular shipping service for passengers, cargo and mail between the Falkland Islands and the Argentine mainland."
- b. "The Argentine Government should take the necessary measures to arrange for a regular service of weekly frequency by air for passengers, cargo and mail between the Argentine mainland and the Falkland Islands."

- 41
- c. "Pending the completion of the airfield at Port Stanley, the Argentine Government should provide a temporary service by amphibian aircraft between the Argentine mainland and the Falkland Islands for passengers, cargo and mail. This service should be reviewed from time to time in the light of progress in the construction of the airfield mentioned above."

Extract from a radio speech to the Falkland Islands on 3 July 1971 by Mr. D. A. Scott, C.M.G., an Under Secretary of State, Foreign and Commonwealth Office.

"As I told you before we left Stanley, the British Government accepts responsibility for the provision of an adequate airfield in the Falkland Islands, and as far as I can see at the moment, this will almost certainly be at Cape Pembroke."

Having stated that Britain will provide a permanent aerodrome in the Falkland Islands, FCO is considering making a formal request to MOD that R.E. should build it.

As Argentina finds that the cost of operating the Albatross amphibian is very high (£3,600 a sortie) they are proposing to build a temporary runway. This would enable an aeroplane to be used instead of an amphibian, while Britain is providing the permanent aerodrome.

#### REQUIREMENT

The requirement is for a single runway, Code Letter C, 3600 ft or 4000 ft long, LCN 15. A taxiway and apron are also to be provided.

The full criteria are given in Annex F.

The aerodrome layout is given at Annex K.

Full acknowledgment is made to the excellent report by Mr. R. J. Wainwright and Mr. F. J. Botham who visited the Falkland Islands in 1969.



Mr. Wainwright was consulted before and after the present reconnaissance.

THE RECONNAISSANCE PARTY

Members of the party were:-

- a. Group Captain J. W. Melrose, DFC, RAF, Air Attache, Buenos Aires
- b. Senor Luis Carlos Louge, First Secretary, Argentine Ministry of Foreign Affairs, Falkland Island (Malvinas) Department
- c. Coronel (Colonel) (ret'd) Luis Gonzalez Balcarce  
Attached to the Ministry of Foreign Affairs, Falkland Island (Malvinas) Department
- d. Vice Comodoro (Wg Cdr) Alcides A. Degan Lob, Argentine Air Force (pilot)
- e. Mayor (Maj/Sqn Ldr) Carlos F. Bloomer Reeve, Argentine Air Force (pilot)
- f. Mayor (Maj/Sqn Ldr) Luis Remorino, Argentine Air Force, Airfield Construction Branch
- g. Lt Col R. Wheatley 62 CRE (Const)

Senor Louge and Coronel Balcarce did not concern themselves much with the Aerodrome or temporary runway reconnaissance. They spent most of their time in the Camp (the outlying areas) on a P.R. and fact finding mission.

The remaining members of the party were together most of the time; visiting sites, attending meetings and appraising the capability and intentions of each other.

Mr. T. W. Royans, Superintendent of Works, accompanied the aerodrome party throughout. He was most helpful, hardworking and reliable.

The party arrived in the Falkland Islands by an Albatross amphibian aircraft on 11 August 1971 and departed by the same aircraft on 20 August 1971.



SITING THE AERODROME

It is considered that the best site for a permanent aerodrome, though it is very far from ideal, is on Cape Pembroke; as suggested by Mr. Wainwright and Mr. Botham. The site has little to commend it from the engineering point of view, until one has compared it with alternative sites; when it tends to become more attractive, though it is a morbid attraction.

The location is shown on Annex E.

Also shown in Annex E are some of the alternative sites considered.

a. Murray Heights, "A"

- (1) It was too short to meet the minimum length criterium.
- (2) There were many large, complicated radio aerials obstructions which would have to be moved.
- (3) It is at a height where cloud would make flying impossible on many days when a lower aerodrome would be clear.
- (4) Most of the peat had been moved from the site, but this did not outweigh the disadvantages.

b. The Race Course, "B"

- (1) This was only 900 yards long, not quite straight, rather uneven and there were some very large, very complicated sets of radio and radar masts obstructing the approaches. These obstructions include the European Space Research Organisation station.
- (2) The whole area is overlain with peat.
- (3) It is not suitable for Code Letter C aerodrome.

4

c. Goose Green, "C" (this is near Stanley: there is another Goose Green much further away)

- (1) The possible sites would not accommodate a 3600 ft runway.
- (2) The area is predominantly peat.
- (3) It is not considered suitable.

d. Cape Pembroke mud/peat/sand flats, "D"

- (1) These were initially promising as they were flat, long and correctly aligned. Hand digging at first revealed sand in a few places, but eventually hard digging revealed that peat was predominant. When digging was undertaken by a JCB back-acher, it was seen that the site averaged 6 feet of peat, on highly plastic clay and large boulders.
- (2) The site is not suitable.

e. Yorke Bay, "E"

- (1) This site was suggested by several locals, with the intention of landing on the sand at low tide.
- (2) Only aircraft of the Islander, Twin Otter types could use this site, but the aircraft would suffer deterioration from the salt water which lies around at low tide. At high tide the suitable landing grounds are covered by the sea.
- (3) Certainly not suitable as a permanent aerodrome.

c. Goose Green, "C" (this is near Stanley: there is another Goose Green much further away)

- (1) The possible sites would not accommodate a 3600 ft runway.
- (2) The area is predominantly peat.
- (3) It is not considered suitable.

d. Cape Pembroke mud/peat/sand flats, "D"

- (1) These were initially promising as they were flat, long and correctly aligned. Hand digging at first revealed sand in a few places, but eventually hard digging revealed that peat was predominant. When digging was undertaken by a JCB back-acher, it was seen that the site averaged 6 feet of peat, on highly plastic clay and large boulders.
- (2) The site is not suitable.

e. Yorke Bay, "E"

- (1) This site was suggested by several locals, with the intention of landing on the sand at low tide.
- (2) Only aircraft of the Islander, Twin Otter types could use this site, but the aircraft would suffer deterioration from the salt water which lies around at low tide. At high tide the suitable landing grounds are covered by the sea.
- (3) Certainly not suitable as a permanent aerodrome.

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f. Below Wireless Ridge, "F"

- (1) This site is on the lower slopes, south of Wireless Ridge.
- (2) Engineering work would entail side-hill cut in rock and peat.
- (3) Mr. Ian Campbell, pilot of the Government Air Service Beaver Sea-plane, stated that the side was undesirable because of the heavy down draughts from the top of Wireless Ridge.
- (4) The site was not considered further.

g. South of Mt Low: stone runs: "G"

- (1) The stone runs to the south of Mt Low and also to the south of Beagle Ridge were viewed from the air.
- (2) The main attraction at first was on the "anything but peat" theme. However, the stone runs would be a difficult material on which to work.
- (3) Access for construction vehicles and site workers would be extremely difficult.
- (4) Haul roads and a permanent road would be difficult, expensive and time consuming.
- (5) The site is considered inferior to Cape Pembroke.

h. Hookers Point, "H"

- (1) The site is on the ridge above and to the west of Hookers Point and to the south of The Canache.
- (2) For about 650 to 700 yards the site has about one foot to 3 feet of sand lying on peat. Outside these limits are deep peat bogs.

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- (3) The approaches are good.
  - (4) The site is conveniently placed to Stanley and is connected to Stanley by a road of beach cobbles and gravel.
  - (5) It is not long enough, nor is the ground suitable for a permanent aerodrome. It is a possible site for a temporary runway, for aircraft such as the Andover, if airfield matting is used.

#### Cape Pembroke

The Cape Pembroke site is dealt with fully in the Wainwright/Botham Report. The borehole details are given on Drawing No. CE 6 78/69 dated 7 July 1969. The borehole readings were obtained by using a 1 inch diameter Mackintosh Auger.

To supplement these borehole readings some more "boreholing" was done using the FWD JCB back-acter. The Wainwright/Botham strip and markers (pipes set in concrete) appeared to be 4274 feet apart (these now have tall red and white posts set beside them). About 8 holes were dug between the markers, some along the centre-line and some along the strip edges. In all cases it was found that there was more than 6 feet of white sand under a few inches of peaty top soil. It was rarely possible to dig more than 6 feet, as even with a 10 feet diameter hole the sides were falling in more quickly than the JCB could dig. Almost half the site was covered by shallow standing water. Holes filled with water, seeping in from the sides in approximately 10 minutes.

Outside the end markers:-

- a. 50 yards west of the west end marker there was 4 feet of sand on peat.
- b. Just outside the east marker there was:-
  - (1) 3 inches of peaty top soil
  - (2) 1 foot 10 inches of sand
  - (3) 3 inches of peat - not continuous - just in patches
  - (4) 4 feet of sand
  - (5) Peat
- c. 200 feet east of the east end marker there was:-
  - (1) 2 inches of peaty top soil
  - (2) 6 inches of sand
  - (3) 4 inches of peat coloured sand
  - (4) 3 feet of sand
  - (5) 2 inches of peat
  - (6) 1 foot of blue clay
  - (7) Large boulders and blue clay.
- d. A further 200 feet east, there was:-
  - (1) 3 feet of sand
  - (2) Blue clay and boulders.

Wainwright and Botham saw the site at its best, as far as standing water was concerned. The photographs in Annex show the site at its worst, according to local inhabitants. The scene presented by the water on the site emphasises the drainage problem. Coping adequately with drainage during construction and in the long term, combined with achieving and maintaining adequate haul roads, represents about half of the total technical problems.

Only a Detailed Reconnaissance will show for certain if a 4000 feet runway on a 4400 feet strip is feasible. The digging on 15 and 16 August with the JCB tends to show that a 4400 strip length is not



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impossible to achieve.

A disturbing feature noticed in the site investigation was that in many places, roots from the sparse vegetation were seen to be hanging 4 feet down after the sides of excavations had collapsed. It is hoped that the roots were originally horizontal and were left hanging from the top soil, cantilevered out above the collapsed excavation. Searching for roots in the excavated material tended to prove this, but it should be carefully checked during the Detailed Reconnaissance.

It will be seen from Annex F that the pavement specification suggested by Wainwright/Botham has been altered. It is considered that CBR 10 is all that can be expected from the subgrade of white sand compacted in site. It is therefore considered that a 10 inch pavement is essential to achieve LCN 15. This can conveniently be constructed of a 5 inch macadam sub-base and a 5 inch cement bound granular base (CBGB). The CBGB would be laid with a PF 90.

The Cardington tests do not give great encouragement to a cement stabilised base and CBGB is considered to be suitable and convenient. It has also been noted that Rock and Alluvium Engineers Limited tested Cape Pembroke sand stabilised with cement in 1968. Their 28 day tests on 2 cubes gave a compressive strength of 884 lbs/in<sup>2</sup> and 940 lbs/in<sup>2</sup>. The results adjusted for 7 day strengths gave 663 lbs/in<sup>2</sup> and 705 lbs/in<sup>2</sup>. Both tests were with 10% cement at 9% moisture content. The report is held by 62 CRE (Const).



The strip (excluding the runway) could well be constructed with a "wet sand mix" i.e. bituminous with lime.

The activity list at Annex R, the Cascade Diagram at Annex S, Plant Lists, Materials List etc. are all based on this specification. It is appreciated that the specification may have to be changed after a Detailed Reconnaissance.

Samples have been taken as shown below. The PWD have agreed to ship them to the U.K. on the A.E.S. addressed to 62 CRE (Const). The A.E.S. is due back in U.K. in early December 1971.

- a. About 100 lbs of beach sand from Rookery Bay
- b. About 50 lbs of sand from the south edge of the strip on the Cape Pembroke site, from 6 ft below ground level.
- c. About 50 lbs of sand from the centre line of the Cape Pembroke site, from 3 ft below ground level.
- d. About 40 lbs of beach rock, mainly cobbles, all from Surf Bay.

Undecided factors which affect many issues

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Accommodation

- a. Can a ship be provided as accommodation? If so, at what cost to the project?
- b. If no ship can be provided, can hutting be made available from ESG, free of charge, on loan?
- c. What is the cost of those huts which will be erected on the aerodrome and left as permanent aerodrome buildings for use as stores and garages for the Falkland Islands?

Transport

- a. Is the British Government (through the Falkland Islands Company (F.I.C.) going to provide a ship to ply between the Falkland Islands and the Argentine mainland? See para above. If so, when will it start to operate, to where, with what frequency and at what passenger and freight rates?
- b. Is the MV DARWIN going to continue to operate to Montevideo? Will it carry passengers and freight or just freight? It is believed that the DARWIN will cease to operate as a passenger vessel in December 1971.
- c. Is the F.I.C. going to re-charter the MV AES after June 1972? Or will another ship be chartered in lieu of the MV AES to ply between the U.K. and the Falkland Islands? If the service is to continue, with what frequency and to what programme?
- d. Is a scheduled Hercules flight possible from U.K. to say Comodoro Rivadavia? Could it be flown about every 3 weeks in the same manner as the schedule to Antigua? If so, at what cost? The Argentine Air Force will not raise any airport charges.
- e. Can an Andover be based at Comodoro Rivadavia in the same way that one is based in Antigua to serve Anguilla? If ...  
so, what charges would be levied against the project? It  
could fly about twice a week to East Falkland Island, if/...

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if the Argentinians complete a satisfactory temporary  
runway. The Andover will be absolutely essential if  
the construction unit is accommodated in a camp. If the  
construction unit lives in a ship, it might just be possible  
to manage without the Andover, but it would be highly  
undesirable. The temporary runway would not, almost  
certainly, be capable of taking a Hercules. The Andover  
would be used for:-

- (1) The supply of urgent spares which by some mischance  
were not held in the Falkland Islands.
- (2) The replacement to stores of spare parts which have  
been used.
- (3) Supply of fresh vegetables, fruit, eggs and the like.  
Mutton and beef is the only food likely to be readily  
available in the Falkland Islands at reasonable cost.
- (4) Reinforcements, replacements and official visitors,  
in, and casualties, compassionate cases etc out.
- (5) Classified mail, in and out and preferably all forces  
mail too.
- (6) SKC films in and out, newspapers, any leave personnel  
etc. etc.
- (7) Materials, test cubes etc. for testing in Argentine  
and U.K. laboratories.
- (8) Rotating Argentinian/Chilean labour (see below, P )

NB It is not anticipated that seats or capacity for freight  
will be available for the R.E. personnel or R.E. employed  
personnel on the initial civilian air service.

#### Civil Labour

Will approval be given for the employment of 50 Argentine or  
Chilean labourers on aerodrome construction? It is firmly believed  
that this will be approved, but rates will have to be negotiated,  
as will food and accommodation charges.

#### Local Procurement Section/...

## Local Procurement Section

Can an R.A.O.C. Local Procurement Section of say an officer and a warrant officer be provided for Comodoro Rivadavia? This is considered essential for, assuming other things, the supply of fresh vegetables, fruit, eggs, etc.

## COSTING

If any possible aerodrome construction in the Falkland Islands by R.E. units is classed as an exercise, it would be Category III (in over 3 months) and therefore based on full costs. These full costs can include unrealistic inter-departmental charges and would be very high.

The construction work would produce no better training than could be obtained by building an airfield at say Lerwick in the Shetlands Islands.

It is suggested, for consideration, that if R.E. are to be tasked with building the East Falkland Aerodrome, it is an operation rather than an exercise, i.e., an OP SHEEPSKIN rather than an EX TREASURE ISLAND.

## LABOUR

Manpower requirements for constructing the aerodrome are given at Annex T, i.e. a force of all ranks. This allows for 50 Argentinian or Chilean employees, see below.

If a camp has to be built a force of all ranks will be needed on site for three months before the main body arrives. This force will not of course be needed if a ship is available for use as accommodation.

The/...



The labour force from South America would be employed as follows:-

a.	On the ship or in the camp	
	Kitchen hands, dining room orderlies	5
	Labourers, waiters, cleaners	5
b.	On site	
	Surveyors' assistants (chain men)	2
	Labourers	20
	Plant hands (plant cleaning, banksmen, etc)	6
	Vehicle hands (vehicle cleaning, mates, etc)	6
	Interpreter/clerk	1
c.	Local labour admin.	
	Civil labour clerk/interpreter	1
	Cooks (for local labour)	2
	Kitchen hands	2
	TOTAL	<u>50</u>

The cost at say 25p an hour, 10 hour day, 6 day week, for say 15 months would be about 250,000. Food and accommodation would have to be provided and this presumably would be deducted from the pay. The rates and contracts will have to be negotiated by a representative from the British Embassy in Buenos Aires.

#### TIME

The overall time scale is: -

- a. Initial Reconnaissance Report; complete by 1 October 1971.
- b. Detailed Reconnaissance, November/December 1971
- c./...

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- c. Detailed Reconnaissance and Planning Report; complete 31 March 1972.
  - d. Work starts, not before late October 1972, and possibly early 1973; depending upon the time taken for Whitehall negotiations.
  - e. Aerodrome construction time will be approximately months. This will be related to the queries on transport and accommodation listed in paras to above: the answers to which could result in the overall time scale being extended considerably.

The times are based on constructing a 3,600 feet runway. For a 4,000 feet runway, which now appears to be feasible, construction time would be increased by months to months.

The Activity List is given at Annex R and the Cascade Diagram at Annex S. These are based on a 3,600 feet runway in a 4,000 feet strip. Adjustments for a 4,000 feet runway will not be difficult.

Summer in the Falkland Islands is November, December and January. It is obviously wise to start construction in October or November so that one has work through two summers and one winter rather than start in say March.

#### MATERIALS

Materials for the aerodrome are listed at Annex N. Cement, bitumen and lime could come from Comodoro Rivadavia, Buenos Aires or U.K. It is recommended that they are brought from U.K.

If/...

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If a camp is needed, the list of materials is at Annex P. These would need to be shipped separately from UK about 3 months before the main body of men, plant and materials arrived.

