

C. S. O.

0 6 2 5

0
6
2
5

(Formerly)

221/46

SUBJECT:

VISIT OF HIS MAJESTY'S SHIPS

CONNECTED FILES.

NUMBER AND YEAR.

221/46

0625/A

0625/B

His Majesty's Ships comprising America and West Indies Stations.
Visit of His Majesty's Ships. Control of sale of stores.

" " " " " *Stores for.*

EX. CO. MINUTES

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

2

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
36	Port San Carlos	29	14.30	22.1.48

To

Commander Marshall Stanley

Grateful if you can advise me if Snipe calls this port and when stop There are various arrangements I would like to put in hand.

Cameron.

Reply at 3.

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				23.1.48.
To	CAMBRON PORTSANCARLOS.			H.O.A/G.

AFRAID UNABLE GIVE ANY DEFINITE NEWS SHIPE'S MOVEMENTS BUT
 PERSONALLY CONSIDER VISIT NOW PROBLEMATICAL. STOP WILL TELEGRAPH
 AT ONCE WHEN DECISION TAKEN.

1 Bae 6

COLONIAL SECRETARY.

Time

PA [Signature]

1320f

u. in
Cypher
Coding Office
only.

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO: S.B.N.O. BERMUDA M.H.S. "SNIPES" N.O.I.C FALKLAND ISLANDS
B.A.N.A. RIO DE JANEIRO B.N.A. BUENOS AIRES H.B.M.A. MONTEVIDEO

FROM:
ADMIRALTY

Your 151530 approved. Foreign Office has been requested to make necessary notifications.

2. Date departure Falkland Islands given in your 151530 as 10th. February. Request confirmation whether this should be 15th. (R) 15th. February.

241208 January

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Codr.Time of Receipt in
Cypher or Coding
Office.

Date.

CODE

G

M H.A.

1030

26/1/48

NAVAL MESSAGE.

S. 1320b.

For use in
Signal
Department
only

AK

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

Codewords/Plaincodes

No. of
Groups:

TO:

H. O. I. C. FARMLAND ISLANDS

FROM:

H. M. S. "SNIPER"

Write
Across

Requirements on arrival. 400lb. fresh mutton, 250 lb. mutton sausages, 150 5

dozen eggs, 500 lb. cabbage, 300 lb. turnips, 400 lb. onions, 200 lb. carrots, 10

100 lb. lettuce, 20lb. yeast.

2. Request you will issue invitations for Sniper's cocktail party for Friday 16

30th. from 1830 to 2030. Ship will be open to children 1400 to 1600 Friday 20

30th. and to general public 1400 to 1800 Saturday 31st. 26

3. Request following football to be arranged 35

(A) Thursday 29th. after 1600 return match versus 1st. eleven.

(B) Friday 30th. match versus all comers. 36

(C) Saturday 31st. ground for Sniper practice game.

261455Z January 40

45

50

System

P/L Code or Cypher

Time of
Receipt Despatch

Operator

P.O.O.W.

Date

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				28. 1. 48.

To

CAMERON PORT SAN CARLOS

3

My telegram 23rd January stop Visit still problematical but in any case would not be earlier than 12th February.

COLONIAL SECRETARY.

Time

PA *ABe*

1011.

File
vial by)

January 31st, 1948.

My dear Admiral,

A hurried note upon my return to tell you that we have completed the first part of my tour and, thanks entirely to the indefatigability of Forbes, have carried out the particular task of re-manning the Bases at Admiralty Bay and Port Lockroy; the latter involved no less than five attempts and was achieved ultimately by patience and most skilful navigation through loose pack. I must plead guilty to pressing the importance of the Port Lockroy mission on Forbes in and out of season because I was convinced that unless we could get there it would be too late and the Argentines - who have always had an eye on it - would slip down and occupy it immediately we had gone. This would have confronted us with a very embarrassing situation. I am very sorry that "Snipe" should have contracted minor damage as a result of this journey even though, from a political point of view, the results were worth it.

Forbes' report of our second visit to Admiralty Bay will have doubtless amused you; it was a great success and "Snipe's" appearance and bearing brought out all that was best in the Argentine party - they could not have behaved with greater propriety.

We are now off to Deception, Signy and South Georgia.

(sgd) Miles Clifford.

Vice Admiral Sir William Tennant R.C.B. etc.
Commander-in-Chief America and West Indies Station.
BERMUDA. B.W.I.

P.S.

January is too early for a lightly-built steel ship in these waters; February (as originally arranged) is the proper time.

