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SUBJECT.

19 42.
30th March.

INTELLIGENCE REPORT BY NAVAL OFFICER IN CHARGE,
FALKLAND ISLANDS.

Previous Paper.

MINUTES.

1-12.

Copy of Report dated 30th March, 1942.

Y.C. referred pl.
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Subsequent Paper.

SECRET.

(12)
Office of,
The Naval Officer in Charge,
Stanley, Falkland Islands.

30th March, 1942.

No: D. 1/1.

The Director of Naval Intelligence,
The Admiralty.

FALKLAND ISLANDS - INTELLIGENCE REPORT.

The following report is submitted in accordance
with N.I.D. 03595/40 dated 22nd October 1940:-

PART I - GENERAL AND TOPOGRAPHICAL.

THEATRE OF OPERATIONS.

1. (a) Geographical and topographical - see Part I pages 2 and 3 of the Annual Report on the social and economic progress of the people of the Falkland Islands 1938, - attached hereto.
- (b) Effect on the organisation of a British Force.
This is not clearly understood. The present defences against invasion are woefully weak owing to the very serious lack of man power and defensive weapons. There are no anti-tank guns, no A.A. guns and no means of having warning from aerial reconnaissance, accommodation is lacking on the camps (farms) and there is little shelter against the elements.
In the West Falklands there is little to defend, but in the Stanley area on the East Falklands there is a great deal. It is probable therefore that only East Falklands would be defended seriously. Any enemy force establishing itself on the West Falklands would find the sound difficult to cross owing to the lack of boats, strong currents, frequent storms and generally unsuitable climatic conditions. It is not possible to organise more than a very small force of under 500 men including all branches of the services from those residing in the Falkland Islands. The islands would however provide a magnificent training ground for any force requiring experience in country such as constitutes the islands. Any military force coming to the Falkland Islands, either East or West, would have to send in advance sufficient sectional hutting and equipment to house the troops. It would be a mistake to send raw materials for this purpose as there is a severe shortage of man power and particularly of skilled building class labour. Food also would have to accompany the force.
- (c) Type of country, etc. See above quoted annual report, pages 2 and 3. The whole country is eternally undulating and there are no really flat areas of any size. These undulations provide wonderful cover for troop movements and at the same time offer strong defensive positions and observation posts both for seaward and land work. It is suitable for a fully mechanised army particularly in summer. There are few places that could not be approached with caterpillar type vehicles. Rock formations (outcrops) can mostly be circumvented. There is a considerable amount of wet boggy land in winter, particularly on the higher ground when the peat sub-soil prevents surface water from soaking in. Some of the numerous stone runs would offer serious difficulties and delay movements, but tracks could be made across these by engineers as there is always ample stone and filling in material about.

Broadly speaking, it would be almost impossible for an enemy force to gain a footing and bridgehead against a medium defending force, properly equipped and mechanised. The coast is dangerous and rocky and there are not many suitable landing places. Natural protection is strong and the weather uncertain. The diddle-dee (a white heather) which abounds everywhere, tussock grass and numerous small stone outcrops form perfect protection for advancing or defending troops. Khaki under most conditions is an ideal camouflage.

There are many points where pack transport would be almost essential particularly if the area were to be heavily used and the ground become churned up in winter. During summer, from the end of October to the end of March, pack transport should not be necessary.

There are no aerodromes in existence at the moment though two - one to the East of Stanley and the other near Port Darwin - could be constructed at some cost but without undue engineering or drainage difficulties.

There is ample scope for the formation of seaplane bases.

- (d) The seasons vary little - see above quoted annual report, page 3.

CLIMATE.

2. See Meteorological report for 1940. Winds are strong, constant and penetrating.

MEDICAL.

3. See Annual Medical and Sanitary Report for 1939.

MAINTENANCE.

4. General supplies. Nearly everything is imported with the exception of meat. There are 600,000 sheep in the islands, an unknown but not large number of cows and bullocks, and fewer pigs. Enough vegetables for local needs could be grown. There is no fruit, flour, timber or metal, all these have to be imported as do all wines, spirits, etc.