Sand can be obtained from the beaches around Cape Pembroke and at the south end of Rookery Bay.

Rock can be obtained from the Rookery Bay to Hookers Point coast line, from Eliza Cove, Hadassa Bay and several other places on Cape Pembroke. Quarrying should not be needed. The rock is mainly in the form of rounded quartzite cobbles, though there is a small proportion both below and above the cobble size. Bulk crushing and screening is essential. All the macadam will have to be crushed. The CBGB material will be partly found from initial screening and partly from screening after crushing.

#### PLANT AND EQUIPMENT

The plant list is given at Annex Q. This list shows B vehicles, C Vehicles and items of engineer construction plant. The total shipping tonnage is tons.

A vast quantity of spares will be required for all items. The compilation of the spares list and the assembly, checking and packing of the spares will take many months.

#### TRANSPORT

All personnel should travel to Argentina by air. The sea voyage from the UK to the Falkland Islands takes about a month in a ship travelling at about 10 knots.

Personnel/...



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Personnel should, if possible, be flown by RAF Andover from Comodoro Rivadavia or Rio Gallegos to the Falkland Islands. It has been stated that both the Argentine aerodromes can accept Britannias and VC10s.

If, for one of a variety of reasons, an Andover can not move the personnel (including Chilean/Argentinian civil labour) to the Falkland Islands a ship will have to be chartered from say Comodoro Rivadavia.

If a camp has to be constructed, a ship will be needed for the camp stores. It is not known if the AES or a substitute ship will be plying from UK by late 1971; it is also not expected that a ship such as the AES would be able to take the necessary stores. The camp construction party would have to be flown to Argentina and then flown or shipped to the Falkland Islands.

It is hoped that all the plant, equipment, construction stores (e.g. cement) etc. can be transported from the UK to the Falkland Islands by LSL. It may be necessary to use 2 ships however. This is being calculated at present.

The main moves are summarised below:-

- a. If a camp is needed; camp stores out and back.
- b. If a camp is needed; construction party out and back, or, an accommodation ship out and back.
- c. Plant, equipment, vehicles, spares etc. out and back.
- d. Construction stores (e.g. bitumen) out.
- e. First main body out and back.

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f. Second main body out and back.

g. Possibly third main body out and back, or near party to return after dismantling, packing and shipping the camp.

#### FUEL

Diesel. MOD (Navy) have large storage capacity. It is reputed to be 16,000 tons but present stocks are only 7,500 tons. This is used by the British Antarctic Survey (BAS) and the local population. It is believed that the supply of diesel from the MOD (Navy) tanks will not be a difficult problem. The Falkland Island Company (FIC) who are the agents, would make a delivery charge of approximately £28 for filling and taking 50 x 40 gallon drums of diesel to a beach near the Cape Pembroke site. FIC can provide the drums. The fuel is sold at about 8 p/g locally. Diesel fuel is used successfully for hot air heating and for cooking in the Falkland Islands. The diesel is not suitable for vapourising burners. The viscosity is  $\frac{3}{4}$  redwood seconds and the SG is 0.84.

Petrol. No adequate stocks of petrol are held in the Falkland Islands. Unless some bulk storage is built and filled in the near future, all petrol will have to be brought in by the construction unit.

#### Electricity

a. This can be supplied to the Cape Pembroke site for about £12,500; see Annex Z. Some help might be needed; say 2 RE electricians for about 2 weeks.

b. Rates are expected to be 2.3p/unit by 1972.

c. A new 1.25 mw diesel power station is expected to be commissioned by August 1972. This would leave the 850 kw of the old station available for the camp.

d. Power can be supplied to the proposed camp site for about £200. The supply would terminate at a feeder pillar on site. R.E. would

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have to wire the camp from the pillar.

Calor Gas. This would have to be brought in by the construction unit if needed.

Peat. This (not surprisingly) is the main fuel of the Colony. It can not be provided by contract for a construction unit; which would have to dig, stack, dry and transport its own.

#### COSTS

Annex U gives a breakdown of the costs which are fairly certain. This includes, pay, LOA, material costs, food charges etc. The total is £ .

In addition, not yet costed, are

- a. Movement/transport costs
- b. Accommodation charges (in camp or ship and charges while staying in Argentina).
- c. Plant costs
- d. Fuel relative to accommodation as opposed to construction.

#### ADMINISTRATION

##### Accommodation

- a. Very little accommodation is available in East Falkland Island for a construction force.
- b. If the Royal Marine Detachment departed on the arrival of an R.E. Unit, accommodation for about 30 would be available at Moody Brook.
- c. For a short period, say 3 months maximum, an appeal to the people of Stanley over the radio might produce "digs" for 40 or 50 soldiers at say £5 a week each. This could solve the accommodation problem for an advance/camp construction party.
- d. The local gymnasium could possibly be used to accommodate about 30 for about a month; though this is not a very satisfactory solution.

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- e. A ship must be provided to accommodate the unit and civilian labour, or a camp must be built. The proposed camp site is just to the east of Stanley, about 500 yards east of the end of the concrete road; north of the rock road; near the Wireless Station; above the cemetery.
  - f. Accommodation for about 6 would be possible in the Upland Goose Hotel.

#### COMMUNICATIONS

- a. Signal facilities to the U.K. exist through Cable and Wireless/G.P.O. A direct  $\frac{1}{4}$  speed link would cost about £5,000 a year. A full speed link would cost about £25,000 a year. Otherwise, signals would cost at LT rates 4 $\frac{1}{2}$ p a word.
- b. Two telephones can be installed at Cape Pembroke for about £6,000 and £6.25 each rental a year. This assumes that power poles will be erected from Stanley to Cape Pembroke. 4 telephones could be installed in a camp for £ .
- c. If a suitable submarine cable was brought, a link could be established to a ship in the harbour for £ , plus the cost of the cable.
- d. Mail.
  - (1) At present mail leaves (and arrives in) the Falkland Islands about once a month via the R.M.S. Darwin to (and from) Montevideo and thence by air to U.K. The Darwin will not be travelling to Montevideo after December 1971. Sea mail moves to and from U.K. four times a year on the M.V. A.E.S. The charter for the A.E.S. finishes in mid 1972.

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RATIONS

- a. The Falkland Islanders produce enough fresh vegetables for themselves, nearly all grown in the individuals' gardens. They produce nearly enough milk for themselves, although the standard of hygiene may be questionable in the odd isolated case. Mutton is plentiful and cheap (£2 to £3 for a sheep). Beef is in reasonable supply and cheap (£15 to £20 for a 450 lb beast, £5 for a hindquarter and £4.50 for a forequarter). The Islanders do not produce sufficient eggs for their own needs throughout the year. There is no local fishing industry. Fresh fruit, vegetables, eggs etc are available in Patagonia.
- b. Nearly all the food needed for a construction force would have to be imported. Fresh vegetables, fruit and eggs would pose the main problems. COMPO would have to be brought with the construction unit as a stand-by.
- c. FIC import food from U.K., but at present only sufficient for the needs of the Islanders. Their stock of food in the West Store is said to be worth £100,000. As a guide, some prices are quoted. A full price list is held by 62 CRE (Const). Flour is £60 - £65 a ton, £4 a 140 lb bag; coffee £2 a 1½ lb tin; egg powder 47p a lb, equivalent of 3 doz eggs; dried fruit 15p a lb; sugar £4 a 112 lb bag; tea 45p a lb; tinned ham 60p a lb tin; milk powder 25p a gallon; jam 13p a lb. Freight charges of £30 a ton accounts for about 15% of the food prices. The profit margin is 25% on landed cost.
- d. FIC have a cold store, but the Company cannot hire any part of it to the Army. It is all needed for day to day use. There is no other cold store available.
- e. Special food will have to be imported for the Chilean/Argentinian civilian labour.



MEDICAL

- a. There is a 40 bed hospital and there are two doctors in Stanley with two other doctors in the outlying districts of the Islands. It is believed that full medical cover can be given to the construction unit for £25 a person a year.
- b. There is a dentist in Stanley and cover is included in the medical charges.
- c. Urgent medical cases should be evacuated to Argentina. One has recently been sent on the R.M.S. Darwin and one on the Argentine Albatross.

CANTEEN

- a. Drink, cigarettes and the like can be bought locally but if the unit did not bring its own, supplies in the Colony would soon run out. There is a tax on alcoholic drinks, but the unit can have duty free facilities for its own canteen and messes. FIC would import the necessary stores if given enough notice and providing a ship replaces the A.E.S.
- b. Cameras and watches are cheap compared with the U.K. FIC sell:-
  - (1) Minolta Camera: £77 in F.I., £198 in U.K.
  - (2) Rolex Oyster: £40 in F.I., £65 in U.K.
  - (3) Bulova watch: £36 in F.I., £60 in U.K.
- c. Clothing is sold by FIC at approximately U.K. prices. There is no tailor (or barber) in the Colony.

PAY

- a. The transfer of cash for pay can be arranged via the Crown Agents to the Colonial Treasurer.
- b. FIC are agents for Lloyds Bank and could cash cheques for servicemen if required.
- c. The currency is the Falkland Islands own issue, but it is in exactly the same units and values as U.K. currency.

LAUNDRY

There is no commercial laundry in the Falkland Islands.

### Library

There is a library in Stanley which troops may use. It would be advisable to bring a large selection of books however.

### Refuse Disposal

This can probably be undertaken by a local contractor for about £350 a year.

### Radio

There is a local broadcasting service which relays certain items from the BBC overseas service. Relay sets (redifusion) are available at about £2 a year each. The local radio is used a lot for local notices and local information.

### RACHD

There is an Anglican Cathedral, an OD Tabernacle and an RC Church in Stanley. The Services would be very welcome at the services.

### Clothing

Arctic clothing will be necessary for all personnel who are liable to be working outside. Parkas and the like as issued to the RN Hovercraft Unit and the Royal Marine force in the Falkland Islands would be ideal.

### SKC

Two very small "cinemas" operate occasionally in Stanley. It is recommended that any construction unit arranges its own cinema shows.

### SERVICES TO CAPE PEMBROKE/



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SERVICES TO CAPE PEMBROKE

It has been agreed in principle that the work required for the supply of water, electricity and telephones to the Cape Pembroke aerodrome should be done by the Colony before construction starts. The cost would however be included in the overall aerodrome cost. This would save the cost of a temporary installation for construction purposes. It would mean however that stores would have to be ordered by the Colony in advance of any final approval for the aerodrome.

The costs would be approximately:-

- |    |  |         |
|----|--|---------|
| a. | Water; to produce a supply on site<br>(additionally 5p a pound on<br>property valuation) .       | £10,000 |
| b. | Electricity; 3 phase, 220/240 volts,<br>50 HZ supplied to a feeder pillar<br>on site.            | £12,000 |
| c. | Telephones; 2 lines for a construction<br>unit, with 28 lines available if<br>needed ultimately. | £6,000  |

Sewage. This could only be installed by the construction unit while the aerodrome was being built. Assuming 6 inch pitch fibre pipes for say 4000 feet from the airport buildings to Whalebone Cove, and 12 manholes, the cost of labour and materials would be about £2,000.

Aerodrome/...

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Aerodrome Terminal Building. It is suggested that a prefabricated building such as a Coseley Hut should be erected as a site office. This could be adapted by the PWD for use as the terminal building after any construction unit had left the site. The cost of such a building in the UK would be

Aerodrome Garages and Stores. Any construction unit would need buildings such as Romney and Nissen Huts for a site workshop, a site dining hall and rest room, a field kitchen and a store. If these buildings were erected at a suitable place, they could be left for the use of the eventual aerodrome management. The cost of 2 Romneys and 2 Nissens in the UK is £

Radio. It is believed that International Air Radio will be asked to install and operate the required radio and navigational facilities. It is not proposed to include this service in construction costs.

#### ACCESS

Access has partly been considered under the heading of transport. Evolving from the requirement for an Andover operating from Patagonia, is the hope that Argentina will construct a temporary airfield at Hookers Point.

Access through the harbour at Stanley does not appear to pose any insurmountable problem; providing the sailors can cope with an average wind of 15 knots, which reaches 21-27 knots on two-thirds of the days of the year; and where a light breeze and blue sky can change to a gale force wind and visibility of a few feet in about 2 minutes.

A copy/...

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A copy of the chart of the harbour is at Annex D. It will be seen that there are large stretches of water with recorded depths of 4 fathoms at MLWS. There are also parts of the harbour where the depths are 5 fathoms at MLWS. It was stated by several locals that the NPA Tanker WAVE QUEEN (or WAVE CHIEF) had to discharge part of its cargo into a barge before it could enter the harbour and discharge direct into the Naval Fuel Depot tank. The cruise HMS CUMBERLAND anchored in the harbour during the Second World War and HMS CANOPUS anchored in the harbour in the First World War.

There are 2 main jetties in Stanley. The smaller jetty is the Public Jetty and it is said to have a capacity of 3 tons. The larger jetty belongs to N.I.C.

The FIC jetty T head measures 160 feet by 50 feet. The T head is constructed of RC piles with RC decking. Several hundred tons of stores have been stacked on the T head on occasions. An old wheeled crane weighing 14 tons (according to FIC) operated on the jetty for years. This crane recently fell into the harbour and was recovered after about 2 weeks by the MV DARWIN. It does not look as if it will operate again. There is no other crane in Stanley.

There are 2 means of access to the T head from the quay. One is by a 12 feet wide, timber decked, RC piled jetty and the other is through an RC docked, RC piled warehouse (entrance doors 10 feet wide by 10 feet high) and thence on to a short timber decked, RC piled jetty to the T head.

The warehouse/...

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The warehouse is reputed to be able to hold 750 tons of freight. The largest wheeled load recorded as having crossed from the T head to the shore on the timber decked, RC jetty arm is a 15 tons radar set.

Mr. Joe Clifton, the FIC Jetty Foreman, stated quite categorically on the subject of depth of water at the T head:-

- a. There is 16 feet at low water neaps.
- b. There is a 4 feet 8 inches rise and fall of tide on the neaps (and 6 feet on the springs) and as the bottom is mud, a ship with 19 feet draught can always tie up at the T head.

A chart showing the soundings around both jetties shows that there is a depth of about 2 fathoms in front of the T head. This presumably is at HWS. The chart is included as Annex

FIC Charge £50 a day for cruise ships which tie up at their jetty.

Very heavy items of plant such as the tractor, full tracked, heavy, will have to be landed on a beach from an LSL. A study is being done on this problem by Capt. D. Nicholas, RCT who is attached at present to the RM Hovercraft Unit. It is believed that MEXE-floats could ferry the plant to the shore, but the possibility of forming a MEXE-float bridge to the shore is also being considered, with especial reference to Whalebone Cove, see Annex E.

Possible/...

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Possible landing beaches for a raft were investigated from the tug Lively. Local advice and observations on site tend to show that the beach in the entrance to The Canache, on the south side, about 100-200 yards west of the old jetty is suitable. The Lively draws 9 feet of water and approached to within 20 feet of the beach at low water. The beach is only a few hundred yards from the rock road which runs from Stanley to the north of the Canache. The beach itself is shingle, but there are sufficient areas clear of rock outcrops and angular stones. This beach is more sheltered than Whalebone Cove.

Yorke Bay is suggested as a fairly suitable alternative landing site for rafts. Barges used to beach there to load sand. The sandy foreshore and depth of approaches are suitable and it is near to the works site. It could be used, especially if the LSL was moored in the outer harbour, Port William. The approach to the beach is rather more exposed than the Canache entrance however, and a MEXB-float loaded with a D8 is not an exceptionally seaworthy craft for the South Atlantic.

Access from Stanley to Cape Pembroke by road is not difficult. From the east end of the concrete road, Davies Street, Stanley, to the foot of the south of Canopus Hill is a 5544 yards long single-way road of beach cobbles and gravel. The road requires some maintenance now and will require much more during construction of the aerodrome. From the end of this road to the aerodrome site is half a mile and several roads will have to be constructed/...

68

be constructed in this area. One of these roads will alternately be the construction of the main road from Stanley to the aerodrome.

Up to a maximum of 10 miles of haul roads may be necessary. These will generally be from the local shingle and sand beaches to the site of the crushing and screening plant. This plant will be erected alongside Ganopus Hill, probably just to the south of the centre of the aerodrome site.

If rock has to be brought from Eliza Cove where plentiful supplies exist, there will be a maintenance commitment for this 2 miles of road, which is also single-way and constructed of beach cobbles and gravel.

#### DETAILED RECONNAISSANCE

It if is decided that RE should be involved in the construction of the East Falkland Aerodrome, the Detailed Reconnaissance should take place in Nov/Dec 1971 and approval would be required at least 6 weeks in advance.

The reconnaissance would be based in 2 areas. East Falkland Island and Patagonia.

a. East Falkland - RE Team.

One officer: civil engineer

One officer: Garrison Engineer

One WO/Ssgt; Clerk of Works (Construction)

One WO; Resources

One Sgt/Cpl; Surveyor

One Sgt/Cpl; Construction Laboratory Operator

b. Patagonia.

One RAOC officer



69

The task of the RE party in East Falkland Island is self explanatory from the grades shown in para above.

The RAOC officer would be required in Patagonia to investigate:-

- a. Cost of food, availability of food, contracts for the supply of food, alternative methods of moving food to the Falkland Islands. (Both European and Chilean/ Argentine food).
- b. Staging facilities will be required when moving any construction force by air to Argentina and by air or sea on to the Falkland Islands. These must be investigated. The staging post would probably be at Comodoro Rivadavia. Staging would also include ascertaining the cost and availability of accommodation for an RAF Andover airc and ground crew.
- c. Contracts, conditions of service, rates of pay and availability of Argentine ~~on~~ Chilean labour.
- d. Current costs of cement, bitumen and lime, and the method (if any) and cost of transporting these materials to the Falkland Islands.

The RE Team would require to be 4 weeks in the Falkland Islands. The RAOC officer would probably require to be in Argentina for 2 weeks.