McC

PA
abc
2/2

Sent via "ALERT" which brings ashore the Captain of H.M.S. SNIPE who reported to Government House 09

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

1 Feb
E. Shum
9

Number	Office of Origin	Words	Handed in at	Date
		Telephone (H.M.S. - Harbour Master)		1 FEB 48

To H.M.S. SNIPE

BISCOE REPORTED RETURN SPARROW COVE LAST NIGHT (31 JAN)
 STOP IF SHE IS STILL DELAYED PRESUME YOU WILL NOT
 WISH TO SAIL UNTIL LATER STOP PLEASE ADVISE STOP
 CAN YOU KEEP WIRELESS WATCH AFTER 0900 HRS LST
 TODAY FIRST FEBRUARY

Governor

Time 08 20 HRS 1 FEB 1948

PA [unclear]
[unclear]

76
10-15 removed to
0611/A

Red Cases - Entertainment of
H.M. Ships

GOVERNMENT TELEGRAPH SERVICE, 17

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
080903 P0				
To				
Governor's Deputy from Governor.				

Please have M.F.V. available from 1630 LMT 9th.

Time

Reply at 18

18
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

To

8.3.48.

GOVERNOR NIGERIA

17
Your 08090320 arrangements already made

GOVERNOR'S DEPUTY

081535

Time

[Handwritten signature]

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
1	Gold Ranger	11	16.38	3.7.48
To GOVERNOR FALKLANDS				

ETA 1000z MONDAY 5th JULY CASH REQUIRED 200 POUNDS.

(W.M. informed)

AT.

To Mr.

£
5.7

Hand
noted v.y.

Handwritten signature and date

DECODE.

No. 1.

TELEGRAM.

From The Commander in Chief, A.W.I.

To His Excellency the Governor.

Despatched : July 4th 19 48 *Time :* 22.15.

Received : July 5th 19 48 *Time :* 14.00.

From Commander in Chief America and West Indies. R.F.A. Gold
Ranger with cargo oil fuel for Admiralty tanks due Port Stanley
a.m. 5th July.

041106R

P/L.
LJH.

Intld.) A.B.M.

Handwritten signature/initials

0625

Office of the Commander-in-Chief,
America & West Indies Station.
H.M.S. "Sheffield",
28th July, 1948.

Your Excellencies,

I have the honour to inform you that the Lords Commissioners of the Admiralty have directed that I am to continue in the appointment of Commander-in-Chief, America & West Indies Station, until mid-March, 1949.

2. H.M.S. "Glasgow" is replacing H.M.S. "Sheffield" as my flagship in October, 1948.

3. I have also learned recently that the America & West Indies Squadron is to be strengthened by the addition of two frigates, one, H.M.S. "Bigbury Bay" now, and the second, H.M.S. "Whitesand Bay" in October, 1948. H.M.S. "Bigbury Bay" will proceed initially to Newfoundland waters. It is also expected that a second cruiser, H.M.S. "Jamaica" will join the Station early in 1949.

I have the honour to be,
Your obedient servant,
WILLIAM TENNANT,
Vice-Admiral

Distribution overleaf

Ack. pt. and note with satisfaction para 1,

me. $\frac{4}{7x}$
11/15

See 32

DISTRIBUTION

Their Excellencies the Governors of Bahamas

Barbados

Bermuda

British Guiana

British Honduras

Falkland Islands

Jamaica

Leeward Islands

Newfoundland

Trinidad and Tobago

Windward Islands

His Britannic Majesty's Ambassadors to Argentina

Bolivia

Brazil

Chile

Colombia

Mexico

Peru

United States of America

Uruguay

Venezuela

His Britannic Majesty's Ministers to Costa Rica

Cuba

Dominican Republic

Ecuador

Guatemala

Haiti

Honduras

Nicaragua

Panama

Paraguay

Salvador

Copy to:— The British Naval Attache, Buenos Aires

Mexico City

Rio de Janeiro

Santiago

Washington

25

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : 13.9.48 Time : 1055 Received : 13.9.48 Time : 0930

No. 257. Confidential. Following from Admiralty. Begins.

26, 27, 28.

Messages 071952, 072000 and 072058 groups 51, 65 and 65

respective passed to you by cable decrypt using MID/05/2 12, sheet for 11th. week. Ends.

SECRETARY OF STATE.

Messages shd. have been encyphered
from sheet for 12th week

CYRIL
MICA.

DECODE.

26

TELEGRAM.

From C. in C., A. W. I.

To Governor, Falkland Islands.

Despatched: 9th September, 1948 Time: 0329

Received: 10th September, 1948 Time: 1000

"Sparrow" will arrive Port Stanley late November and remain with you until March except for short periods when she will go to Montevideo.