5. Stocks. (a) Petrol average 30-50 tons.
(b) Diesel oil fuel: average 20-40 tons (Excluding Naval Stocks).

Bulk Storage. (a) Two petrol tanks holding respectively 450 and 200 gallons situated on the premises of the Falkland Islands Company and Messrs. Estate Louis Williams. Two tanks in the Government Power House holding 2200 gallons and 400 gallons respectively. In addition there are three tanks at present holding water, which would be suitable for the storage of petrol or diesel oil. One, holding 2200 gallons is on the premises of Messrs. Estate Louis Williams, and the other two, with an aggregate capacity of about 10,000 gallons are on board the hulk 'Fennia', moored in Stanley Harbour.

(b) Ordinary commercial type tanks beneath the surface of the ground and fitted with petrol pumps.

(c) See (a) above.

(d) Two petrol pumps as mentioned in (b) above, but no cans are available. The greater part of both petrol and diesel oil stocks is kept in 44 gallon drums.

Local distribution. (a) Practically no distribution, requirements being very limited. When sent out of Stanley, delivered in drums.

(b) None.

(c) See above - Bulk Storage (a).

6. Water. Stanley has a plentiful supply of water for drinking and cylindrical boilers, though there is no suitable supply for water tube boilers. Facilities for supply of shipping are poor. Alongside, provided draught is less than 11 feet, water can be supplied at 15 tons per hour. At anchor in Port William water is supplied from water barge at average rate of 5 tons per hour, and in Stanley Harbour at 8 tons per hour. Each of the camps (farms) has its own arrangements and supply at most points is plentiful. Generally all water is supplied from springs of which there are many. These are widely distributed and the water is good, though sometimes discoloured by peat.
7. Electricity. Corporation power supply in Stanley area only - diesel engines. There is no grid system. The station is situated 100 yards east of the Town Hall in Stanley. Details of generator sets are as follows :-
 1 Gardner 4 cylinder type L.2. - General Electric Company = 20 KW.
 1 Gardner 5 cylinder type L.2. - " " " = 30 KW.
 2 Petter Atomic Diesel type TX. 3 cylinder - Electrical Construction Company = 70 KW.
 Distribution is by overhead mains with a voltage of 220V, 50 cycle single phase AC.
 In the event of a Generator failure one of the remaining sets can be used with very little delay. In the event of cable failure or mains failure, no duplicate mains exist. If the generating station itself becomes damaged, there would be no electric light or power available.
 Most farms and stations have their own independent plants, mainly petrol generator sets (5 KW).
 In outlying stations, great use is made of wind propelled dynamos both for lighting and power. These sets are used to charge banks of accumulators totalling some 50 volts in most cases, and are found to be very satisfactory as lack of sufficient wind is infrequent.
8. Hydro-Power Plants. Nil.
9. Quarries. Ballast and road metalling is obtainable at numerous points throughout the islands and rock of differing degrees of hardness can usually be found a few inches under the surface or from outcrops.
10. Labour. (A) There is no spare labour in the Colony which could be used for these works other than those men who could be released by the Public Works Department (20). Other labour would have to be obtained from Falkland Islands Company or farms and probably only a further 30 men could be found with previous experience in this type of work.
 (B) Nil. No trees of any kind exist in the Islands.
 (C) As in (A) above.
11. Accommodation. Stanley (1931 Census) 1213. There are no other towns.
 (i) About 2000 in Stanley. By using wool sheds about 500 in each settlement.
 (ii) About 500 in Stanley. Settlements 100, each.
 Accommodation for British troops outside the Stanley area is negligible except in the wool sheds referred to above.
 No sawn timber is available other than the small quantities held to meet current local needs.
 No Cold Storage is available in the Colony.
12. Town Plan. Neaves plan attached.
13. Railways. None.
Locomotives. None.

14.

Roads. 3 roads only lead out of Stanley, in a westerly direction for approximately 7 miles, in a south west direction for 6, and in an easterly direction for $3\frac{1}{2}$. These are of a similar type to the roads in Stanley.

- (a) (i) Water bound, clay blinding on stone pitch foundation.
 (ii) In Stanley fairly good and tarred each year. The roads leading out are merely foundations and have had no topping for several years.
 (iii) Inside Stanley, two way traffic. Outside Stanley varying from 10 to 13 feet. There are no passing places.
 (iv) (a) Outside Stanley, a three ton lorry could only be driven at slow speed and in dry weather.
 (b) Nil.
 (v) Nil.
 (vi) On roads in Stanley (North-South) there is an average gradient of 1 in 6, east-west roads are fairly flat. Leaving Stanley by road no gradients are encountered, with the exception of one short rise (1 in 7) on the south-west road, just as the Town is being left. Though these roads wind a considerable amount, there are no bad curves.
 (vii) Not applicable.
 (viii) No.
- (b) There are two such tracks, one in each island. On East Falkland between Darwin and Fitzroy and in West Falkland between Hill Cove and Roy Cove.