Transport could be arranged in 2 ways; either

a./...



- 70
- a. RAF aircraft to Comodoro Rivadavia and Fuerza Aerea Argentina (Argentine Air Force) "Albatross" to the Falkland Islands.

or

- b. Civil air to Buenos Aires, Fuerza Aerea Argentina "Guarani" aircraft to Comodoro Rivadavia and thence by Albatross to the Falkland Islands.

The Guarani has a limited pay load. It would be difficult to arrange the movement of the Detailed Recce Team's heavier items of equipment from Buenos Aires to Comodoro Rivadavia.

The Team would require about 88 lbs of kit each (say 40 kilos), plus a Craelius Auger (weight lbs) and a seismograph (weight lbs). Material samples may not need to be brought out as some samples are due to arrive in the UK in early Dec 1971.

The cost would be about £

- a. Travel.

Civil air, UK to Buenos Aires and return

7 x £370 = £2,590

(Fuerza Aerea Argentina travel will be free)

Excess air baggage lbs x £ =

- b. Hotels

Say 6 x 4 x £5 (Buenos Aires, RE Team) = £120

Say 1 x 14 x £5 (Argentina for RAOC Officer) £70

- Say 6 x 30 x £3 (Hotel in Stanley) = £540

c./...

- 71
- c. Civil labour in Stanley  
2 men to help surveyor and CLO  
say 10 hrs x 25p x 26 days = £65
  - d. Incidentals, eg. films, developing, charts,  
maps, contingencies = £150

The Falkland Islands Government (FIG) would provide help from PWD without cost. This would take the form of transport, use of JCB buck-acter, wooden pegs for the surveyor, paint, the use of offices and drawing boards, the use of a typist for the draft report and so on.

The RN Hovercraft Unit and Royal Marine Detachment would also, almost certainly, give what help they could.

No RCT officer has been included because it is hoped that Capt Nicholas can complete the RCT aspects of the reconnaissance. If it is considered essential for an LSL Skipper to visit the Falkland Islands with the Reconnaissance Team for a month, reluctantly it would have to be agreed that the RE Team should be cut by one.

There is no merit in a further RAF reconnaissance (Gp Capt Melrose has been here already) until if and when the Argentinians have completed a temporary runway and used it for a few months.

It is suggested that during the last week of a possible Detailed Reconnaissance, the CIC Team is given authority to course some drainage ditches to be dug. A Stanley contractor, Mr J R Rowlands, owns a Buffalo Ditch Digger. This is a special plough towed by a very wide tracked tractor. It is made/...

72

made by J A Cuthbertson of Biggar, Scotland, specifically for digging drainage ditches in this sort of country. In conjunction with the PWD JCB, some valuable preliminary drainage work could easily be done on site. It is hoped that FIG could authorise this work. The cost is not expected to be over £100, but Mr. Rowlands has not yet given an indication of his hire rates. If necessary, the PWD JCB could dig all the ditches, but it would be very slow compared with the Buffalo.

Arctic clothing and rubber boots for the Team could probably be borrowed from the Royal Marine Detachment or BAS. This would save a considerable sum in air freight charges.

#### TEMPORARY AIRFIELD

The site chosen by Fuerza Aerea Argentina is on the ridge above Hookers Point. It is agreed that this is the best site for a runway for an aircraft such as the Guarani or the Andover. See Annex E, point "H".

It is believed that Mayor Remorino intends to fly to the USA to purchase sufficient aluminium airfield matting (each plank 12 feet by 2 feet, designation unknown) for a runway about 650 to 700 yards long and 100 feet wide. He has no idea what aluminium airfield matting costs, but is confident that his government will produce the necessary funds.

Much time was taken in discussing the improbability of finding a site available for a temporary airfield for an F27. At one time the Argentinians wanted a runway alongside the Cape Pembroke runway, on the proposed strip.

The Hookers/...

The Hookers Point site is barely suitable where temporary means 3 months. In this case it could mean as much as 2 years. The surface is grass, well rooted, and in the area in question the JCB could move without trouble. The JCB could not move beyond the 700 yard limits. It tried and got completely bogged in the peat.

If matting is laid on top of the grass, with the small hollows levelled off with readily available beach sand, there will be a maintenance problem as the grass and roots start to rot. This should not be too serious, as initially at least, only one sortie a week is forecast. If an RAF Andover starts to use the runway, only a total of 3 sorties a week can be expected. This still leaves time for lifting sections of the matting and repacking with sand between sorties.

If Mayor Remorino is not dissuaded from his avowed intention of grading the surface level by removing most of the grass, he could conceivably lower the ground bearing capacity. In the best 650 yards available, the thickness of top soil and sand varies from 3 feet to 1 foot 6 inches. This sand is all lying on deep peat. Most of the minimal strength comes from the grass, the roots and the sand. Taking off the grass, roots and some of the sand, with plant, could result in:-

- a. The plant breaking through the sand into the peat and turning at least part of the site into a peat bog,
- or
- b. Airfield mats resting on disturbed peat, with the obvious consequence.

Mayor/

74

Mayor Ramorino did not seem to appreciate that only light plant should be used and that heavy plant could break up the site. His forecast plans do not seem to take this into account, though he may see the light in due course.

The Fuerza Aerea Argentina ACB seem to have an understanding of temporary airfields, only on the pampas of South America (CF 3 Div Engrs' 24 hour airfields on "prepared areas" of Salisbury Plain) and the Antarctic Icecap.

It would appear now that the Fuerza Aerea Argentina ACB can not cope with building a temporary runway in an area like the Falkland Islands. The construction work is to be passed to an Argentine Army Engineer (Road Construction?) Unit. It is hoped that the construction unit casts a practical eye over the problem.

Providing the construction unit does not convert this relatively rare site into a quagmire, the maintenance problem relative to the number of sorties should not be too excessive. Vice Comodoro Degan Lob believes that the proposed Argentine maintenance party should be withdrawn when the proposed RE construction unit arrives in the Falkland Islands. This is considered to be reasonable and desirable.

Vice Comodoro Degan Lob also appears to be insisting on a time limit for the use of the temporary runway. He is obviously under orders to ensure that the British do not stall in their stated/...

75

stated intention of building a permanent aerodrome because Argentina has built and is maintaining a temporary runway. It may be that he will require formal letters of intent on the timed programme for building the permanent aerodrome, before work is authorised on the temporary runway.

#### MILITARY AND CIVIL AGREEMENTS

Trade Union Agreements. The only trade union agreement necessary is from Maj R V Goss OBE ED, who is the Secretary General of the General Employees' Union, the only trade union in the Colony. He has agreed to Chilean or Argentinian labour being imported into the Colony providing:-

- a. The imported labour is brought in with any construction unit.
- b. Leaves with the construction unit.
- c. Is paid the same rates as local labour, see Annex
- d. Is fed and accommodated by the unit.
- e. The imported labour does not do any "odd-jobbing" or moonlighting".

FIG Agreements. Throughout the report certain action and arrangements have been listed.

Civil Planning Permission. Any permission required for the proposed project has been granted.

Land Agreements. For the permanent and temporary aerodromes, all the land belongs to FIG, all the roads and prospective sand or aggregate sites belong to FIG and Mr J A Jones OBE, the Colonial Secretary, has stated that land acquisition is no problem.

Building/



### Building Regulations and Bye-Laws.

- a. Electricity, water and telephones are being provided by FIG therefore there should be no bye-law problems for these.
- b. The PWD should be given the opportunity of commenting on the proposed sewage scheme.
- c. Refuse disposal is subject to bye-laws. All waste food of any kind must be incinerated and must not be included in refuse. A refuse contractor is available, see para above.
- d. There should be no problems on fire prevention, except in the case of a camp having to be built for the accommodation of a construction unit. The Superintendent of the Fire Brigade and the Superintendent of the Public Works Department should be consulted on any planning for a camp.

### Final Handover

If an aerodrome is constructed, the final construction unit should make a formal handover, after an inspection, to the Superintendent of the Public Works Department. As a guide to the form of handover, see 62/ dated 71.

### CLIMATE

The climate in the Falkland Islands for someone who is used to different conditions could be called bracing, but it could be extremely enervating for the likes of a plant operator. Arctic/...



77

Arctic type clothing is essential for those who work long hours in the open.

Rainfall is about 25 inches a year, fairly evenly distributed throughout the year, but with more settled dry spells and a more drying wind in spring and summer.

The average temperature is 43°F, with maximum and minimum temperatures normally within the 70°F and 20°F range.

Cloud base rarely descends below 300 feet, but sudden squalls can bring snow and very low visibility for a limited period.

Wind will be the worst weather feature for men working long hours on the exposed site. The average wind is cold and blowing at 15 knots. On most days the wind reaches 21-27 knots.

#### SCOPE OF THE PROJECT

The scope of the project is to build a runway, taxiway and apron, according to the specification. A sewage disposal system will have to be incorporated in construction. Any buildings required by the construction unit, during construction, which can later be enlarged or altered by the PWD for use as permanent airfield buildings, should be ordered and erected with this purpose in mind.

7/6

G.S.

The following is the text of a reply given to a telephone enquiry from Lt. Col. Wheatley on 18th August 1971 :

"Telegraphic Communications - Falklands/U.K.

We can offer normal Post Office letter telegram (LT) facilities at 99p for 22 words and 4 $\frac{1}{2}$ p per word thereafter.

Alternatively we could offer a private telegraph circuit of a nominal speed of 16 words per minute for 8 hours daily at £4,160 per annum plus £530 per annum for hire of equipment. Similar charges would be raised by the British Post Office in the United Kingdom. The cost of setting up such a private circuit would be in the vicinity of £3,000."

  
S.P.T.

POSTS & TELECOMMUNICATIONS DEPARTMENT,  
Stanley, Falkland Islands,  
23rd August 1971

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

c/s  
79

Number	Office of Origin	Words	Handed In at	Date
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To **STATEPRIORITY PRODLIME LONDONSW1**

A/c H.O.

No. 294

27 August 1971

ADDRESSED FOO TELNO 294 OF 27 AUGUST . VISITS: LT/COL WHEATLEY . I  
WOULD BE GRATEFUL IF YOU WOULD CONVEY TO HOD (ARMY) MY THANKS FOR THE  
PRELIMINARY SURVEY WORK CARRIED OUT BY COL WHEATLEY . HE IMPRESSED  
EVERYONE IN THE ISLANDS BY HIS EFFICIENCY AND HARD WORK . LEWIS

Time

Clauses 8 and 9 of the Joint Statement of Buenos Aires of the 1st of July, 1971, read -

8. The Argentine Government should take the necessary measures to arrange for a regular service of weekly frequency by air for passengers, cargo and mail between the Argentine mainland and the Falkland Islands.
9. Pending the completion of the airfield at Port Stanley, the Argentine Government should provide a temporary service by amphibian aircraft between the Argentine mainland and the Falkland Islands for passengers, cargo and mail. This service should be reviewed from time to time in the light of progress in the construction of the airfield mentioned above.

The wording of clause 9 was a matter of lengthy negotiation between the British and Argentine delegations. The Argentine delegation, already aware at the time of the B.A. meeting of the limitations of an amphibian air service operated with the Grumman Albatross, recognised the need for a permanent airfield to be constructed as soon as possible so that a land-plane service operated with the F.27 in passenger/cargo configuration could replace the restricted amphibian service; at the same time the delegation was, understandably in view of the refusal by the British delegation of their offer to build or assist in the building of the main airfield, sceptical as to the degree of urgency with which the British Government would approach the airfield construction question. Clause 9 was thus designed to enable the Argentine Government to exert pressure on the British Government to pursue energetically the the project for the construction of a permanent airfield at Cape Pembroke.

2/...

2. The Argentines were therefore disconcerted at hearing from Lt. Col. Wheatley's preliminary report that the time required by the Sappers for the construction of the airfield was two years from now. Construction by a civilian firm would take (considerably) longer.

3. The Argentine concern to see a permanent airfield constructed as quickly as possible coincides with the like concern of the F.I.G. By the same token the desire of the Argentine Government to provide as soon as possible a better service than that offered by the Albatross amphibian aircraft should awaken a like response on the part of the F.I.G. for the following reasons:

- (a) the Grumman Albatross is designed for air/sea rescue work for use by the U.S. Navy and Coastguard. It is expensive to operate (£3,600 per sortie to and from the Islands) and the additional cost of JATO rockets for take off in anything but the most ideal and therefore rarest conditions from a confined harbour such as Port Stanley at £700 each is an important factor where payload is effectively only 4 passengers with 20 kgs of baggage each;
- (b) landing and take off, as was seen during last week's operation, can be hazardous - even getting passengers on and off the plane is no easy task in the weather conditions prevailing in Stanley Harbour.
- (c) There is always the danger of an accident to the plane through one of our launches hitting the hull: this has already happened but last week there was a near miss which could have immobilised the plane possibly for a long period.
- (d)/...

- (d) If the A.E.S. is only to take 20 passengers at a time to and from the mainland (picking up no cargo) and giving priority to Company employees and to its clients, we may be in trouble early next year in regard to passenger movements. (see (a) above).

4. The idea of a temporary airfield was mentioned by Comodoro Arillo who accompanied the returning Ialands members of the British delegation on 3rd July 1971. The length of time now estimated by Lt. Col. Wheatley for constructing the permanent airfield necessitates, as a planning exercise, a re-think of the amphibian service. While that service can be expected to operate for 6 or possibly even 12 months it was not envisaged that it would and it is not operationally and financially feasible for it to do so for 2 plus years.

5. The technical mission that was here recently found a possible site on Hooker's Point but it needs some work on the ground plus the laying of aluminium strip (this is a modernised version of the old steel summervelt matting used during the last war). Aluminium strip is expensive and it is estimated that the total cost of putting in a temporary runway could be as high as £30,000. This may sound high but as each amphibian flight costs £3,600 the economics of the proposal for a temporary strip need no elaboration. Apart from the economics a land plane does provide greater safety and greater comfort.

6. What effect would a temporary strip have on the progressing of the construction of the main airfield? - considerable. If the main airfield is constructed by the REs and the construction unit is accommodated in a camp (as opposed to a ship) service by an RAF "Andover" aircraft from Comodoro will be essential. This aircraft would be used for the supply of urgent spares, reinforcements/...



reinforcements, replacements, casualty evacuation, materials and test materials movements, communications. If - and it is a long if - the unit is accommodated in a ship the use of an "Andover" will both facilitate and speed up construction progress.

7. Who would build a strip? This is an open question but, apart from the problem of cost, speed is essential if the operation is to be worth while and it is doubtful whether logistically the U.K. would be in a position to get the aluminium strip here in the time required. The Argentines obviously have the incentive to do this job so that they can reduce the time in which they have to fly the expensive amphibian. A temporary strip would only be a stop-gap and would be unsuitable for use for more than two years at the most. It would only be able to take the Guarani with a maximum load, at low personal baggage limitations, of 12 passengers and could not accommodate the F. 27. While the service thus provided would be a demonstrable improvement on that offered by the amphibian service it would fall well short of that provided by the F.27 in its passenger/freight configuration which is the Argentines' aim and which will provide the real flexibility to complement the sea service expected to be provided by the F.I.C. as the chosen instrument of the British Government. The F.27 will carry a reasonable passenger load (20/30 passengers) at the same time as a reasonable freight load (mail, fruit and other perishables, etc.) This will not be within the compass of the Albatross or Guarani.

8. As indicated, the building of a temporary strip will both facilitate and speed up the building of the main airfield as well as, as in demonstrated in paragraph 1 above, providing a lever/...

lever for continually exerting pressure on H.M.G. to the construction of the main airfield with all possible vigour.

9. H.M.G., through Mr. David Scott and in the spirit of the Joint Statement of Buenos Aires of 1st July 1971, as well as within the context of clause 9 of the document, the Governor and Members of Executive and Legislative Councils have stated categorically that an airfield will be built at Cape Pembroke.

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# CONFIDENTIAL

## EXECUTIVE COUNCIL

No. 45/71

### CAPE PEMBROKE AIRFIELD

#### Memorandum by the Colonial Secretary

It may be some time before further information is available on the programming of the Airfield project: as Members can well appreciate Colonel Wheatley's report will have to be processed through the decision-making machine in London and the priority of the work proposed to be undertaken in the Falkland Islands assessed against, no doubt, other equally worthy projects. However the urgency of the matter is well understood in London and in due course we should be informed whether the Sappers can undertake the work or whether it will have to be done by civilian contractors.

2. The main Airfield at Cape Pembroke is to be British built. Meanwhile the Argentine technical team when it was here recently with Group Captain Melrose examined the feasibility of constructing a temporary strip at Hooker's Point in order to provide a much better service than can be expected if the amphibian service is to cover a period of two or more years until the main field is built. The attached annexure sets out the considerations.

3. This paper will appear on the Agenda for the next meeting of the Executive Council at which Members will be invited to discuss it with a view to deciding whether we should accept an offer (if one is received from the Argentines) to build a temporary strip and on what terms. It is probable that we will have more information before the meeting is held and if so Members will be advised of this at the time.

(J. A. Jones)  
COLONIAL SECRETARY

File Ref : 240/III

31st August, 1971.

CB

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INTERIM EXTERNAL AIR COMMUNICATIONS

Clauses 8 and 9 of the Joint Statement of Buenos Aires of the 1st of July, 1971, read -

8. The Argentine Government should take the necessary measures to arrange for a regular service of weekly frequency by air for passengers, cargo and mail between the Argentine mainland and the Falkland Islands.
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2. The Argentines were therefore disconcerted at learning from Lt. Col. Wheatley's preliminary report that the time required by the Sappers for the construction of the airfield was two years. Construction by a civilian firm would take considerably longer.