2. I will be visiting Port Stanley and I hope some of the Dependencies in H.M.S. "Glasgow" in February.

3. I hope you have been able to make arrangements as in your

161530 June.

Reply at 31 para 1

071952T

(28) in 0625/A
"Visit of Gun Ship
Control of Sale
of Stores"

CYPHER (I.D.V.) MMCA JB
JB.

DECODE.

27

TELEGRAM.

From C. in C. A. W. I.

To Governor, Falkland Islands.

Despatched : 9th September, 19 48 Time : 0300

Received : 10th September, 19 48 Time : 1000

Grateful if you would investigate and telegraph me whether one boat can be adapted to water "Sparrow" during her forthcoming visit to the Falkland Islands.

Boat could either have portable tanks made to carry drinking water or possible some ? could have existing tanks cleaned. Requirement is approximately 20 tons daily when in harbour.

072058T.

CYPHER (I.D.V.) MMCA JB
JB

Reply at 31
Para 2

DECODE.

28.

TELEGRAM.

From C. in C., A. W. I.

To Governor, Falkland Islands.

Despatched : 9th September, 1948. Time : 0330

Received : 10th September, 1948. Time : 1000

I shall be grateful if you will inform me if a Government owned M.F.V. or suitable boat can be turned over to "Sparrow". Boat is required for transport of stores and liberty men. Alternatively if this is not available investigate the cost of hire of a local boat. Boat will only be required when "Sparrow" is at Port Stanley.

072000T

CYPHER (I.D.V.) MMcA JB
JB.

Reply at 31
Para 3

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched : 8.9.48

Time : 1400

Received : 8.9.48

Time : 1000

WIDEF No.6. Top Secret.

Question Naval support during forthcoming Antarctic summer has been taken up with Admiralty on lines discussed with you in London. Admiralty at present have in mind tentative ^{idea} that a frigate should be in Dependencies area from November onwards. Officially it is not possible to say whether she will stay for whole season though that is present intention.

2. Arrangements on similar tentative basis are being made for cruiser "Glasgow" with Commander in Chief America and West Indies on board to visit ports on East Coast South America arriving in Falkland Islands Colony in early February and returning Bermuda by Early March.

3. Above projected programme may of course be amended subsequent Political Developments. I will inform you of any modifications. Meanwhile please treat this telegram as for your Top Secret information only.

SECRETARY OF STATE

CYPHER
HMCA.

Y.E.

24 / WCC Dist. Lakes.

2. 26. § 3 C/A is going into this.

3. 27 There is nothing suitable to be done here to come alongside the Public Policy for time to time. So hereafter?

Yes.

4. 28 Yes - 'Philomel' is one of the F.C. launches (tenders).

✓

Certainly

5. 29 Better keep as his ^{sp} search?

6. A pity no fight available (cf. P.S. n 7; 24 § 3). Is it worth while,

I doubt it. saying so?

185

M 15/ix

DECODE.

TELEGRAM.

From M. E. THE GOVERNOR

To C IN C AMERICA AND WEST INDIES STATION

Despatched: 18th. September 19 48 Time: 1230

Received: 19 Time:

- 26 Your 071952 paragraph 5. Appropriate arrangements being made.
- 27 2. Your 072058 regret no boat available. It will be necessary for "Sparrow" to come alongside jetty periodically for water.
- 28 3. Your 072000 either M.F.V. or if otherwise engaged locally owned boat will be available. Cost 30/- an hour minimum \$3.

GOVERNOR.

32

21st. September

48

Sir,

I am directed by the Governor to acknowledge the receipt of the letter from the Commander in Chief America and West Indies Station of 28th. July, and to say that His Excellency notes with satisfaction the fact that Vice Admiral Sir William Tennant, K.C.B., C.B., C.B.E., M.V.O. is to continue in the appointment of Commander in Chief America & West Indies Station until mid March 1949.

24

I am,
Sir,
Your Obedient Servant,

COLLIER MATHEWS
Colonial Secretary.

The Chief of Staff to,
Commander in Chief America & West Indies,
Bermuda, B.W.I.

WCA.

PA
249

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 12.10.48 Time: 1600 Received: 13.10.48 Time: 0930



29

FIDEP No. 12. (Top Secret) My telegram No. 6 FIDEP.

Following are approximate dates for H.M.S. "Sparrow":-

(Read in three columns).