15.

Thru

Road Transport. No animals or vehicles are available for hiring or purchase. Oxen are needed to maintain the ordinary economic life of the Colony. Cart, horse drawn, are in use throughout the year. In the Stanley area there are a number of lorries - Morris 6 wheeler - and Chevrolet trucks, which are in constant use during summer months. Several farms use caterpillar tractors. There are neither garages nor spare parts available. Cold climate oil is used throughout the year.

16.

Water transport. There are no navigable rivers, canals or lakes in the Falkland Islands.

17.

Signals. Land telegraph and Telephones. There is only one land telegraph line which runs from the telegraph station in Stanley (100 yards to West of Town Hall) to the Naval W/T Station at the West end of Stanley Harbour. This is an overhead line and runs along-side the south side of the road from Stanley to the W/T Station. The Telephone Exchange in Stanley adjoins the Police Station and is situated about 100 yards South of the Electric Light Station. The system is magenta ringing independent battery operated and there is one operator at the exchange. There are about 120 telephones on the Stanley circuit and three main camp lines to North, North-West and South-West. Each of these lines accommodates about 8 telephones. On West Falkland, a single line circuit with no exchange passes through all settlements and all manager's houses are connected to this circuit.

W/T Stations. The R.N. W/T Station at Stanley is divided into two parts situated as follows :-

Transmitting station - $51^{\circ} 41' 18''$ South $57^{\circ} 55' 30''$ West

Receiving Station - $51^{\circ} 41' 42''$ South $57^{\circ} 52' 54''$ West.

There is a W/T Station at Foxbay on West Falkland, position $60^{\circ} 02' 40''$ West $51^{\circ} 14' 00''$ South. Also in South Georgia in position $36^{\circ} 33' 00''$ West $54^{\circ} 14' 00''$ South.

The R.N. High Frequency D/F Station at Stanley is situated in position $51^{\circ} 42' 05''$ South $57^{\circ} 51' 02''$ West.

There is no Cable.

Meteorological. The Government observatory is situated in Stanley, and reports are also received from Darwin, Foxbay and Pebble Island. All information gathered from these stations is at present passed to the R.N. forecasting station at Stanley.

AVIATION.

18. Aerodromes, etc. There are no aerodromes or landing grounds, either civil or military. Temporary seaplane bases (Naval), have been established at Stanley and at the settlements at Chartres and Foxbay on West Falkland, to enable Walrus aircraft to operate from these points. Small stocks of aviation spirit (1,000 gallons) and lubricating oil are maintained at the settlements, while in Stanley stocks aviation spirit vary from 5,000 gallons to 10,000 gallons.
- (i) Stanley. Seaplane mooring is laid in position 356 degrees Cathedral spire 400 feet, and it is possible to run a Walrus aircraft up the adjacent slipway. There are no repair and no night landing facilities. There is a naval meteorological forecasting station in Stanley, two weather maps are made daily. The Naval W/T Station affords facilities for communication and the Naval Direction Finding Station will give High Frequency bearings when required. Flying conditions are usually fair. During the year, wind is force 6 or over on approximately 25% days during summer months and 15% during winter months. Sea conditions are good, there being no swell and only a slightly choppy surface is experienced in winds over force 4, harbour remains calm at other times.
- (ii) Chartres. Flying conditions here are unusually good in any wind. Buoy is laid just off the settlement and a good beach is available for amphibious aircraft to taxi on to. The settlement is on the telephone to Fox Bay W/T Station.
- (iii) Foxbay. Buoy is laid to the North of the East Settlement. Flying and sea conditions are not very good, but there is a fair beach on to which aircraft may taxi. A short swell with slight chop is often experienced even in moderate winds. W/T Station is, however, situated close at hand.
19. Distances.
- | | | | |
|-----|--------------------------|-----|--------------|
| (a) | Stanley - United Kingdom | | 6,900 miles. |
| (b) | Stanley - Chartres | sea | 170 " |
| | | air | 90 " |
| | Stanley - Foxbay | sea | 121 " |
| | | air | 84 " |

SECURITY.