3. The Argentine concern to see a permanent airfield constructed as quickly as possible coincides with the like concern of the F.I.G. By the same token the desire of the Argentine Government to provide as soon as possible a better service than that offered by the Albatross amphibian aircraft should awaken a like response on the part of the F.I.G. for the following reasons:-

- (a) the Grumman Albatross is designed for air/sea rescue work for use by the U.S. Navy and Coastguard. It is expensive to operate (£3,600 per sortie to and from the Islands) and the additional cost of JATO rockets for take off in anything but the most ideal and therefore rarest conditions from a confined harbour such as Port Stanley at \$700 each is an important factor where payload is effectively only 4 passengers with 20 kgs. of baggage each;
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- (c) there is always the danger of an accident to the plane through one of our launches hitting the hull: this has already happened but last week there was a near miss which could have immobilised the plane possibly for a long period.
- (d) if the 'A.E.S.' is only to take 20 passengers at a time to and from the mainland (picking up no cargo) and giving priority to Company employees and to its clients, we may be in trouble early next year in regard to passenger movements. (see (a) above).

87

4. The idea of a temporary airfield was mentioned by Comodoro Arillo who accompanied the returning Islands members of the British delegation on 3rd July, 1971. The length of time now estimated by Lt. Col. Wheatley for constructing the permanent airfield necessitates, as a planning exercise, a re-think of the amphibian service. While that service can be expected to operate for 6 or possibly even 12 months it was not envisaged that it would and it is not operationally and financially feasible for it to do so for 2 plus years.

5. The technical mission that was here recently found a possible site on Hooker's Point but it needs some work on the ground plus the laying of aluminium strip (this is a modernised version of the old steel summervelt matting used during the last war). Aluminium strip is expensive and it is estimated that the total cost of putting in a temporary runway could be as high as £30,000. This may sound high but as each amphibian flight costs £3,600 the economies of the proposal for a temporary strip need no elaboration. Apart from the economies a land plane does provide greater safety and greater comfort.

6. What effect would a temporary strip have on the progressing of the construction of the main airfield? - considerable. If the main airfield is constructed by the R.E's. and the construction unit is accommodated in a camp (as opposed to a ship) service by an R.A.F. 'Andover' aircraft from Comodoro will be essential. This aircraft would be used for the supply of urgent spares, reinforcements, replacements, casualty evacuation, materials and test materials movements, communications. If - and it is a big if - the unit is accommodated in a ship the use of an 'Andover' will both facilitate and speed up construction progress.

7. Who would build a strip? This is an open question but, apart from the problem of cost, speed is essential if the operation is to be worth while and it is doubtful whether logistically the U.K. would be in a position to get the aluminium strip here in the time required. The Argentines obviously have the incentive to do this job so that they can reduce the time in which they have to fly the expensive amphibian. A temporary strip would only be a stop-gap and would be unsuitable for use for more than two years at the most. It would only be able to take the Guarani with a maximum load, at low personal baggage limitations, of 12 passengers and could not accommodate the F.27. While the service thus provided would be a demonstrable improvement on that offered by the amphibian service it would fall well short of that provided by the F.27 in its passenger/freight configuration which is the Argentines' aim and which will provide the real flexibility to complement the sea service expected to be provided by the F.I.C. as the chosen instrument of the British Government. The F.27 will carry a reasonable passenger load (20/30 passengers) at the same time as a reasonable freight load (mail, fruit and other perishables, etc.) This will not be within the compass of the Albatross or Guarani.

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9. H.M.G., through Mr. David Scott and in the spirit of the Joint Statement of Buenos Aires of 1st July, 1971, as well as within the context of clause 9 of the document, the Governor and Members of Executive and Legislative Councils have stated categorically that an airfield will be built at Cape Pembroke.

DECODE.

TELEGRAM SENT.

From MINISTRY FOR OVERSEAS DEVELOPMENT to GOVERNOR

Despatched: 1.9.71 Time: 1246 Received: 1.9.71 Time: p.m.

MODEV 60

Cape Pembroke airfield. Your telegram 242 to FCO last sentence formal application. Preparation of this may be difficult at this stage but can be widely drawn. As part of ODA watching brief we ought to be ready to consider commissioning against Technical Assistance feasibility and costing study by civilian firm with minimum delay if decision goes that way after Wheatley report. Your formal application and backing documents are starting point for expenditure. When can we expect

MINISTRANT

Y.E. Not understood. Our formal application, which we said London could update in the light of Robinson's (now Wheatley's) Report is at pp. 7-9 and was sent to FCO on 22nd July. I suppose it's just possible it still hasn't been received. ? To send FCO telegram informing them of date of dispatch

J.A.J.  
1/9/71

C.S. We spoke and Kinnear should inform <sup>us Wheatley</sup> ~~that~~ the application was received

E.G.L.  
1/9/71



DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 2.9.71 Time: 1500 Received: Time:

No. 303

Telno 303 of 1st September. Airfield. Following is text of telegram sent to MODEV. Begins:

Formal application was forwarded to Kinnear FCO under cover of my letter 2408 of 22nd July. By copy of this telegram FCO is requested to confirm receipt of letter under reference and application. Ends.

LEWIS

PL: HT

Reply at 87

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 6.9.71 Time: 1640 Received: 6.9.71 Time: p.m.  
Etatpriorite

No. 213

Your telegram 303 of 1st September Airfield. Your letter 2408 of 22nd July  
with application now received

DOUGLAS-HOME

PL: HT

90A  
64

EXTRACT TAKEN FROM MINUTES OF THE STANDING FINANCE COMMITTEE  
HELD ON 11TH SEPTEMBER, 1971

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9. Permanent and Temporary Airfield(C.S.2408/III,2408/B)

It was stated that the token provision of £200 requested for preliminary investigations of airfields would not now be utilised in full. The Chairman withdrew the applications for £100 in each case and the Committee agreed that additional provision, included in the schedule at paragraph 2 of these minutes, be reduced to the actual expenditure so far incurred.

2408/III

18 Sep 71

91  
Naval Party 8902,  
B.F.P.O. Ships,  
London.

Colonial Secretary,  
Secretariat,  
Stanley.

16/9/71



Beach reconnaissance report

1. Attached is a copy of the beach reconnaissance report on WHALEBONE COVE beach in connection with the landing of plant and equipment for the proposed Airfield site at Cape Pembroke.

A handwritten signature in dark ink, appearing to read "D. Nicholas". The signature is fluid and cursive.

(D. NICHOLAS)

Capt RCT

92  
Naval Party 8902,  
BFPO Ships,  
London.

September 1971

Report of Beach Reconnaissance - Stanley Harbour Area

- References: A. Chart Number 1614 Port William, Stanley Harbour and Approaches.  
B. Map 1:50,000 Sheet 15.  
C. Admiralty Tide Tables Vol II Atlantic and Indian Oceans.  
D. Sketch Map Whalebone Cove and Canache Narrows (Attached)

1. AIM

The aim of this reconnaissance was to locate a beach in the Stanley area which could be used by MEXEFLOAT rafts on a limited number of occasions to land vehicles and plant for use in the construction of the proposed landing strip at Cape Pembroke.

2. GENERAL

It was decided to concentrate on the WHALEBONE COVE beach, as it had a number of advantages over the other sites in the area. Two other possible landing sites were considered in less detail.

3. WHALEBONE COVE

- a. Location Lat 51°41'30" Long 57°48'5"

WHALEBONE COVE beach is situated at the east end of Stanley Harbour, between MARY HILL to the north and CANOPUS HILL to the South.

- b. Seaward Approaches

A sheltered anchorage with an indicated minimum depth of 24 ft is available in Stanley Harbour 1 mile west of WHALEBONE COVE beach. From the anchorage the cove is approached on an Easterly heading, leaving the beached hulk of the LADY ELIZABETH to starboard. The only other obstruction encountered on the run in is an old anchor lying 50 ft to the south of the beach centre line inshore of the beached hulk.

- c. Limits of beach

Left limit of beach: Narrow spit of rock and shells 1 ft to 1 ft 6 in above level of sand extending 200 ft out from the land.

Right/ ...

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3. c. (cont.)

Right limit of beach: Smaller spit of rock and shells  
extending 50 ft out from land.

Useable unobstructed width of beach: 150 ft.

Distance from H.W. mark to start of grassland: 8 - 10 ft.

d. Beach gradient and composition

Approaching from seaward, the bottom rises from deep water to the approximate level of L.W. spring tide, then continuing as a flat sandy 'platform' a further 600 ft to the H.W. mark. The bottom up to this point is sand, with a small amount of kelp on the edge of deep water. Although generally firm there are a number of soft patches of sand south of the beach centre line. From just below the H.W. line to the back of the beach the surface is large flat pebbles and shale on a rising gradient. There is no noticeable step up to the grass and this surface is firm enough to support a vehicle.

e. Beach exits

Wheeled and tracked vehicles are able to leave the beach at any point with immediate access to the proposed runway site. To produce a beach exit all that is required is to clear a path through the line of flotsam and old oil drums littering the H.W. mark. Behind the beach the grass land slopes up gently to the area of flat ground proposed for the runway site. This grassland is firm with no obstructions excepting where a couple of small boggy streams run down to the beach. These are no obstacle to vehicles and can be crossed by a  $\frac{1}{2}$  ton vehicle at a number of places.

f. Weather

The beach is exposed to the prevailing westerly winds, but the restricted size of Stanley Harbour prevents the formation of any surf even in the worst weather conditions. The beach is sheltered from winds in any other direction.

g. Tides

Reference C gives a low high water of 4.5 ft and a high high water of 5.3 ft for Stanley. WHALEBONE beach is useable with a loaded WAXEFLOAT around high water on any tide above 4 ft, and the flat sandy bottom would enable the raft to remain on the beach through a low water if necessary.

h. Landmarks/ ...



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3. h. Landmarks and aids to navigation

The beached hulk of the sailing vessel the LADY ELIZABETH is the most prominent land-mark for this beach. She is lying bows north on the edge of the deep water south of the beach approach. The final run onto the beach should be made on a heading of 080° between the two spits mentioned in para 3. c. There are no natural features behind the beach and it is recommended that a set of temporary transits are set up to indicate the beach centre line. The obstruction formed by the old anchor should be marked with a pole or small buoy to prevent rafts over-running it while retracting from the beach.

4. ALTERNATIVE BEACHES

a. Canache Narrows

The beach on the south side of the CANACHE narrows immediately to the west of the magazine and old jetty, is steeply shelving to the deep water of the channel and has a firm surface of flat shale pebbles. Immediately at the back of this beach is a steep 3 ft bank of peat and shale which would have to be bulldozed to allow vehicles to leave the beach. The track shown in Ref B. as connecting the jetty with the main track to CANOPUS no longer exists, but the route can be followed in a  $\frac{1}{2}$  ton vehicle.

b. Yorke Bay Beach

This beach is situated on the south side of Port William. The area shown in Ref A. as 'silting up' has now silted up, and the edge of the beach now extends in an arc from the west of Yorke Point to the south of Ordnance Hill. Deep water extends close in to the edge of this beach which is moderately steep and of firm sand. Behind this is a large area of firm flat sand backed by a line of low sand dunes. Vehicles landed on the beach can reach the proposed runway site by crossing the low ridge to the east of MARY HILL, though a suitable route will have to be marked out as the ground is soft and muddy in places. The beach is sheltered from West winds, but is exposed to winds from the north and north west. Port William is exposed to east winds and a short steep sea develops off Yorke Bay when wind strengths are high.

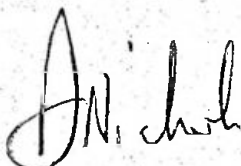
5. CONCLUSIONS/ ...

95

5. CONCLUSIONS

For a vessel anchored in Stanley Harbour, WHALEBONE COVE beach is the most suitable landing point for MEXEFLOATs. It can be used for about one hour either side of high water on most tides and is convenient to the proposed runway site. An alternative site for discharging in Stanley Harbour is at the CANACHE NARROWS but a small amount of work will be required to produce a beach exit.

YORKE BAY beach is useable, but only if the vessel is forced to discharge in Port William. It is subject to weather limitations and the route off the beach is over difficult ground.



(D. Nicholas)

Captain RCT

cc: Colonial Secretary  
NP 8902

9/6  
Colonial Secretary's Office,  
Stanley, Falkland Islands.

20th September 1971.

d/o

Cape Pembroke Airfield

As a result of Colonel R. Wheatley's report it looks likely that a further Royal Engineer's reconnaissance party will visit the colony in mid-November for approximately a month.

2. It is hoped that more information on this will be available at the Executive Council meeting which is to be held on the 28th of September.

(J.A. Jones)  
Deputy Governor

All members and Extraordinary Members of Exco

S/C Subun 7 on file.

20/9

97

CONFIDENTIAL

No 223 OF 16 September 1971

priority

161440Z Received 18th September

To Falkland Islands  
From F.C.O.  
Repeated to R.A.

My telno 222: Construction of Airfields.

1. Although Wheatley has not completed his full report (72 hours mentioned in your telno 299 referred only to initial findings) MOD have given us indication depending main preliminary findings might have of their provisional ideas.
2. Main preliminary finding. Cape Pembroke is best site. 4,000 ft runway will take approximately 20 months to build. Construction party would be 120 all rank Royal Engineers plus 50 civilian labour to be imported presumably from Chile. New specification for runway is 5 inches cement bound granular base on 5 inches macadam sub base with triple bitumen surface dunning. Unless Royal Engineers construction party can be housed in a moored ship hutted camps must be built for both services and civilian labour involving building party of 60 all ranks for some three months. Leave cargo vessels required to position stores for camp construction; one or two logistic landing ships to position and recover plant and equipment. R.A.F. air lifts required to position and recover troops and change them over at six monthly intervals. R.A.F. Hercules sortie monthly to Argentina and bi-weekly Andover flight Argentine/Falkland Islands essential for routine re-supply.
3. MOD provisional ideas. Army are currently discussing the implications of accepting commitment recommending other services. If task is acceptable in principle next stage would be detailed reconnaissance referred to in para 3 (ii) of my telno 170. Army are meanwhile making provisional (repeat provisional) plans for this as in following paragraph.
4. .... reconnaissance would be made by one officer and five other ranks, plus one officer who would visit R.A. to examine availability of certain stores e.g. cement. Party would fly to R.A. E.T.A. November 14, to Comodoro Rivadavia on 15th and to Port Stanley on 16th. Party would leave Port Stanley for Comodoro Rivadavia and R.A. on December 14th. Party will require 500 to 600 pounds of heavy equipment and MOD hope to book it in Biscoe sailing U.K. mid October E.T.A. Stanley November 14th.
5. MOD would be grateful if you will meanwhile make provisional arrangements for accommodation either at hotel or with Royal Marines. Two local casual labourers will also be required. Grateful you arrange this provisionally.
6. Wheatley has told us Degan Lob who led Argentine survey team to F.I. last month made him verbal offer of free air transport for reconnaissance party each way between R.A. and Stanley to meet schedules in para 4 of report, and that Melrose knows of offer. While MOD understood glad to accept transports on that .... party's task is clearly measures with an obligation assumed by H.M.G., in which CASE should bear cost. Unless Embassy see objection, grateful if they would seek confirmation from Argentine authorities that it is still convenient for them to provide transport but point out that for reason above we would prefer to make reimbursement at appropriate rates.
7. See M I F T

or corruption  
of 2 weekly

C/S 98

CONFIDENTIAL

No. 224 Of 16 September 1971

PRIORITY

161440Z

To Falkland Islands

From FCO

Repeated to B.A.

MIPT: Construction of Airfields.

1. Even from summary of Wheatley's preliminary findings it will be clear to you that a permanent airfield will make heavy demands on all 3 services for men, equipment, logistic support and time. Another month will be necessary to assess implications in full; and in any event it will be necessary to make detailed reconnaissance before a final decision can be taken on whether Royal Engineers can undertake construction. At that point ..... will realise operational implications of tying up men and equipment for so long at such distance from Army's main areas of deployment will have to be assessed. Nevertheless it is a sign of Royal Engineers interest that they are making provisional plans for detailed reconnaissance on lines in MIPT.

2. We must thus recognise that other considerations may rule out even detailed reconnaissance; and that even if it is made Royal Engineers may eventually not be able to do construction. We are therefore keeping well in mind that it may prove necessary to turn to civil engineering firm for design etc and for construction. Should this become necessary whatever preliminary work that will have been done by Royal Engineers will be made available to them and time will not have been wasted.

3. Meanwhile we should be grateful for your views on Argentine suggestion for building temporary airfield in B.A. telno 91 to you. Our present views at official level are:-

- (i) in view of operational difficulties already amply demonstrated we can not expect Argentines to maintain an amphibian service for 2 plus years required to build a permanent airfield,
- (ii) construction of a temporary air strip should be regarded as a necessary practical consequence of Argentine's commitment to maintain a regular air service under B.A. Agreement which F.I. Government and public opinion generally welcome
- (iii) We should therefore agree that Argentines should build a temporary air strip, and offer them every facility
- (iv) that necessary arrangements should be formalised by a further Exchange of Notes referring to Agreement of August 5th.

4. You will no doubt wish to consult your ExCo in due course but (especially with your telno 312 in mind) we think that it would be better to defer such consultation until, hopefully, Army may have reached a firm decision about detailed reconnaissance when you would be able to inform the ExCo of their plans.

CONFIDENTIAL

LJC : Cypher

FROM: Captain R W Brant Royal Engineers.

Doppler Section,  
512 STRE,  
BDS(W),  
BFPO 2  
18 July 71

J.A. Jones Esq.,  
Colonial Secretary,  
Colonial Secretary's Office,  
Stanley,  
Falkland Islands.

*Dear Mr Jones,*

Thank you for your letter of the 19 th. May which has eventually reached me at the Section location in Cerro Sombrero.

Colonel Crawford visited the Section last week and I took the opportunity of discussing the question of the airstrip and the Feasibility Study with him. I was assured that the Study has been forwarded through the correct channels and had been sent by the Senior Sapper in Washington to the Officer-in-Charge of Engineering Projects at the Ministry of Defence. It has since been sent to the Staff of the Engineer-in-Chief for examination. I will keep you posted ~~many~~ future developments. I have asked Colonel Crawford to supply copies of the covering letters which accompanied the Report. I will forward these when they arrive.