<u>ARRIVE</u>	<u>PLACE</u>	<u>LEAVE</u>
<u>November 27th.</u>	Falkland Islands	<u>January 2nd.</u>
<u>January 6th.</u>	Montevideo	<u>January 18th.</u>
<u>January 22nd.</u>	Falkland Islands	<u>March 13th.</u>



inc 13
x.

PAL
B.P

SECRETARY OF STATE

DECODE.

34

TELEGRAM.

From C. IN C. AMERICA & WEST INDIES

To H.E. THE GOVERNOR REPEATED H.M.S. "SPARROW"

Despatched : 15th. October 19 48 Time : 1600

Received : 16th. October 19 48 Time : 0930

SECRET.

"Sparrow" will arrive Port Stanley November 27th. and will be at your disposal until end December when she is due proceed Montevideo for 12 days rest and to take steam off engines returning to Falkland Islands Station. This visit can be adjusted to ~~admit~~ *suit* your convenience.

2. I should be grateful if you would communicate your intentions for her to me in due course.

151835Z

BU 7 days

CYPHER I.D.V.
MMCA.

Reply at 35

TELEGRAM.

From H.E. THE GOVERNOR

To C IN C AMERICA & WEST INDIES STATION

Despatched : 25th October 19 48 Time : 1200

Received : 19 Time :

Your Secret signal 15th. October. 34

Present intention is that "Sparrow" should escort "John Biscoe" on relief Northern bases i.e. Signy, Admiralty Bay, Hope Bay, Deception and if accessible Port Lockroy leaving Stanley 30th November returning end December.

2. On return from Montevideo would like her to visit few Island Ports before returning south to rejoin "Biscoe" then proceeding Port Lockroy, Argentine Islands, Marguerite Bay and ultimately Northern tip Alexander I Land where I hope establish new Base. Improbable "Sparrow" able get as far south but depends entirely on season.

3. Assume in any event you will wish her join you upon your arrival in "Glasgow" for visit to I suggest for consideration Deception, Meléchiior, Greenwich Island, Admiralty Bay and Signy; possibly South Georgia.

4. I should greatly appreciate presence "Sparrow" inaugural meeting new Legislative Council provisionally timed 3rd week March.

5. You will appreciate programme inevitably dependant on ice and other conditions but will keep you informed changes.

GOVERNOR

261130

CYPHER I.D.V.
MMCA .

36

DECODE.

A

TELEGRAM.

From C IN C AMERICA & WEST INDIES

To H.E. THE GOVERNOR REPEATED SPARROW

Despatched: 1st November 1948 Time: 1906

Received: 2nd November 1948 Time: 1230

35 Your 261130 October not to "Sparrow". Concur with your proposals for "Sparrow" in paragraphs 1 and 2 I do not consider it necessary for "Sparrow" to return to Falkland Islands to meet me unless requirements for fuel and provisions necessitate this. She could rendezvous H.M.S. "Glasgow" in South Shetlands or South Orkneys area and during visit to islands.

2. After her long stay in South I hope it will be possible for "Sparrow" to leave about first week March to return for exercises and then refit.

3. Lieutenant Commander (S) Marks has been appointed by Admiralty as your Naval Liaison Officer during the summer season and I hope he will be able represent me at inaugural meeting new Legislative Council. Marks will arrive in "Sparrow".

!!!

011831Z

CYPHER I.D.V.
MMCA.

B

YE

36 A § 3

This is a bit swift.

Especially the 'you'. As I said to JE, 'liaison' is bilateral: one would have expected that YE might have been consulted as a matter of propriety as well as of courtesy.

2. Has JE wish me to do anything about the 'liaison' accommodation? YE said that he had made private enquiries. But if he is to be 'YE's' N.L. Officer we don't want to hold the responsibility for leaving him without lodging.

By G/L

much so.

I gather to Mr. G. Roberts

Better check up - gather Mr. Ralph is not author. Ship hotel? with post lodging. see 9/51

YE.

Lt. Com. looks is arrived stay at
to? R. Williams's.

✓ by
10/11

MC 10/11

PAL
11/11

P.S.

38

CONFIDENTIAL *mc.*ADMIRALTY HOUSE,
BERMUDA,
11th October, 1948.A.W.I. No. 661/4
Memorandum.

The following programme for the winter cruise of H.M.S. "Sparrow" is promulgated for information.

2. This programme is liable to alteration in the event of unforeseen circumstances.
3. The visits in this programme will be of an informal nature and it is hoped that local officials and residents will not feel themselves called upon to incur undue expense by entertaining.
4. It is requested that receipt of this programme may be acknowledged by "AIR MAIL". *See 42*

William Tennant
Vice-Admiral,
Commander-in-Chief,
America & West Indies Station.