20. There are no enemy Consular or other officials, and no enemy elements. 5th Column activities, possible sabotage, etc., non existent so far as is known.
21. Photographs. There are none available here. It is understood that H.M. Ships have caused aerial photographs to be taken at different times.

CURRENCY, WEIGHTS and MEASURES.

22. See Chapter XV of the Annual report of the Falkland Islands, 1938.

PART II - DETAILED INFORMATION REQUIRED IN CONNECTION
WITH MILITARY LANDING OPERATIONS.

COAST.

23.

General Description. Admiralty Charts No. 1354 A & B.
The Falkland Islands consist of two main islands, East and West Falkland, together with innumerable small islands. The coast is much indented with bays both small and large.

While there is much rock and cliffs, generally speaking the shore is low lying with mainly shingle and sandy beaches. Kelp abounds in considerable quantities and extends in places half a mile from the shore. This factor should be taken into consideration when planning landing operations, flat-bottomed boats driven by an air screw being most suitable though high speed engines driving a three bladed propellor will generally cut through it. The mouths of rivers and streams are found to be clear of this weed.

Anchorage and landings. (South America Pilot. Part I.)

The places where transports and war vessels could anchor are innumerable, in fact where-ever there is sufficient water for ships to pass: as the prevailing wind is from the West and liable to rise to gale force very suddenly, protection from this direction should be sought.

The following are recommended as most suitable for general landing operations as providing plenty of room and reasonable shelter, with good landing ground.

- (a) West Falkland. (i) Fox Bay - Lat. $51^{\circ} 59'$ S., Long. $60^{\circ} 2'$ W.
Southerly winds produce a heavy swell.
Land in the North arm of the Bay.
- (ii) Port Bégar - $52^{\circ} 1'$ S., $60^{\circ} 14'$ W.
Landing could be made up nearly all the creeks.
- (iii) Whaler Bay - $51^{\circ} 33'$ S., $60^{\circ} 27'$ W.
Landing should be made in Roy Cove.
- (iv) Port Richard - $51^{\circ} 57'$ S., $60^{\circ} 28'$ W.
Landing could be made on the South shore at the East end.
- (b) East Falkland. (i) Port San Carlos - $51^{\circ} 30'$ S., $59^{\circ} 1'$ W.
An excellent natural harbour for ships of all sizes with good beaches at the extremities of both arms.
- (ii) Port Salvador - $51^{\circ} 23'$ S., $58^{\circ} 17'$ W.
Entrance is not recommended without a pilot owing to the rather long and narrow channel. Possible landing places abound, though perhaps the best anchorage and landing is at Teal inlet.
- (iii) Berkeley Sound - $51^{\circ} 35'$ S., $57^{\circ} 45'$ W.
A fine anchorage for a large fleet.
Fairly sheltered, except that Easterly and westerly winds produce a nasty swell which might be awkward for small boats.
There is a good landing beach on the South side, just to the West of Strike Off Point (Lat. $51^{\circ} 35'$ S., Long. $57^{\circ} 58'$ W).
East of this point the coast rises sheer and rocky from the water's edge. To the West of Johnson Harbour on the North shore, a landing could be made in any of the creeks.
- (iv) Port William - $51^{\circ} 40'$ S., $57^{\circ} 42'$ W.
A good anchorage for large vessels, but a heavy swell is experienced after High westerly and Easterly winds.
Landings can be made on sandy beaches on the South side, East of Ordinance Point, and up the Murrel river at the Western End. Stanley Harbour is entered through

- the 'Narrows' - kelp abounds off the foreshore on either side of the entrance.
- (v) Choiseul Sound - $51^{\circ} 57' S.$, $58^{\circ} 35' W.$
There are good anchorages for vessels of all sizes in the lee of the many small islands with which the whole of the sound is studded. There are several excellent beaches where landings could be made, but the best landing point is at Port Darwin at the head of the Sound.
- (vi) Adventure Sound - $52^{\circ} 9' S.$, $58^{\circ} 56' W.$
There are good anchorages for vessels of all sizes in the several bays and harbours which open off the sound. Those on the South West shore are to be preferred as being most sheltered from the prevailing winds.
- (vii) Bay of Harbours - $52^{\circ} 15' S.$, $59^{\circ} 18' W.$
Good anchorages for vessels of all sizes are available. The best landing beaches are on the Western Shore in Bull Road, Fanny Road and North West Arm.

Assembly of troops.