The Section is at present operating in Cerro Sombrero but we expect to move to Puerto Montt in the near future to carry out further tracking missions. At the moment the plan is that we will then move to Santiago and that my Section will be reinforced by additional members so that we are able to operate two equipments in Chile at different sites simultaneously. I expect to be here until about November and then return to Washington en route for UK on completion of my tour of duty.

I trust that your recent visit to Argentina proved to be useful and enjoyable. I feel that it must have been more successful than our trip on the Bransfield!

I hope that the winter in Stanley is not excessively severe and that both yourself and your wife are well. I look forward to seeing you in the future.

*Yours aye,*

*Roger W Brant*

(R W Brant)  
Captain Royal Engineers.



20th September, 1971

I was most interested in what you had to say about the airfield. Since you wrote your letter we have had a recce by Col. R. Wheatley of the R.E.S. and his report is under study in London at the moment. So I suppose we see progress.

It sounds as if you are having a useful, interesting and busy life. In the right place, too. As our journey to Europe, which I expect to start at the end of March, will take us through Argentina and Chile we may perhaps fall in with you. I will enquire of your whereabouts from the embassy in Santiago when we are there. We have fortunately had a reasonable winter here and are looking forward hopefully to a good last summer as well. Then - South America.

Hope to see you.

J. A. Jones  
Colonial Secretary

Capt. R. W. Brant, R.E.S.,  
Doppler Section,  
512 STHE,  
BDE(W),  
BFPO 2.

Our ref: 2408  
Your ref: Telnos 223/4 of 16.9.71

21st September, 1971

Construction of Airfield

In the light of your Confidential telegrams 223/4, both of the 16th of September, it may be of interest to you to have, earlier than would normally be the case, a copy of the Executive Council Memorandum about the considerations connected with the proposal for a temporary airfield which was taken, without final decision being reached upon it, at the Council's meeting of the 10th of September. The meat is in the annexure to the Memorandum.

J. A. Jones  
Colonial Secretary

I. Watt, Esq., C.M.G.,  
(S.A. & I.O. Dept.,  
Foreign and Commonwealth Office,  
LONDON SW1A 2AH.

cc: J. de C. Ling,  
American Dept.,  
P.C. .

AG

Y.E.

pp 93-6; 99.

102  
I thank you. I have taken out my two at 98.  
It should not be in the file / 6. 22/9

We spoke on Sunday 19/9. Pp. 93 and 96 have issued.  
OCC NPP 8901/2 as well as S.P.W. have been put in the picture by  
me orally.

9/2/9

Ba 29/9

103

DECODE.

TELEGRAM.

*From* ..... Lt. Col. Wheatley .....

*To* ..... COLONIAL SECRETARY .....

---

*Despatched :*            13th October            1971            *Time :* 1710

*Received :*            13th October            1971            *Time :*

131031Z from 62 Creconst to Colonial Secretary, Stanley, Falkland Islands (DIG LBC) from Wheatley. Please pass to P.W.D. Although detailed reconnaissance not yet confirmed have put three wooden boxes of reconnaissance kit weighing total of ten cwts. on to John Biscoe. It is addressed to Tom Royans. Grateful if you arrange to collect and hold on my behalf. Have received letter from Royans and am grateful that he is ensuring that soil samples are despatched on 'AES'

S/C Signal back - WILCO - from me. Then copy both to S.P.W.

J.A.J.  
18.10.71

*Reply at 102*

PL: HT

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P2538 P4776/32/401381 500 11/66 R. Ward 843

Number	Office of Origin	Words	Handed in at	Date
	PSY			14.10.71
To	ETATPRIORITE MINISTRY OF DEFENCE LONDON SW1			HO A/c

101

FOLLOWING FROM JONES FOR LT COL WHEATLEY 62 CRECONST STOP YOUR 131031Z

WILCO ENDS

COLONIAL SECRETARY

HRT.

Time

P. 12/10

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will recall my showing you, some time ago, a letter from Eric Warburg of ALL about the possibility of his company being connected with the operation of the aerodrome when it is in service.

2. I have now received the letter at b.o.f. from Warburg and propose, subject to your concurrence and, of course, without commitment, to ask him to let me have on a personal basis an estimate of the cost of a possible contract for ALL to provide management and additional meteorological services for the airfield. To do this he should see a copy of the Feasibility Report which he has apparently not yet managed to obtain from DTI and I propose to send him a copy from here. The document is not confidential. At the same time I propose to give him a brief idea of the shape of our meteorological services as at present organised.

3. I imagine your experience elsewhere will bear out what Warburg says in his paragraph 3. It is not too early for us to begin thinking about this matter and collecting some basic data.



J.A.J.  
15.10.71



106  
EXTRACT FROM MINUTES OF EXCO. MEETING NO. 14/71

HELD ON 19TH OCTOBER 1971

2408/III

i. Permanent aerodrome

The next stage in the construction programme was a detailed survey of the site, expected to be carried out by the Royal Engineers. No definite information on the subject was to hand but it was thought that the team would arrive by Albatross amphibian aircraft about 16th November. It was known that equipment necessary for the survey was being shipped from Britain in R.R.S. John Biscoe, due in the Colony in mid-November. His Excellency assured Members that he would keep them fully posted on latest developments.

Members were anxious that alternative provision should be made for transport in the event that the completion of the permanent aerodrome was delayed.

CLERK OF COUNCILS



*f.2408* 157  
**INTERNATIONAL AERADIO LIMITED**

AERADIO HOUSE · HAYES ROAD · SOUTHALL · MIDDLESEX · ENGLAND

TELEPHONE: 01-574 2411 TELEX: 24114 CABLES: INTAERIO SOUTHALL

Our ref: MK.999/1623

*J/14/10*  
13th September 1971

J.A. Jones Esq.,  
Colonial Secretary  
Colonial Secretary's Office  
STANLEY  
Falkland Islands

Dear *sol*

Thanks very much for your letter ref. P1151 dated the 31st July 1971. I immediately contacted Geoff Peacock at the D.T.I. (formerly the Board of Trade), who promised to forward me a copy of the feasibility survey for an airfield in the Falkland Islands. He promised to let me have a copy some little while ago, and I have just been reminded that this has not reached me. However, no doubt it will in due course.

I am sure it is too soon to decide how the airfield should be operated, but I nevertheless believe it is not too soon to be making a noise about requirements of this sort.

I do know that I wrote the first letter on Mahe Airport in the Seychelles to the then O.D.A. in 1965, and it took until 1970 before our first Air Traffic Controller was positioned there. The same thing may apply with your territory.

Nevertheless, I do hope you will keep me posted if and when anything further transpires on this project.

It's about time we saw you back here again for some leave is it not? Please let me know when you are coming and come and have some lunch.

With best regards,

Yours sincerely,

E.E. WARBURG

GENERAL MANAGER, MARKETING

*Note. For copying into f. 2408*

*J/18/10*

22nd October

71

Your ref: MK.999/1623

107

Thank you for your letter of the 13th September which reached me on the 14th October - such is the speed of our communications.

I am sorry you have not yet been able to lay hands on a copy of the feasibility survey for the airfield and am enclosing one with this letter in case you have still not been successful in securing one.

You are, of course, quite right in saying that it is too soon to decide how the airfield should be operated but it has all the time been my personal thinking that, initially at any rate, we shall need to negotiate a contract with an appropriate commercial organisation to provide management, radio and additional meteorological services. Our meteorological department is very small, consisting of one qualified forecaster and a learner assistant and it is orientated towards provision of meteorological information for our internal air service which is operated by de Havilland (Canada) Beaver floatplanes.

It would be helpful if, without commitment and on a purely personal basis, you could, in the light of the foregoing information and of the contents of the Feasibility Report, let me have your provisional views as to the staff which you consider would be needed to provide the necessary operational services and as to the annual cost of a contract for providing them, with the necessary cost breakdown. In this connection, I should add that I envisage an initial flight frequency to the airfield from Comodoro Rivadavia in Argentina of once a week probably operated with the Fokker F 27 in passenger/freight configuration.

I expect to be in Britain somewhere between the middle and the end of next year and will not fail to get in touch with you when I am in London.

(J. A. Jones)

E. E. Warburg, Esq.,  
International Aeradio Ltd.,  
Aeradio House,  
Hayes Road,  
SOUTHALL,  
Middlesex.

JB

R. file - 1714/P. 24 08/15

DECODE.

TELEGRAM.

From ..... BUSS CROWN .....

To ..... COLONIAL SECRETARY .....

Despatched :            18th October            1971            Time : 1551

Received :            18th October            1971            Time :

Yourlet 18th August. Glad information re-maximum load town supply only on Stanley East HV Feeder up to point 'A' for years 1972, 1977, 1982

BUSS CROWN

S.P.C.

Would you pl. advise .

PL: HT

J p.c.s.  
18.10.71

R.T.O.

110 + 45

Crown Agents. (copy)

Our Ref : Q/367/40  
Your Ref: Personal

Q Department

C.S. File 2408/B

19th October 1971.

Dear Mr Gutteridge, Projected Airport, Pembroke Peninsular  
Load Requirements and Parallel Operation  
of Stanley 'A' And 'B' Stations.

Thank you for your personal letter of the 19th August in which you ask for my views on the generation problems which could arise in regard to a supply to the proposed airport. We have also received the Colonial Secretary's letter of the 18th idem requesting us to advise on the question of transmission and distribution of electric power to the airport.

2. Taken together, these two letters raise a number of separate issues and it may be useful to identify and list these here for ready reference: they would appear to be as follows:

- (A) Generating Capability
- (B) Transmission and distribution capability
- (C) Power Demand in respect of:
  - (i) Ordinary Consumers in Stanley
  - (ii) R.E. Construction Camp
  - (iii) R.E. Construction site
  - (iv) Permanent Airport
  - (v) Temporary Airstrip (Argentine Air Force)
- (D) Design of necessary transmission and distribution works to meet C above
- (E) Possible later procurement of materials for(D) above.

3. In this present letter I will deal mainly with the generation aspects. The other matters raised in the Colonial Secretary's letter regarding transmission and distribution are under consideration, and we will write shortly: at the same time we will deal with the query raised in your letter of the 5th July in connection with the possibility of using the two redundant 250KVA, 400/3.3KV transformers.

4. Turning then to generation, the starting point is the estimate of maximum load demand in Kilowatts, namely, -  
(a) 650KW required by the R.E. Construction Unit Camp commencing early 1972; (b) 50/100KW required by the R E Unit at the Airport site; and (c) thereafter, a permanent supply of 500KW at the Airport, which could rise to 250KW in the future. As you say, 650KW does seem excessive for a construction staff of 160-200 men but Col. Wheatley and his Major (Electrical) have confirmed this as a realistic estimate based on a load factor of 70%. It is difficult for us to question this but I would go along with you in thinking something lower - say 500KW - would be more likely. Similarly, there is little we can say at present as to the actual Airport loads whether 50/100KW or 50/250KW.

5. The question of the local maximum load demand of the town itself by 1972/3 is of course a matter for your own evaluation, but if one assumes a figure of 750KW the total demand by say the end of 1973 might be as follows:

Stanley Town and environs	850KW
R E Camp, Stanley	550 "
R E Construction site	75 "
	<hr/>
Toal	1475KW
	<hr/>

6. Total firm plant capacity with 'A' and 'B' in commission and allowing for the largest set (488KW) being 'out', would be 1650KW. You may of course consider that the firm capacity should be pitched lower depending on the overall condition of the plant in 'A'. However, on this assumption and also that 'B' station is ready on time, there should be ample plant capacity to meet the above estimate.

7. There remains the question of parallel operation of 'A' and 'B' and our drawing No Q331/8 herewith, illustrates three alternative arrangements as follows:

Alternative I This envisages direct interconnection of the two stations on the 3.3KV side via the existing 415/3.3KV transformers at 'A'. All feeders - HV and LV - would be transferred to 'B' station and HV switches 12 and 13 would normally remain closed. The MV flexible interconnector, if installed, must in this case be disconnected as a phase displacement will exist between the 'A' and 'B' station MV busbars. In effect therefore the HV busbars at 'A' and 'B' would constitute one bar and the sets in 'A' would be run-up and synchronised in the normal way. I assume that 'B' would of course be the base-load station from which the busbars in 'A' will be energised; it will indeed be necessary to issue operating instructions to this effect because of synchronising problems. The 3.3.KV PVC flexible cable now on order is of 25 mm<sup>2</sup> section giving a rated load capacity of some 400KW: it will therefore be necessary to replace this with a more adequate and permanent arrangement.

Alternative II In this instance the two stations are linked via the new flexible 415V PVC cable now on order. The 3.3KV feeder to Pictons and MV feeder to KEMH is left on the 'A' board, the remaining feeders being transferred to 'B'. The load capacity of the MV cable is limited to 100KW. Exactly similar remarks as for alternative I apply as regards the synchronising and switching-in of generating sets at 'A' station except that in this instance it is the 3.3KV interconnecting cable which would be disconnected.

Alternative III This provides for both stations to be kept electrically separate but with Stanley E and W HV feeders transferred to the new station.

8. Alternative I is, in our view, the simplest, safest and most flexible arrangement and our only reason for including II and III is to demonstrate their drawbacks eg. lack of flexibility and danger. They are however, possible, if undesirable compromises, if for some unforeseen reason alternatives I should not be possible. It will of course be appreciated that if II or III are adopted there could be no closing of HV or LV rings on the outside system unless each of these rings were fed from the same busbar or transformer.

9. We realise that apart from technical considerations, you may not wish to take on a short term load which is so large



11217

in relation to your present system demand. There are however the following points which you may have already taken into account:

(I) There does not appear to be any technical reason against the proposal so far as the generating plant is concerned:

(II) Subject to information from you as to the load on the Stanley E 3.3KV feeder similar remarks would appear to apply in respect of transmission:

(III) It would seem that very little capital expenditure would be involved:

(IV) We understand that the revenue which you would expect to receive from the Army Authorities would amount to some £38,000 representing 16.5M KWh at your standard rate of 2.30p per KWhr. In fact, this rate is very excessive for a bulk supply load with a high load factor and if you really want this business you might well consider offering a flat rate a 2p per KWhr. If indeed 2.3p is your one and only rate it does of course mean that you have a completely non-promotional tariff geared to a lighting load only. This may be a reflection of the complete absence of any other type of potential load as also the limited scope for development in terms of numbers of consumers; on the other hand you may like to explore the possibilities and should you so desire, we should be pleased to advise you.

(V) If, therefore, the old station will manage to cope with 400/500KW of peak load for the construction period you would have no capital, interest or depreciation charges thereon.

(VI) With the above in mind, as also the fact that most of your energy would be produced much more cheaply from the new station in terms of fuel (possibly less than a 1p), the operation could therefore prove highly profitable, reaching £20,000.

10. As we seem to be coming more involved with the development of the Undertaking I wonder if you could let us have any relevant background information such as: (a) typical summer and winter load curves; (b) Maximum demand forecasts (without R E Supplies) for 1972-73; (c) actual feeder loadings; (d) rate of population increase or decrease etc. etc. If of course you do an Annual Report we would welcome a copy as it might well be of material assistance to us in arriving at considered judgements on matters now arising

Yours sincerely

Sngd. D.A. Buss.

143  
DECODE.

**TELEGRAM SENT.**

*From* SECRETARY OF STATE *to* GOVERNOR

*Despatched:* 25.10.71      *Time:* 1905      *Received:* 25.10.71      *Time:*

Unclassified 2516325 My telegram 257. Airfield Reconnaissance.

Please specify by return quantity, make, model and condition of levels, theodolites, Sopwith Staffs available in Stanley for use by survey party

DOUGLAS-HOME

Reply - 104

PL: HT

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P2538 P4776/32/401381 500 11/66 R. Ward 843

Number	Office of Origin	Words	Handed in at	Date
	PSY			26.10.71
To	LTF CROWN LONDON SW1			HO A/c

No. 236

FOLLOWING FOR E DEPT STOP YOURTEL 18TH OCTOBER STANLEY EAST HV FEEDER  
ESTIMATED MAXIMUMS STOP 1972/350KW 1977/400KW 1982/450KW .

SECRETARY

Time HRT.

file PL 2488/111  
DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 26.10.71 Time: 1130 Received: Time

No. 369

107

Yrtel 263 Airfield Reconnaissance. Such levels, theodolites and Sopwith Staffs as we have are unreliable being ex-wartime army stock which have not been serviced. Only items in normal use are Sopwith Staffs of which we have one. It is the wooden variety and old

LEWIS

PL: ,HT

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 5.11.71 Time: 1610 Received: 5.11.71 Time:

En Clair FM FCO 051355Z Unclassified to Priority Governor Falkland Islands  
telno 279 of 5/11 Information Priority Buenos Aires. My telegram 278  
Airfield.

1. Grateful if you and HM Embassy will take following action as appropriate to facilitate and assist Rendel, Palmer and Tritton (RPT) team.

2. On arrival at Buenos Aires (Flight number to be confirmed later) meet facilitate with customs arrange accommodation and onward flight to connect with departure point of Amphibian. Each memf party proposes to carry total of 80 lbs weight of kit and equipment. RPT would like early confirmation that this is acceptable for Amphibian, and if not, what range of weight is acceptable.