The assembling of troops presents no difficulty. The whole country is open and hilly and a short heathery growth covers the ground. There are no trees or scrub. The general colour scheme presents a drab appearance not unlike Dartmoor, providing an excellent background for troops in khaki. Trials by observation from aircraft have proved it almost impossible to spot ground troops even from low altitudes. Rocky outcrops and shallow valleys afford good natural cover.

Terrain.

The ground is generally suited for mechanized forces, but as peat is the chief constituent, bogs are to be found and must be guarded against especially in winter. If possible the services of a local shepherd as guide should be obtained as there are certain tracks, known only to them, which are safe at any time.

Air Bases.

- (i) Land machines. Aerodromes would have to be prepared as the ground generally is far too rough in its natural state; this should present no great difficulty once a suitable site has been selected.
- (ii) Flying Boats and Seaplanes. (See Article 18). In addition, aircraft could be landed in nearly all the inlets and creeks surrounding the islands and in most cases there is a sandy beach up which and amphibious aircraft could be taxied. Of the numerous lagoons and ponds which are to be found on the islands, none are recommended for landing on as these are in most cases very shallow.

24.

Ports.

The only port is Stanley, East Falkland. (Admiralty Chart No. 1614.) The approach to the harbour is through Port William and the 'Narrows' and any ship with less than 25 feet draught can enter with safety. The holding ground is excellent. As the bottom is soft mud, ships may ground at low water with safety. It is not recommended that the entry through the 'Narrows' should be made after dark except with a local pilot aboard. There are no buoys.

Quays.

North side - Admiralty fuelling jetty and Camber. Depth of water alongside fuelling jetty (wooden) is 17 feet at M.L.W.S. Inside the Camber, depth of water varies from 5 to 9 feet at M.L.W.S. There are two cranes, hand driven, installed on the inner Camber with lifting power of 5 and 3 tons respectively.

South side - (i) Dockyard Pier. Stone causeway with a wooden landing stage at the outer end. There is a half ton derrick and a depth of water of 12 feet at M.L.W.S.

(ii) Public Jetty. This is a wooden jetty, strongly made, with a depth of water of 14 feet at M.L.W.S. There are no cranes.

(iii) Falkland Islands Company West Jetty. This is a wooden jetty with a sunken hulk at the end. This jetty could only be used for landing men and small cases of equipment which could be man handled easily. Depth of water 10 feet at M.L.W.S.

(iv) Falkland Islands Company East Jetty. This is a wooden jetty with a sunken hulk at the outer end and a wooden landing stage outside this. There is a derrick capable of lifting 2 tons and the depth of water is 9 feet at M.L.W.S.

Harbour craft.

All stores, etc., would have to be landed by lighter or small harbour craft of which there are very few. It is recommended that a landing force bring their own lighters and landing barges. Mechanized units could be landed from landing barges on the foreshore on the south side of the harbour, west of the town, and could be driven up on to the road.

As local facilities are practically nil, very little assistance could be given.

There are two small tugs, neither seagoing, owned by British Companies. The six ferry or passenger craft, all under 40 feet in length, will carry a total of 120 passengers.

There are no self propelled lighters or barges, but eight lighters available have a total capacity of 750 tons. In addition there are three hulks, which though not usually moved could be in an emergency, and have a total capacity of 3720 cubic tons.

Water tanks and oilers are few. There is a small water barge of 18 tons capacity and an Admiralty oil barge, (O.C. 82), of capacity 500 tons. There is a harbour oiler at present, chartered by the Admiralty with a capacity of 2,800 tons, M.F.A. SAN CASTO.

The only trawlers and drifters have been chartered by the Admiralty as Minesweepers and Examination Service Vessel.

Docking facilities.

There is one small floating dock with a lifting capacity of 750 tons. Clear width at entrance is 45 feet, length overall 190 feet and maximum draught 15 feet.

In addition there are two small slipways, each forty feet.

Civil traffic.

One vessel, S.S. PIMBOY, 768 tons, leaves Stanley for Montevideo approximately once every six weeks with mails and cargo. This ship handles the total export of wool from the Islands and the import of food and materials.

Storage.

Very little storage is available. Store sheds and dumps would have to be constructed, these could be built along the three roads leading out of Stanley, which have open country along their entire length. Roads are rough and will break up under heavy traffic, Article 14 refers. All building materials, etc., would have to be brought, as local supplies are negligible.