3. RPT will be grateful if following can be ensured during total period in Falklands:

- (a) Three land rovers preferably with drivers;
- (b) Up to eight labourers;
- (c) Loan of windproof jackets, gum boots, waders, etc. from BAS or RM Detachment;
- (d) Centrifugal pump for wash boring preferably two inch;
- (e) Use of PWD JCB excavator;
- (f) Forty gallon drums for water storage;
- (g) Store for soil and survey equipment;
- (h) Accommodation for three ten inch by four inch plotting tables with good lighting, two boards and T squares;
- (i) Room with solid work bench and water supply to basin for soils testing work

4. RPT wish to know before departure on 13th November if following is available in Stanley (8) BS sieves in good condition numbers and sizes (68) Special road oil for wet sand mix (iii) Automatic voltage recorder

5. RPT will be grateful for help of commercial section of Embassy for enquiries into availability and prices of constructions materials in Argentina and for introductions to Argentine aircraft operators

DOUGLAS-HOME

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

To **EMERGENCY PROGRAMME LONDON 1**

**PRIORITY**

**A/c H.O.**

No. 386 of 8 November 1971

**XX**

ADDRESSED FCC TELNO 386 OF 8 NOVEMBER REPEATED ROUTINE BUENOS AIRES .

AIRFIELD YOUR TELNO 279 ASSISTANCE FOR RENDEL PALMER AND TRITON . WE CAN PROVIDE EVERYTHING MENTIONED IN PARAGRAPHS 3 AND 4 EXCEPT (A) TWO DRAWING BOARDS AND T SQUARES (B) SPECIAL ROAD OIL FOR WET SAND MIX . 2 TEST SIEVES BS 410: 1962 (a) APERTURE WIDTH 500 MICRONS MESH NO 30 (b) 250 MICRONS MESH NO 60 (c) 150 MICRONS MESH NO 100 (d) 53 MICRONS MESH NO 300 . FILTER SHEETS 14 CMS DIAMETER, 10 CARATS OF 25 . LEWIS

*P.P.W.*

*We sp. d you want to see latest pp. in file.*

*2 You will also be letting me know precisely where the work areas + storage areas are to be. (In this connection I should like you to speak when you have come to a definite conclusion as, quite apart from the impending work visit by R.P.T. I think*

Time

*we should endeavour to establish whether, at a later stage, they will want to use part of the new building. If they do we <sup>may</sup> have to*

GOVERNMENT ANNOUNCEMENT - CAPE FEMBRIDGE AIRFIELD

Information has been received of the appointment of the firm of Rendell, Palmer and Tritton, consulting engineers, in connection with the Cape Fembroke Airfield construction project. The appointment of this civilian firm as consulting engineers means that it has been found impossible in present circumstances for the Royal Engineers to carry out the construction of the airfield. That this might be so has always been a possibility and the British Army's commitments elsewhere are such as to make it impracticable for the Sappers to do the job for us.

The firm of Rendell, Palmer and Tritton, besides being one of international reputation, have operated in Brazil and Chile and so have recent experience of construction work in this hemisphere.

Listeners will recall that it had been anticipated that a Sapper party of six would visit the Colony flying in by Albatross on the 16th November, staying for a month in order to carry out preliminary design studies for the airfield. This task will now be carried out by the party of six members of the staff of Rendell, Palmer and Tritton. The senior engineer in charge is Mr. Warren and the other members of the party are Mr. Lovogrove, Mr. Hatwell, Mr. Smith, Mr. Cross and Mr. Boustead. The party will be in the Colony for approximately a month in order to make the preliminary design study and carry out soil surveys.

Colonial Secretary's Office,  
Stanley, Falkland Islands.  
9th November, 1971.

To be broadcast tonight Tuesday 9th  
Wednesday 10th



No. PWD 075

MEMORANDUM

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

15th. November, 1971.

To; Colonial Secretary,

From; Superintendent of Works

STANLEY:

Stanley, Falkland Islands.

SUBJECT :-


Accommodation - R.P.T.

Buildings being made available for the R.P.T. party arriving on the 15th. November, 1971 are as follows:-

- |                        |   |
|------------------------|---|
| (a) Drawing Office:    | PWD Handyman's Shop. <i>with phone.</i> |
| (b) Plotting Room:     | PWD Joiner's Shop                       |
| (c) Soil Testing Room: | Agricultural Office. <i>with phone.</i> |


Superintendent of Works.

C.S. Additional: *One hut on site with phone.*

*Y/K.*  
 To see above.  
 18/11



*1/2* *hunted on 20/11* *18/11*

It is worth our keeping in mind the following points from the papers at pp.22-3 and 26-9 in this volume of F.2408:

- (1) Accommodation for LADE agent (see (1) p.27 (2.d) p.29)
- (2) That the generator for the supply of electrical power has been ordered and a Special Warrant signed for it. ((6)p.27)
- (3) Provision of telephone ((7) p.27)
- (4) Water supply arrangements (ditto)
- (5) Fuel storage. JATO rocket storage has already been arranged. We are no further forward over the question of storage of JP1. No doubt the Argentine Air Force will let us know about this in due course. ((10) p.28)
- (6) Accommodation for construction party. You have made a suggestion about this at 2.d, p.29, and another possibility would be the RCM as I would expect that Mgr. Ireland would agree to the St. Mary's annexe being used as a dormitory provided no church functions were scheduled to take place during the period in which it would be occupied; and catering there presents less difficulty than anywhere else. Provision of a quarter, except for something of the size of 44 Davis Street (and even that would hardly be adequate for the numbers involved) is something I have been keeping in mind, but we live very much from hand to mouth over this and it is difficult to forecast. It will probably have to be played off the cuff when the time comes. (In any case the availability of 44 Davis Street would depend on the completion of the reconstruction of Stanley senior school which is unlikely to be fully effected during the next two to three months.)

J.A.J.  
22.11.71

*Let Ben / y thank you and see should discuss w. y. c.*

*22/11*

RENDLE, PALMER &amp; WITTON

INTERNAL CORRESPONDENCE

To: Mr. J. Warren  
 From: S. W. Pratt

Ref. SW/VIP  
 Date: 12th November, 1971

FALKLAND ISLANDSCOMMUNICATIONS AND ELECTRICAL SERVICES

1. The C.R.E. Report included a letter from F. G. Catteridge (Superintendent Power & Electrical, F.I.) dated 14th August, 1971, which detailed the cost of overhead power lines to an airport at Cape Pembroke, of about 50 KVA capacity.

(i) Is this quotation still valid?

(ii) Could F.I.C. prefer to carry out this work themselves?

(iii) If so, presumably the work would have to be included in the Contract as a Provisional Sum as being the only method of financing?

(iv) Would the works be carried out by local contractor or by F.I.C. direct labour?

2. The same letter makes mention that the Superintendent P. & T. would submit a separate estimate of cost for a telephone link with the Airport. The same queries for (i) to (iv) above apply, except that no quotation has been submitted. In addition, the number of communication channels required should be stated.

3. Please obtain details of local rules, regulations and standards applicable to the electrical and P. & T. works and also the preferred manufacturers, if any.

4. The same queries as for 1, 2 and 3 apply to services in and about the Airport and in buildings.

5. Please obtain records and details of the following:

- a. Standard voltage and frequency of the electricity supply and recorded fluctuations and outages.
- b. Unit charge for electricity.
- c. Specification of fuel available for diesel engines.  
 (A stand-by diesel generator will be required at the Airport).
- d. Radio Propagation chart of the area.
- e. Day and night availability of frequencies throughout the year.
- f. Details of local frequencies and their usage.
- g. The extent of the existing communications network around the islands and to the mainland and its reliability and suitability for incorporation into the Search and Rescue system.

h./ ...

127

5. a. If separate from Item g. above, extent of the existing ground/air communications system and other aeronautical communications systems to the islands and to the mainland.
6. In your discussions with the R.C.A. in Stanley, please ascertain:-
  - a. Provision to be made for runway lighting at this stage. It would appear that night landings would only be for an emergency procedure and that goose neck flares would be adequate.
  - b. There may be a requirement for approach lighting. VASI at each end and a visual beacon for day time operations.
  - c. What is the availability of maintenance personnel and test equipment for the proposed radio systems which will include equipment for the following frequencies?
    - i. MF about 200 kHz
    - ii. HF about 2/6 MHz
    - iii. VHF about 120 MHz
  - d. What consideration is being given to full time operational staffing at the airport for communications purposes, bearing in mind that only one flight a week is envisaged? Would the HF communications equipment for RT communication with the mainland be better sited where there is a 24-hour on-watch facility, e.g. coastguard or H.Q. of R. & A.
  - e. It would appear that the system will probably include a high-powered NDB on the western extremity of the extended runway centre line (nearest land point about 6 1/2 miles from the airport), RT communication with the mainland F.I.R. and VHF ground/air communication for approach (say, about 20 miles range). A low-powered NDB acting as a locator might be useful addition at the eastern extremity of the extended runway centre line.
7. Consideration must be given to the possibility of a future requirement for VOR and extended range VHF, accordingly, please investigate the suitable sitings for the following: -
  - a. VOR
  - b. High-powered NDB
  - c. Low-powered NDB (locator)
  - d. Local transmitter/receiver site
  - e. Extended range VHF.
  - f. Existing obstructions requiring lighting.

Siting requirements for the above are attached.

FORT STANLEY ANTENNA

Space requirements for Radio Communications and  
Navigational Aids

1. H.F. Transmitter/Receiver aerial, three masts, 75m from  
S to N and 75m from N to NE including guy space at S and NE  
ends.  
Width for guys at each mast, say, 5m. Mast height up to 30m  
Location near to Terminal Building.
2. High Power VHF  
Say, 100 x square, mast height 3m. (including earth mat)
3. Low power locator (VHF)  
Single vertical mast, 20m high, say, 50m diameter for guys  
and earth mat.  
The equipment but for both 2 and 3 needs to be alongside  
aerial or not more than 10 m distant.
4. VLF (possible)  
High ground, level for a rolling of at least 300 m (600m preferred)  
but a down grade of not more than 4% to 300 m (600m) distance  
is acceptable. No metallic objects (overhead lines, fences,  
buildings (IC) etc., within 300m (600m)).  
No earth mat is needed.
5. Extended Range VHF.  
Say, 50m square, mast, say, 5m high. High ground site, with  
clear view to West and N.W.

24th November

71

Colonial Secretary

Senior Medical Officer

Customs Officer

Immigration Officer

CAPE PEMBROKE AIRFIELD

Mr. J. Warren of Kendal, Palmer and Tristram, the consulting engineers whose team is currently in the Colony in connection with the Cape Pembroke airfield project, is required to supply his principals with information regarding the requirements for customs, health and medical facilities at the airport.

2. I have informed Mr. Warren that, in general terms, requirements will be the most simple and basic necessary to cope with the passenger load of an F 27 aircraft, i.e. approximately 30 passengers inward and 30 passengers outward per flight. Within these requirements you should let me know the following in respect of your departments' needs in the airport building:

- (1) floor space
- (2) lighting requirements
- (3) water/sanitation requirements
- (4) any specific requirements in respect of dispensing provision; passport and health documentation examination.

3. It is emphasised that requirements must be kept to a minimum. Mr. Warren will in fact be asked if requirements can be so designed as to be able to be easily expanded at need as and if traffic develops.

(J. A. Jones)  
Colonial Secretary

*E. J. / 24/11*



No. Airport.

## MEMORANDUM

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

24th November 1971.

The Colonial Secretary,

Supt. Power &amp; Electrical Dept.

Secretariat,

Stanley, Falkland Islands.

c.c. Mr J. Warren. R.P. &amp; T.

SUBJECT :-

Airport-Electrical Services.

1. Referring to the memorandum from Mr S.W. Pratt to Mr J. Warren. Ref. SWP/VIP. dated 12th November, 1971. I discussed with Mr Warren the electrical service matters mentioned in Mr Pratt's memorandum.

Minutes of the discussion.

2. Referring to;  
para. 1. of the memo.

The transmission line capacity would be 250KVA. with a transformer capacity at the Airport of 50KVA.

subpara. (i) The quotation was tentative and was given as a guide only to Lt. Col. Wheatley. Full details of the transmission line proposals together with three alternative methods of transmission to include a thirty pair telephone and signal lines has been sent to the Crown Agents as a technical enquiry (my letter PE490 dated 18th August 1971 refers).

subpara. ii. Owing to the time factor involved I suggested that all interests would best be served if the job was included in the contract. If it is to be included, I advised, as above, that CAs. 'Q' Dept. (Mr D.A. Buss) were already carrying out a design study of power transmission and that R.P. & T. would need to take the matter up from there.

subpara. iii. Yes.

subpara. iv. If the work had to be carried out by FIG. it would be by direct labour.

Para. 2. CAs. will include in their costing provision for a thirty pair telephone cable.

Para. 3. As those current in the United Kingdom.

Para. 5. (a) Present generated voltage. 400/230. 3 phase 4 wire. 50 Hertz. Station Capacity; 850 Kw. The Station is over 20 years old and is being replaced by Station 'B', anticipated commissioning, September 1972. with a station capacity of 1,280 Kw. generated voltage will be 3,300 at 50 Hertz. Distribution is overhead at 3,300 HV and 400/230 MV. Voltage at Airport

/transformer



transformer output terminals can be arranged to suit Airport services, frequency would be 50 Hertz.

Anticipated voltage regulation at Station 'B' generators is  $\pm 1\%$  but Airport voltage will in addition be subject to line voltage fluctuation. possibly of the order of 5%. If the Airport electrical equipment is voltage sensitive, automatic tap changing may be necessary at the Airport transformer. Frequency is under the control of a time standard in addition to the automatic machine governors.

Para. 5 (b) Unit charge of electricity from 1st January 1972. 2.3p per KW. Hr.

5. (c) Fuel available; Admiralty grade diesel. viscosity 34 Redwood seconds. S.G. 0.84-0.85.

Vaporising oil is not available.

3. Generally.

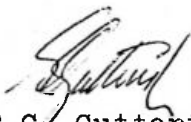
i. Space heating, water heating and cooking services likely to be needed at living quarters of a construction camp would best be served from practical and economic aspects, by the use of oil fired equipment capable of burning diesel oil of the above specification.

ii. FIG. Have on hand a 46 Kw. 400/230 volt 50 Hertz. 3 phase 4 wire diesel generator set that would, subject to official approval, be made available to a contractor for his own use and operation. This set would require starting batteries only to make it operational.

iii. A 9KVA. portable 60 Hertz 3 phase 4 wire 380/220 volt generator is on order for a temporary airstrip.

iv. With Stanley 'B' power station in commission spare generating plant would be available from the 'A' station. These are 150 Kw and 196 Kw. sets and might be considered usable as standby for Airport services, they have been in service for over 20 years but are still serviceable.

ECG.

  
(E.C. Gutteridge)  
Supt. P & E Dept.

127  
DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 23.11.71 Time: 2105 Received: 24.11.71 Time:

En Clair FM Buenos Aires 231930Z Unclassified to Priority Falkland Islands  
telno 111 of 23 November. Airfield Survey Team.

Argentines would be grateful to know as soon as possible the date on which  
the return Albatross Flight to Comodoro will be required

HADOW

Y.E.

Thought you would like to see this immediately it came in. At time  
of minuting I cannot contact Warren but will, when I do, put it to him that  
I assume original return date of 16/12 can be adhered to.

J.A.J.  
24/11/71

C.S.

We spoke and I am prepared to delay for a day or two but it would be  
better to adhere to the 16th (not before)

E.G.L.  
24/11/71

Reply at 123

Y.E.

I have arranged with Warren that unless he has second thoughts

OVER

tomorrow morning we will inform Hadow the original date of 16/12 should be adhered to. At same time we will ask B.A. to make night hotel bookings Comodoro and onward flight and accommodation arrangements to U.K. via B.A.

J.A.J.  
24/11/71

C.S.

Good.

E.G.L.  
24/11/71

PL: HT

123  
DECODE.

TELEGRAM SENT.

Prodrone Buenos Aires

From GOVERNOR to ~~SECRETARY OF STATE~~

Despatched: 25.11.71 Time: 1400 Received: Time:

No. 161

122

Yrtelno 111 of 23rd November. Airfield Survey Team. Return date 16th  
December

LEWIS

See 124

PL: HT

Reply at 129

DECODE.

TELEGRAM SENT.

British Embassy Buenos Aires

From GOVERNOR to ~~SECRETARY OF STATE~~

Despatched: 27.11.71 Time: 0910 Received: Time:

No. 163

123 Mytel 161 of 25th November. Airfield Survey Team. Assume you will make hotel bookings Comodoro night 16th and onward flight and accommodation arrangements to London via Buenos Aires

LEWIS

PL: HT

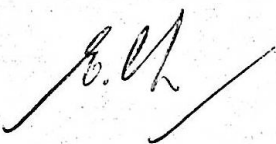
Reply at 129

G.S.

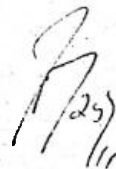
Rendel, Palmer and Tritton: Airfield Survey

By the end of the month, at the latest, I am certain that the O.D.A. of the F.C.O. will be wanting a short progress report on the detailed survey. Would you please ask Mr. Warren to let me have a very brief note (no more than a page) in particular bringing out the following points:

- (a) whether the party is confident that it can carry out the task in the time allotted
- (b) whether they are getting all the assistance they require from the local government.
- (c) whether the task is more complicated or less complicated than they had anticipated.

  
E.G.L.  
24.11.1971

1/c These papers for filing in file 2408

  
17/25/11

25th November

71

Airfield Survey

His Excellency the Governor will wish to be in a position to send a brief progress report on the detailed survey which your team is carrying out to the Foreign and Commonwealth Office at the end of this month. I would therefore be grateful if you would let me have a brief note, no more than a page in length, for this purpose, in particular with reference to the following points:

- (1) Whether you are confident that you will be able to carry out your task in the allotted time;
- (2) Whether you are being given all the assistance you need from our local government resources;
- (3) Whether your task is more or less complicated than you had anticipated.

(J. A. Jones)

J. Warren, Esq.,  
Rendel, Palmer & Tritton,  
Stanley.

JB



26th November

71

Airfield Survey: Rendel, Palmer & Tritton

John Warren, the engineer in charge of the Rendel, Palmer & Tritton team here, has stressed to me the importance of the enclosed letter addressed to his principals reaching them as quickly as possible. The papers contained in it concern the soil survey which the team is carrying out and need to be studied by Rendel, Palmer & Tritton's London office in case they need to cable information and/or instructions to Warren. The material is too lengthy to be cast in telegraphic form.

2. I would be grateful if you would arrange for the enclosed envelope to be passed to Rendel, Palmer & Tritton as quickly as possible.

(J. A. Jones)

G. F. Kinnear, Esq., O.B.E.  
South Atlantic and Indian Ocean Dept.,  
Foreign and Commonwealth Office,  
London.  
SW1A 2AH

JB

*G. F. Kinnear 26/11*

133 178

FALKLAND ISLANDS AIRPORT  
Field Party Interim Report

1. The Survey side of the investigation is up to schedule.
2. The soils side of the investigation is more complex than might have been anticipated from the preliminary reports (due to the necessarily very limited investigation done at the time of their writing).
3. The main factor is the presence of peat in the sand covering the site. The equipment made available on site is of very limited use in investigating the conditions encountered and, although additional wash boring equipment has, with the assistance of PWD, been improvised, it does not make accurate logging or in situ testing possible.
4. Whilst I think that the information we are obtaining will probably be sufficient for the report and preliminary design stages, my firm might consider it desirable that a further visit should be made by a small soils team, with the necessary equipment, ~~should be made~~ before settling final construction details for the purpose of tender drawings and documents.
5. We have to thank the various departments concerned for their co-operation, particularly the Public Works Department who have placed all their resources at our disposal often to their great inconvenience.

Yours faithfully,

(Sgd) E. J. Warren

Engineer i/c Field Party, R.P.T.

29th November 1971

*S/K*

*FER in Airfield file 2408.*

*J 29/11*

DECODE.

*17/11/2*  
**TELEGRAM SENT.**

From ~~SECRETARY OF STATE~~ to GOVERNOR  
HADOW BUENOS AIRES

Despatched :

Time :

Received : 1.12.71 Time : 0930

PRIORITY

11230 FM BUENOS AIRES RR FALKLAND ISLANDS INFO FCO EN CLAIR  
FM BUENOS AIRES 303015Z UNCLASSIFIED  
TO ROUTINE FALKLAND ISLANDS TELNO 112 OF 30 NOVEMBER. INFO FCO  
YOUR TELS 161 AND 163: RETURN OF AIRFIELD SURVEY TEAM  
1. ALBATROSS FLIGHT CONFIRMED FOR 16 (REPEAT 16) DECEMBER.

ALBATROSS WILL LEAVE COMODORO AT 0900 HRS Z (0600 HRS ARGENTINE TIME)  
ETA STANLEY 1300 HRS Z. AAF WOULD LIKE TO TAKE OFF FROM STANLEY AT  
1430 HRS Z.

2. WE HAVE MADE PROVISIONAL ONWARD BOOKINGS TO LONDON ON BRITISH  
CALEDONIAN FLIGHT LEAVING HERE ON MONDAY 20 DECEMBER. WE ESTIMATE  
THAT THIS WOULD ALLOW SURVEY TEAM TO CONCLUDE THEIR BUSINESS IN BUENOS  
AIRES BEFORE DEPARTURE BUT WE CAN CHANGE ONWARD FLIGHT TIMING (FORWARD  
OR BACKWARD) EITHER FOR WHOLE TEAM OR INDIVIDUAL MEMBERS OF IT AS  
REQUIRED.

3. GRATEFUL FOR ANY SPECIAL INSTRUCTIONS REGARDING MAIL TO BE CARRIED  
ON INWARD OR OUTWARD ALBATROSS FLIGHT.

4. WAINWRIGHT, CO-AUTHOR OF 1969 AIRFIELD STUDY AND PEACOCK OF  
OPERATION SERVICES OVERSEAS (CIVIL AVIATION, DTI) WILL BE IN BUENOS  
AIRES 18-20 DECEMBER. IT MAY BE USEFUL TO ARRANGE A MEETING WITH  
SURVEY TEAM.

HADOW

*Reply at 131*

*1/17 K in Airfield for 2408 hours*  
*17/11/2*

No. FIGAS/AD.

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



## MEMORANDUM

1st December, 1971.

To: Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

Copies: H.E. the Governor, Supervisor  
W/T. Station & Dir. Braodcasting.

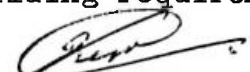
SUBJECT :- Cape Pembroke Airfield.

I refer to Rendel, Palmer and Tritton letter SWP/VIP dated 12th. November, 1971 and advise you that I have been in discussion with Mr Warren, their representative.

2. The following points were discussed and decided upon:-

- i. Runway lighting - provision made during runway construction.
- ii. No approach lighting at this stage but VASI and visual beacon be provided for now.
- iii. H/F communication equipment to be housed at airfield.
- iv. H/F ariel farm sited near airfield and VHF ariel farm sited at Sapper Hill.
- v. High power NDB resited east of runway on C/L. extension. Low power NDB locator abandoned.
- vi. VOR not to be provided for.
- vii. Terminal building and Control Tower to be sited near aircraft apron.

3. A further discussion on terminal building requirements when we can again get together,

  
Director of Civil Aviation.

DECODE.

136

TELEGRAM SENT.

British Embassy Buenos Aires

From GOVERNOR to ~~SECRETARY OF STATE~~

Despatched: 2.12.71 Time: 0945 Received: Time:

134  
No. 165

Yrtel 112 of 30th November Airfield Survey teams return. Albatross Flight times 16th December noted.

2. Onward bookings. Grateful book Boustead with stopover Madrid. Warren will probably wish travel by later flight. Rest of party as booked.
3. Team wish meet Wainright Peacock if possible before Lovegrove departs Buenos Aires.
4. Mail carriage arrangements. On flight to islands grateful consign classified and unclassified bag; first class airmail for civilian population and servicemen; and as much additional Christmas mail of all kinds as it is feasible for the aircraft to lift. On flight from islands mail is expected to be limited to first class airmail only as priority must be given to survey teams extensive and important soil samples.
5. Grateful BA repeat FCO information

LEWIS

PL: HT

111-130

*Yk.*  
*From p. 129 f.y.i. 7/12*  
*2/12*

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

*10/12 2/12*

1st. December, 1971.

To: Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

Copies: H.E. the Governor, Supervisor  
W/T Station & Ddr Broadcasting.


SUBJECT:- Cape Pembroke Airfield.

*121*

I refer to Rendel, Palmer and Tritton letter SWP/VIP dated 12th. November, 1971 and advise you that I have been in discussion with Mr. Warren their representative.

2. The following points were discussed and decided upon:-
- i. Runway lighting- provision made during runway construction.
  - ii. No approach lighting at this stage but VASI and visaul beacon be provided now.
  - iii. H/F communication equipment to be housed at airfield.
  - iv. H/F ariel farm to be sited near airfield and VHF ariel farm sited at Sapper Hill.
  - v. High power NDB re-sited east of runway on C/L. extension, low power NDB abandoned.
  - vi. VOR not to be provided for.
  - vii. Terminal building and Control Tower to be sited near aircraft apron.

3. A further discussion on terminal building requirements when we can get together again.

  
Director of Civil Aviation.

(acc pl. 2408/71)  
DECODE.

TELEGRAM.

From RENDELS LONDON

To SECRETARY STANLEY

*Despatched :* 1st December 1971 *Time :* 1344

*Received :* 1st December 1971 *Time :*

Cable 905 for Warren R.P.T. Please investigate possibility existence seasonal freeze/thaw conditions runway area also extent elsewhere on island for comparison

RENDELS LONDON

*Donef*  
S/C Copy to be made for Airfield file 2408. Copy to be sent across to Mr. Warren, R.P.T.

J.A.J.  
1/12/71

PL: HT



2408 174

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

WAP 15142-821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	PSY			4/12/71
To	LTF RENDELS LONDON SE1			10 A/c

138  
YRTEL 905 PASSED TO WARREN 1600 STANLEY TIME 1ST DECEMBER

SECRETARY

HRT.

Time

C.S.

Cape Pembroke Airfield

1 refer to yr. ltr 2408/A of 24.11.71 addressed jointly to SMO, Customs Officer & Immigration Officer.

2 Rather than attempt to submit three different views I have discussed the question with SMO & C.O. Customs & one of the opinions that a building near the specifications shown on the attached drawing would meet our joint requirements.

3. We assume a waiting room with four toilets (2 male 2 female) <sup>4 wash basins</sup> will be provided & would suggest that this is situated at the end of the proposed Customs/Immigration Rooms adjoining the entrance 'A'.

4. Adequate lighting & heating wd. need to be provided in all Sections & we would suggest that SPE be approached to quote the technical requirements in this connection.

5. The only water/sanitation requirements, apart from those mentioned in para 3 above, would be the provision of a wash basin with hot & cold water in the Surgery.

 1.12.71

H.L.S.

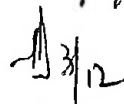
1.4. I have discussed with Warren & himself this is satisfactory.

2 Please have copy of attachment made & given to Warren. This minute & attachment to be filed in 2408.

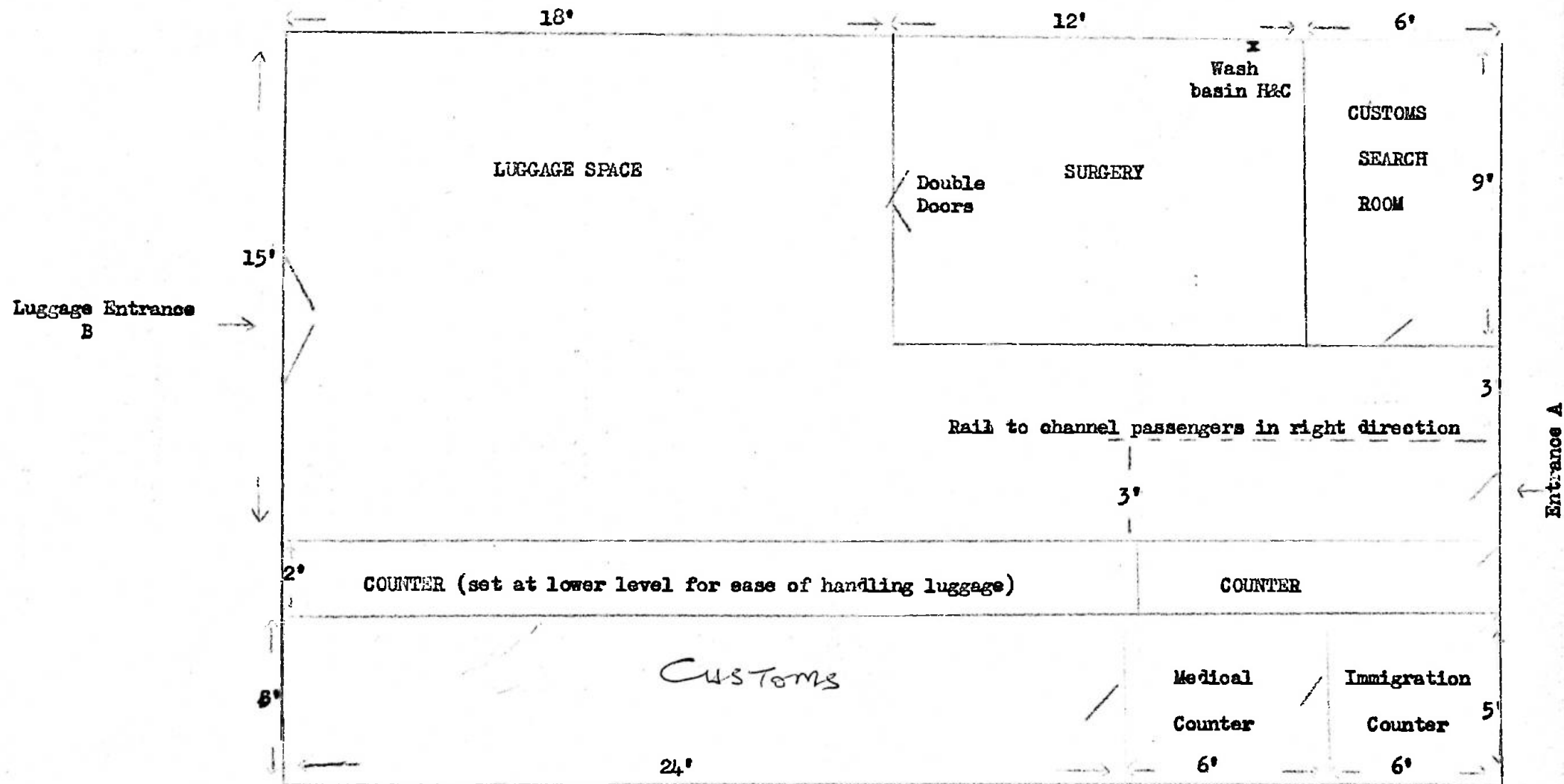
S/C

Can you arrange for copy to be made & supplied to Mr. W. Pe?

 12/12

 12/12

CAPE PEMROKE AIRFIELD BUILDING



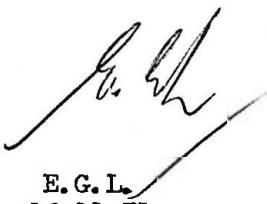
137  
142

C.S.

PEMBROKE AIRFIELD: VISIT OF RENDELL PALMER AND TRITTON,  
CONSULTING ENGINEERS

It is important that everyone in Government connected in any way with the work of the consulting engineers during the next month realises that this project must take priority over all others. The team of consulting engineers is a very high powered one and is no doubt costing H.M.G. a great deal of money and we must ensure that administrative arrangements are in order so that they can get on with their main task.

2. As you know I accompanied Mr. Royans around the town this morning and I looked at the accommodation tentatively set aside for the team and this appears to me to be reasonably satisfactory providing that a certain amount of cleaning up is done. In particular the room at the back of the Secretariat at present occupied by the Agricultural Department seems to be ideal and this should be cleaned out at once so that it is ready for the team's arrival.

  
E.G.L.  
12.11.71

NOTE

For filing in Airfield file 2408.

  
JAJ

~~4~~  
k.

may want to arrange a roundup with Darren on the morning of Wednesday, 15 December, which is the day before the R.P.T. party is due to fly out?

16/11/71 m/s at 10.30 am/

16/11/71

16/11/71

ZCZC ATS203 C ROY120X TLX919553

FKLY CO GBLB 092

LONDONLB TLX 92 7 1440 PAGE1/50

138  
143

SECRETARY

PORTSTANLEYFALKLANDISLANDS

CABLE 926 FOR WARREN RPT REF SITE INVESTIGATION BEST ESTIMATE  
OF EXTENT AND THICKNESS PEAT DEPOSITS AND PROPERTIES OF  
UNDERLYING STRATA WILL SUFFICE STOP PLEASE OBTAIN FROM  
ARGENTINE CIVIL OPERATORS DETAILS PROPOSED OPERATIONAL WEIGHTS  
F27 AND HS 748 INCLUDING TAKEOFF AND LANDING WEIGHTS  
ALSO PAYLOAD FUEL LOAD AND

ROY120X TLX919553 SEC PAGE2/42

DIVERSION FUEL TO PUNTO ARENAS AND MONTEVIDEO STOP ALSO CLARIFY  
IF ANY PROPOSALS FOR REGULAR SERVICE WITH OTHER AIRCRAFT  
TYPES AND ARGENTINE AIRFIELDS OTHER THAN COMMODORE RIVODAVIA STOP  
PRATT WILL VISIT ARGENTINE AFTER REPEAT AFTER  
YOUR RETURN UK

AINSCOW RENDELS LONDON SE1

VL 926 F27 HS 748 PUNTO ARENAS MONTEVIDEO  
COMMODORE RIVODAVIA SE1



**INTERNATIONAL AERADIO LIMITED**

AERADIO HOUSE · HAYES ROAD · SOUTHALL · MIDDLESEX · ENGLAND

TELEPHONE: 01-574 2411 TELEX: 24114 CABLES: INTAERIO SOUTHALL

Our ref: MK.999/1752

15th November 1971

J.A. Jones Esq.,  
Colonial Secretary  
Colonial Secretary's Office  
STANLEY  
Falkland Islands

Dear 

Many thanks for your letter No. 2408/III dated the 22nd October 1971 attaching a copy of the Feasibility Survey for the airfield in the Falkland Islands.

I did eventually get a copy of this from the D.T.I., who originally were unwilling to release it claiming it was your property. However, on reading out your last letter to me, they did, eventually, find a spare copy!

I am asking our General Manager, Operations to prepare an estimate along the lines that you suggest, and hope that this will reach you in due course.

Of course we would like to see you back here when you return next year and I extend a warm welcome to you.

Yours sincerely,



E.E. WARBURG

GENERAL MANAGER MARKETING

No.

It is requested  
in any refer-  
ence to this memo-  
randum the above  
number and date  
should be quoted.

# MEMORANDUM

3rd, December 1971.

The Colonial Secretary,

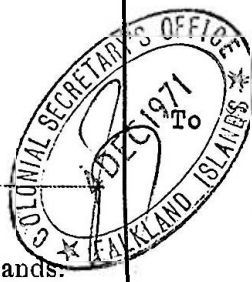
Stanley.

From

Snr. Technician P & T.

Supervisor W/T Station.

Stanley, Falkland Islands.



SUBJECT :-

Cape Pembroke Airfield.

We refer to our discussion with Mr. Warren on 1st December 1971 regarding Rendel, Palmer & Tritton letter SWP/VIP dated 12th November 1971.