Water Supply.

For shore purposes the supply of water is unlimited, but for ships it is negligible owing to the lack of water transport. Article 6 refers.

Electricity.

Town electrical supply is described in Article 7. The present plant is working to almost its full capacity.

Fuel supplies.

The general fuel used for heating purposes is peat. Stocks of coal, varying from 750 to 1,000 tons, are maintained for use of coal burning vessels. Coal is of good quality but very expensive. Stocks of Petrol and Diesel oil are described in Article 5 with their distribution. In addition, approximately 450 tons of Diesel Oil in bulk is held in Admiralty stocks and sufficient quantities of Gas Oil and Petrol for the running of H.M. W/T Station,

These latter stocks are kept in drums at the W/T Station. Approximately 12,000 tons of oil fuel is held in two 8,000 ton tanks at the Admiralty Oil Fuel Depot.

Billeting.

Accommodation for billeting of troops in Stanley is discussed in Article 11. Very few houses in Stanley are fitted with baths and there are only eight baths available in the Public Baths.

25.

Anchorage.

- (a) Except in Stanley, with the limitations described in Article 24, disembarkation overside of personnel, stores and Motor Transport is not possible.
- (b) (i) The anchorages suggested in Article 23 ~~are~~ have all been chosen with a view to the disembarkation of personnel, stores and Motor Transport by means of landing craft to the beaches. The sea and swell being for the most part slight in normal weather conditions prevailing locally.
- (ii) At most of the above anchorages, there is at least one small wooden jetty with a depth of water varying from 6 to 10 feet at H.L.W.S.

26.

Beaches.

- (a) The Sea.
- (i) These are described in Article 23.
- (ii) In most anchorages the holding ground is good, the bottom being mud, clay or sand.
- (iii) There are a few uncharted rocks and sand banks but these are easily negotiated in day light as in nearly all cases they are marked by a patch of kelp. In a considerable number of places the charts themselves are not very accurate.
- (iv) Conspicuous and easily identifiable features for ships approaching anchorages are described in the South America Pilot, Part I; generally, the coastline gives much the same appearance from any distance to sea. Those hills which are shown on the chart have not been plotted with any accuracy and a considerable number are not shown at all. Taken on the whole, charts of the Islands should not be relied on completely and a local pilot embarked where ever possible.
- (b) The Shore.
- (i) This varies considerably.
- (ii), (iii) and (iv) These are described in the above quoted pilot. There is little surf, except in one or two bays which are not quoted as being suitable for landing operations.
- (v) Not understood.
- (vi) Above high water mark, beaches are short, fairly steep, sand and pebble with tussocks of grass growing on the edge.
- (vii) It is doubtful if aircraft could land on any of the beaches even at low tide.
- (c) The Hinterland.
- (i) Usually a steep climb of from 10 to 100 feet with valleys here and there formed by water courses.
- (ii) Not difficult to find at all landing grounds.
- (iii) The Islands are hilly but quite possible to travel across. All travelling is done on horseback as the going is slow on foot. Articles 1 (c) and 23 refer.
- (iv) Temporary landing fields could be prepared though considerable preparation would be required at most points. Permanent aerodromes of larger size would be more difficult to construct except on the two sites already mentioned.

- (v) Very little except camouflage. There are no trees. Tussock grass would afford good cover but this grows mostly on the small islands.
- (vi) Out crops of rock and boggy surface, but these are not difficult to circumvent.
- (d) Local resources near beach.
- (i) Not ideal. High winds make tent life precarious. The ground is rough and the thin layer of soil on the rock subsurface is unsuitable for pegs or holdfasts.
- (ii) None except at settlements and these are few and far apart.
- (iii) There are numerous good springs but few of them give any great volume of water.
- (iv) None available except for meat. There are plenty of sheep and a certain number of bullock.
- (v) None available. Very few horses are stabled and fed. They fend for themselves and the grass is of very poor quality. There is hardly any hay, very little barley and no straw.
- (vi) Meat only.
- (vii) Practically none. All is imported and only stocks will be those at settlements for current repair purposes.

27.

Demolition.

Stanley area - Admiralty Chart 1614.

Admiralty Oil Fuel Depot is situated on the North side of Stanley Harbour, Naval Store Sheds being situated ~~being situated~~ behind the oiling jetty and the oil tanks and pump house are approximately 500 yards to the Westward on the foreshore.