1. All work in connection with this project should be carried out by the contractor.
2. HF Aerial system & VHF Aerial mast to be situated near Canopus Hill with Radio equipment housed in Control Building.
3. VOR. D.C.A. advises this not to be provided for. Mr. Warren's proposed site was Sapper Hill.
4. N.D.B. High Power to be sited near Moody Brook. D.C.A. advises this should be re-sited east of runway.
5. Telephone Cables. Mr Warren had no information on this but we recommend a 30pair cable should be installed underground, and should cover all requirements. Supt. P & T report of 16th. August 1971 refers.
6. Aerial Masts. A plan of Government Transmitting & Receiving Station masts has been passed on to Mr. Warren. However actual details as to the siting of the Broadcast & R/T Receiving Aerials are not available. These masts are situated on the lower north east slope of Sapper Hill and are 78 feet above the ground. B.A.S also have several masts in this area. Lighting is only installed on the masts erected by Cable & Wireless, i.e. 4 at the Transmitting Station & 8 at the Receiving Station.
7. Details of equipment installed at the Government Transmitting & Receiving Stations can be obtained from the report by the Supt. P & T dated 6th, April 1970. We suggest a copy of this be passed to Mr. Warren.

*Chene*

Snr. Technician P & T Dept.

*Copy sent  
to Mr. Warren.  
6.12.71.  
1/16 FR in Airfield file 2408 or in T/P file 9/4/12*



9th December

71

Your ref: MK.999/1752

I am glad that you have at last received the copies of the Airfield Feasibility Report and I look forward to receiving the estimate of your General Manager, Operations.

2. I am sure you will appreciate that these things take quite a while to get going. We have currently here, due to leave by the amphibious aircraft by which this letter will come to you, a survey team from the engineering consultants, Rendel, Palmer & Tritton. I have orally informed their leader, John Warren, that I have passed you for an off-the-record estimate of the possible cost of a contract for managing the airfield initially.

asked

(J. A. Jones)

E. E. Warburg, Esq.,  
International Aeradio Limited,  
Aeradio House,  
Hayes Road,  
Southall, Middlesex,  
England.

JB

9th December

71

Cape Pembroke Airfield

Warren, the leader of the Rendel, Palmer & Tritton Survey team here wishes to study reports about the soil and grasslands of the Falkland Islands. I have supplied him with copies of the Munro Report and the 1939 Davies Report. I loaned him one of our limited number of advance copies of the 1971 Davies Report. However, he would be glad to be able to study that report at leisure after he has returned to Britain and I shall accordingly be grateful if you will arrange to make a copy of the printed version available to Rendel, Palmer & Tritton's London Office once it is published.

(J. A. Jones)

G. F. Kinnear, Esq., O.B.E.,  
South Atlantic and Indian Ocean Dept.,  
Foreign and Commonwealth Office,  
London, SW1A 2AH

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

JB

9th December

71

Cape Pembroke Airfield

Rendel, Palmer & Tritton on the 7th December cabled Warren, the leader of their survey team here, asking him, inter alia, to obtain from Argentine Civil Aircraft Operations details of the proposed operational weights of the P 27 and the HS 743 including take-off and landing weights, pay load, fuel load and diversion fuel to Punta Arenas and Montevideo.

2. I have personally briefed Warren to discuss his approach over this matter to Argentine Operations with you as it is obviously a delicate area. He is, of course, entirely willing to be guided by you.

3. The R.P.T. telegram also asks Warren to clarify whether there are proposals for a regular service between Argentina and the Falkland Islands with aircraft types other than those mentioned in paragraph 1 above and with airfields other than Comodoro Rivadavia in Argentina. I mention this for information only since it does not have the implications of the enquiry referred to in my previous paragraph.

4. The telegram ends by saying that Pratt, of Rendel, Palmer & Tritton, will visit Argentina after Warren has returned to Britain.

(J. A. Jones)

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

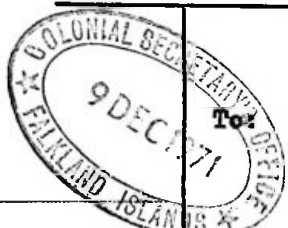
cc G. F. Kinnear, Esq., O.B.E.,  
Foreign and Commonwealth Office,  
(A.O. & I.O. Dept)  
London S.W.1

JB

No.

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

# MEMORANDUM



9th December 1971.

To: The Colonial Secretary,

Stanley.

From: Snr. Technician P & T

Supervisor W/T Station.

Stanley, Falkland Islands.

Copy to: Mr Warren.

SUBJECT :-

Cape Pembroke Airfield.

After a further discussion with Mr Warren on the 7th December 1971 the following are answers to additional points raised regarding Rendel, Palmer & Tritton letter SWP/VIP of the 12th November 1971.

5. (d) Radio propagation charts of the area.  
None available.
- (f) Details of local frequencies and their usage.  
Frequencies in use at the Government Wireless Station:  
417, 500 Khz M.F. Shore-Ship and Fox Bay.  
536, 3958 Khz Broadcasting.  
4313, 6886.5, 8566, 8642, 8650, 12849, 13042.5, 13069.5,  
17152, 17199.2 22455 Khz Shore-Ship A1 only (CW on/off morse)  
2182, 4371, 8738.4 Khz Shore-Ship A3 only (R/T)  
2810, 4030, 5080, 7335, 8107.5, 9880, 11565, 13482, 16362,  
17515, 19950, 24145 Khz Fixed Service i.e. Point to Point.

Frequencies in use at B.A.S. Wireless Station:  
3700, 5100, 7425, 8150, 9100, 12300, 14800 19800 Khz  
mainly directed to the Antarctic.

Local R/T Service (Radio Edith)  
4500 Khz Internal.

Internal Air Service (Office)  
~~XXXXX~~, 3440, 4500, 4675, 5580 Khz.

Education Dept.  
4500, 3023.5 Khz.

F.I.C. (Office)  
3203, 4073, 8206, 12396 Khz SSB.  
3325, 6650 Khz R/T  
Internal and ships in local area.

Moody Brook R.N. Frequencies unknown.

6. (c) ii. We recommend H.F. equipment to cover the range of 2 to 20 Mhz.

*W H Roberts*  
Supervisor W/T Station.

*Can Roberts provide with another copy? He said me to send to Warren & me for 12 Dec!*

10th December

71.

CAs. Ref: Q/367/36.

Dear Sir,

Falkland Is. Airport  
Electric Power Supply.

Thank you for your letter of the 9th November 1971 enclosing schematic drawing No. Q331/13. concerning the above proposed project. I believe you will be aware that the Royal Engineers are now unable to build the Airport. In consequence the Overseas Development Administration of the Foreign and Commonwealth Office commissioned the firm of RENDEL, PALMER & TRITTON to carry out a design study for the construction of the Airport. Engineers and surveyors from this firm have been busy over the last few weeks collecting data which will enable them to submit a report to O.D.A. soon after their return to London which will be some time next week. It is thought that a contract schedule of works will then be drawn up and offered.

The Senior Representative of R.P.& T., Mr J. Warren has been told of our initial enquiries to you in respect of power transmission to the Airport site, and has confirmed, at our request, that a representative of his firm will make formal contact with your Department in respect of power supply and related problems.

At this particular juncture I think it advisable to await the outcome of Rendel, Palmer & Tritton's discussion with you and the outcome of their report to the Overseas Development Administration.

I have noted your remarks in para. 10 regarding charges. It is important that the Airport Project should be separate from the Power Station Project as far as is practical although some overlap may occur, e.g. the problem of paralleling 'A' and 'B' that you have been dealing with and which now most likely will be unnecessary.

Thank you again for your letter which is being filed pending the decisions from O.D.A.

c.c. File C.S. 2408 Vol.3  
PE. Airport.

Yours faithfully,

E. C. G.

ECG.

for Colonial Secretary.

With reference to the telegram from RPT to Warren dated 13th December and as a result of discussions with H.E. and with Warren it was agreed that there would be no administrative difficulties in the way of Warren and Boustead remaining in Stanley for a further period in order to carry out a full site investigation. Their needs would be limited to transport and the services of a couple of labourers. Accommodation would be at the Upland Goose Hotel.

2. Warren and Boustead would be lifted out on the first flight of the "regular" amphibious service on the 12th of January.

3. H.E. would send an immediate telegram to O.D.A. to cross-check that this development is in order.

14.12.71



DECODE.

TELEGRAM.

From RPT London

To Secretary, Stanley

Despatched : 13.12.71 19 Time :

Received : 14.12.71 19 Time :

For Warren RPT

We agree yourself and Boustead remain Falkland for full investigation site DEE and approve Lovegrove remain also if you feel his services required.

Send materials samples by sea to Messrs. Sandberg, 196 Fulham Road, London, SW10.



Copy for C/S  
46  
152

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

To  
STATEPRIORITE PRIDEUSE LONDONSW1  
RASHLEATE

A/o H.O.

No. 422 of 14 December 1971

ARRIVED FOR TELNO 422 OF 14 DECEMBER REPEATED HUNFOSALRES . AIRFIELD .

BY TELNO 408 . WARREN HAS RECEIVED TELEGRAM FROM HPT AGREEING THAT HE

AND BOUSTHAD SHOULD REMAIN HERE UNTIL 12 JANUARY TO COMPLETE INVESTIGATION .

2 THIS DOES NOT CREATE ANY PROBLEMS LOCALLY AND I PRESUME THE ARRANGEMENT

WAS MADE AFTER CONSULTATION BETWEEN GSA AND HPT . 2 X LEEIS

PK F & R in 2x08.

1/14/72

Time

filed.  
DECODE.

153 47  
TELEGRAM SENT.

From MINISTRY FOR OVERSEAS DEVELOPMENT to GOVERNOR

Despatched: 14.12.71 Time: 1340 Received: 14.12.71 Time:

MODEV 92

Airfield Survey Consultants have recommended that survey should be extended to include investigation of alternative site. This will necessitate Senior Engineer and surveyor remaining in Falklands into January. We have agreed to this extension. Grateful arrange return passages for persons concerned

MINISTRANT

s/c

Copy and submit in 2408. Copy needed for G.H.

J.A.J.  
14/12/71

PL: HT

154 48  
DECODE.

TELEGRAM SENT.

From MINISTRY FOR OVERSEAS DEVELOPMENT to GOVERNOR

Despatched: 10.12.71 Time: 1625 Received: 11.12.71 Time:

Addressed Falklands Modev 91 of 10th December repeated Buenos Aires. Your Modev 90 Broadcasting Engineer.

Possibility that engineer will complete survey before 8th February. Grateful if provisional booking could be made on Amphibian Flight on 26th January while keep option open for 8th February flight

MINISTRANT

s/c

Reply - "Regret cannot guarantee 26th January"

I leave you to 'top and tail'. (I see, despite being Tech. Asst, they use Modev numbers. We'd better do so too)

J.A.J.  
10.12.71

PL: HT

DECODE.

TELEGRAM SENT.

From GOVERNOR to F.C.O. (OVERSEAS DEVELOPMENT ADMINISTRATION)

Despatched: 14.12.71 Time: 0945 Received: Time:

MODEV 93

Repeated Buenos Aires. Your Modev 91 Broadcasting Engineer. Regret cannot guarantee flight 26th January

GOVERNOR

PL: INT

DECODE.

TELEGRAM.

From RPT London

To Secretary, Stanley

Despatched : 13.12.71 19 Time :

Received : 14.12.71 19 Time :

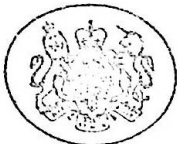
For Warren RPT

We agree yourself and Boustead remain Falkland for full investigation site DEE and approve Lovegrove remain also if you feel his services required.

Send materials samples by sea to Messrs. Sandberg, 196 Fulham Road, London, SW10.

*Thank you*  
*Y.E.* *C. G. 15/12*

Above is full text of tel. to Warren from RPT London.  
I did not pass to P/S the address to which W. is instructed to send the materials samples.  
*1/16 Dec 72 08 17/12/72 17/14/72*



*Foreign and Commonwealth Office*  
**OVERSEAS DEVELOPMENT ADMINISTRATION**  
Eland House Stag Place London SW1

Telephone 01-834 2377 ext

*7/10/71*  
*2408 vol. 3*  
*off 17-11-71*  
*157*

Rendel Palmer & Sifton  
Southwark Bridge House  
61 Southwark Street  
London SE1 1SA

Your reference *2408*  
Our reference *OPD 235/56/71*  
Date *19* November 1971

Gentlemen

I am directed by the Minister for Overseas Development to refer to recent discussions between your firm and this Administration and to confirm that, in response to a request made to the Government of the Falkland Islands, under British technical assistance arrangements, the British Government wishes to engage your firm on the terms set out in this letter to carry out a feasibility study for an airfield project in the Falkland Islands.

2. Your firm's terms of reference for this engagement will be as set out in Annex 1 to this letter.

3. For the purposes of carrying out this engagement your firm will arrange for a team consisting of:-

A Senior Engineer in charge	(Mr J E Warren)
A Civil Engineer	(Mr S Smith)
A Soils Engineer	(Mr C Lovegrove)
A Civil Engineer	(Mr D Hobbieall)
An Assistant Engineer	(Mr I G Cobby)
A Surveyor	(Mr J Longley)

to visit the Falkland Islands for a period of about one month to conduct the investigations and collect the information required for your report. For your information the Government of the Argentine has undertaken to fly your team by amphibious aircraft to the Falkland Islands on 16 November 1971 and to provide a similar return flight on about 15 December 1971.

4. Not later than 30 March 1972 your firm will submit to the Government of the Falkland Islands twenty copies of a report embodying the results of your investigations and containing your recommendations thereon. Seven copies of the report will, at the same time, be submitted to this Administration.

5. In consideration of the performance by your firm of this engagement the British Government will, in accordance with paragraph 6 below, pay your firm an inclusive sum of \$17,500 in respect of all fees payable to and all expenses of whatever nature incurred by your firm in connection with this engagement.

6. The fee referred to in paragraph 5 above will be paid to your firm in sterling in London as follows:-

- a. \$5,000 within 14 days of the date on which your firm's written acceptance of this offer of engagement is received by this Administration;
- b. the balance within 14 days of the receipt by this Administration of your firm's report.

7. For your information, the British Government has arranged with the Government of the Falkland Islands that that Government will provide free of charge for the use of your firm's team during the period of your study in the Falkland Islands the local services and facilities listed in Annex A II to this letter. The British Government will not be liable for the provision of, or the cost of, and will accept no liability in connection with, the services and facilities to be provided by the Government of the Falkland Islands.

8. I shall be grateful if you will confirm in writing that you accept this engagement on the terms set out in this letter.

I am, Gentlemen,

Your obedient Servant,

( J M Blair-Fish )



Annexe I.

Terms of reference.

The Argentine National Airlines (INA) propose to run a service between Comodoro Rivadavia in Argentina and the Falkland Islands using P.27 (Pokker Friendship) aircraft with a service frequency of at least four flights per month.

Consequently it is proposed that an airfield be built at or near Port Stanley in the Falkland Islands and a site at Cape Pembroke as set out in the Royal Engineers Preliminary Reconnaissance Report has been selected as being the most suitable. This report suggests that a minimum airfield length of 3,600 ft. is required with a clearway but that in the case of a possible emergency arising a 4,000 ft. airfield would be more desirable. The pavement being to ICAO 15.

The consultant is required to investigate this site to:-

- 1) Establish its suitability for operation by P.27, HS748 or other suitable aircraft to enable flights to be carried out between Port Stanley and Comodoro Rivadavia or other airfields in Argentina as a regular service, and between
  - a) Port Stanley and Ponto Arenas in Chile and
  - b) Port Stanley and Montevideo in Uruguay in emergency conditions.
- 2) Prepare preliminary plans over the proposed airfield together with its ancillary buildings.
- 3) Recommend a list of suitable essential navigational equipment to be installed at Port Stanley and provide an estimate of its cost.
- 4) Recommend a list of additional desirable navigational equipment to be installed at Port Stanley bearing in mind the possible emergency requirements and provide an estimate of cost.
- 5) Prepare an estimate of cost of construction of the airfield for the lengths of 3,600 ft. and 4,000 ft. as suggested in the preamble and also for such length as the consultant considers it desirable.
- 6) Prepare a list of suggested contractors of a calibre suitable to undertake the construction work of the airfield bearing in mind that labour is scarce in the Falkland Islands.  
Make an assessment of the potential of the Falkland Islands PWD's capacity to carry out part of the total works programme.
- 7) Collect and collate into directly useable form, data in sufficient detail and quantity on soils, materials and other factors of relevance, to enable a final detailed design to be completed in London at a later date without further major visits to the Falkland Islands.

The Consultant is also required to provide an estimate of the cost of the minimum work necessary, at the Cape Pembroke Aerodrome site, to level, to effect adequate drainage and to provide a suitable surface for an aircraft manoeuvring area intended primarily for the operation of light passenger aircraft (i.e. aircraft operating at weights of approximately 6-12,000 lbs).

## Annexe II

Local services and facilities to be provided by the Government of the Falkland Islands.

1. Three land rovers (preferably with drivers).
2. Up to eight labourers.
3. Store for soil and survey equipment.
4. Accommodation for three number ten feet by four feet tables with good lighting.
5. Miscellaneous technical equipment and stores.

46 Fri 2408 Nov 16/12

2408 Vol.3 S.P.W.

As pressures are rather heavy at the moment the situation referred to in your minute p.112 will be adequately met if you will record in the file precisely where the work areas for the RPT party are to be.

2. While the RPT party is here you should take the opportunity of showing Mr. Warren the Met. building with a view to deciding on the suitability of part of it for use, at a later stage, by consulting or constructional engineers or both.

J 12/11

J.A.J.  
12.11.71

Col. Sec.

RECORD PURPOSE.

1. R.P.T. party have the use of the old P.W.D. joiners shop, with two benches, table and chairs, this proved adequate for their needs. MR. J. WARREN expressed his and his party's satisfaction, an additional hut was placed on site for them.
2. We made a joint inspection of the MET buildings on the 21st Dec. 71 and I gather from MR. WARREN'S expression that it may prove ideal for living accommodation for Consultant engineer staff in relation to the permanent airfield.

DW 22.12.71