Exact positions of W/T Transmitting Stations, W/T Receiving Station and W/T D/F Station are given in article 17.

Naval Magazines are situated on the southern shore approximately 100 yards due South of the jetty at the entrance to the Canache. The Electrical Power House is situated 50 yards to the Eastward of the Town Hall.

The main reservoir of the Town water supply is situated about 400 yards to the South of the Hospital and shown on the chart by a square.

28.

References.

Coastal Batteries. These are as under :-
Stanley.

Sapper Hill - 6" Naval mounting	Range	15,000 yds.
Canopus - 6" Naval mounting	"	15,000 yds.
Mount Low - 4" Naval mounting	"	10,200 yds.
Charles Point - Two 12 pdr. Naval mounting	"	9,600 yds.
Ordnance Point - Two 3 pdr. Naval mounting	"	3,000 yds.

Sapper Hill is the challenging station, Canopus is the headquarters of the Fire Commander and Charles Point the Examination Battery.

The guns are mounted on bases of concrete or wood beams and are all unprotected except for dwarf walls of peat round the emplacements. There are no shields or overhead cover.

Sapper Hill and Canopus are accessible by road. Charles and Ordnance Points by water and camp track. Mount Low by camp track or water and camp track.

Fire control at the moment is practically independent. An inter Battery telephone system is being installed when control will be from Mount Low or Canopus by Fire Commander.

2

South Georgia.

Leith Harbour - 4" Naval mounting Range 13,600 yds.
 Grytviken - 4" Naval mounting " 13,600 yds.

M.G. Posts. Two at each gun for A.A. or ground work.

A.A. Defences. Searchlights - none. Observation and listening posts - none. A.A. Batteries - none.
Booms, A/S nets, A/T nets. - None.

Hydrophones. Two are laid in Port William, one off Charles Point with the listening post established at the Battery and one off Ordnance Point with the listening post established at the Battery.

Projected works. A chain of machine gun posts west of Stanley, reaching from Strike Off point in Berkeley Sound to Port Harriet. Protecting walls round the guns. Completion of magazine, etc., for Mount Low gun. Installation of inter Battery telephone system, wire return.

Munition depots and factories. Ammunition for the guns is kept in small magazines near the respective guns. S.A.A. ammunition is kept at the Headquarters of the Defence Force, at outposts and in a central magazine. Stocks of Naval Armament Stores are held in the R.N. Armament Depot at the Canache. There are no factories.

29. Order of Battle.
 Air Force - none.

Only defence against attack can be considered. All the guns are manned but none by complete detachments as sufficient men are not available. All the full time soldiers are on the guns. The remainder of the force are civilly employed. There is no modern equipment in the coast defences, with the exception of the D.E.L.S. searchlights (one each at Charles and Ordnance points). No depression rangiers. No position finders, no electrical or mechanical dials and the only means of laying is by case 1.

The Posting Company, comprising part time infantry, civilly employed by day, drills in the evenings and is available to be moved to defensive position on the sounding of the general alarm.

Military personalities.

Commander in Chief.	His Excellency the Governor.
Officer Commanding Troops.	Major J.A. Woodgate.
A.D.C. to H.E. The Governor.	Capt. R.R. Greenshields.
Adjutant.	Lieut. L.W. Aldridge.

30. Garrison.

Location.	Units.	Strength.	Equipment.	If trained.
Outpost batteries	R.A.	77	see article 28, 8 machine guns	Yes
Stanley	Posting Company	100 152	17 machine guns Rifles	Yes
Stanley	Signals	7 (does not include signalmen on outpost duty)	10 Heliographs 10 Lamps (Dual) 24. Flags	Yes
Stanley	R.A.M.C.	5	4 stretchers No ambulance	Yes

Contd. Location.	Units.	Strength.	Equipment.	If trained.
Various Settlements	Mounted rifles and camp members.	194	64 rifles	Attend an annual camp (8 days).
South Georgia	R.A. and infantry	62	See art. 28, 2 Lewis guns, 50 rifles.	Yes.

R. B. Martin

COMMANDER, R.N.
(Staff Officer, Intelligence.)

II.

No. D. 1/1.
His Excellency the Governor,
The Falkland Islands.

Copy of above report, without enclosures, is forwarded
for your information, please.

Stanley, Falkland Islands.
23rd April, 1942.

R B Martin
COMMANDER, R.N.
(Naval Officer in Charge)