H.M.S. "Sparrow"

Arrive	Place	Leave
	Bermuda	Mon., 25th Oct.
Sat., 30th Oct.	Trinidad	Mon., 1st Nov.
Tues., 16th/Wed., 17th Nov.	Montevideo	Tues., 23rd Nov.
<u>Sat., 27th Nov.</u>	Port Stanley, Falkland Islands	* <u>Sun., 26th Dec.</u>
Thurs., 30th Dec.	Montevideo	Tues., 11th Jan.
<u>Sat., 15th Jan.</u>	Port Stanley, Falkland Islands	* <u>Sun., 6th March</u>
Thurs., 10th March	Mar del Plata	Wed., 16th March
Thurs., 24th March	Recife	Mon., 28th March
Mon., 4th April	Trinidad	Sat., 9th April
Thurs., 14th April	Bermuda	—

* At the disposal of His Excellency the Governor.

Notes—(i) HMS "Sparrow" is commanded by Commander J V Waterhouse, DSO, RN

(ii) Particulars of HMS "Sparrow" :—

Displacement—2,000 tons Length—299 ft 6 ins. Draught—11 ft.
Complement—8 officers, 160 men.

DISTRIBUTION

Admiralty
 Governor of Bermuda
 " " Trinidad & Tobago
 " " Falkland Islands
 Naval Service Headquarters, Ottawa
 Senior Naval Liaison Officer, (U.K. Services Liaison Staff), Ottawa
 British Joint Services Mission, (Naval Staff), Washington, D.C. U.S.A.
 H.B.M. Ambassador, Rio de Janeiro
 " " Montevideo
 " " Buenos Aires
 H.B.M. Consul General, Rio de Janeiro
 " " " Montevideo
 " " " Buenos Aires
 " " Recife
 " Vice-Consul, Mar del Plata
 British Naval Attaché, Washington D.C., U.S.A.
 " " " Santiago, Chile
 " " " Buenos Aires, Argentine
 " " " Rio de Janeiro, Brazil
 Officer Commanding Troops, Bermuda
 H.M. Ships, America & West Indies Squadron
 Captain-in-Charge, Bermuda
 Captain Superintendent, Bermuda
 Resident Naval Officer, Jamaica

SECRET.

S/R

F+B.U. early

me 19/XI

(Cds. Kirkwood to see)

Office of the Commander-in-Chief,
America and West Indies Station,
Admiralty House,
Bermuda.

22nd October, 1948.

A.W.I. No. 2415

COMMANDER J.V. WATERHOUSE, R.N.Z.N., ROYAL NAVY,
COMMANDING OFFICER, H.M.S. SPARROW.

(Copy to:- Secretary of the Admiralty (No. 437/2415)

Naval Attache, Buenos Aires.

His Excellency The Governor and

Commander-in-Chief,

Falkland Islands.)

SAILING ORDERS - H.M.S. SPARROW.

Enclosure:- Appendix I.

Being in all respects ready for sea H.M.S. SPARROW under your command is to proceed at 1100 local time to the Falkland Islands in accordance with my Memorandum No. A.W.I. 661/4 dated 11th October.

2. Speed. Your speed of advance weather permitting is to be 12 knots.

3. On arrival at Port Stanley you are to place yourself at the disposal of His Excellency The Governor of the Falkland Islands.

4. You are to signal to me repeated Admiralty, your intended movements and any deviations thereof together with your position, course and speed at 1200 Greenwich Mean time daily. This information whilst in the Falkland Islands area is to be encrypted and classified Restricted or higher as requisite, otherwise the provisions of Station Orders and Instructions Articles 2606 are to apply.

5. Your policy in the absence of further instructions from me or Admiralty whilst in the Falkland Islands area is to be modelled on my Memorandum attached as Appendix I to these orders.

6. FUEL. When fuelling at Port Stanley you are to draw your fuel from Number One Tank. A précis of the fuelling operations including rate of receipt is to be signalled to me on each occasion of fuelling.

7. Attention is drawn to Admiralty Message 201534/October (copy attached). Any information of these vessels is to be signalled to me repeated to the Director of Naval Intelligence.

8. You are to bear in mind the press potential of your cruise and anything considered of interest to the Press should be signalled to Chief of Naval Information repeated to me without delay. It is probable that Press correspondents will wish to embark for some of your visits to the Antarctic. Normal facilities are to be afforded subject to the Governor's concurrence.

9. Communications.

(i) Guard Bermuda Port Wave in accordance with America and West Indies Station's Communications Orders from time of sailing, and Washington Broadcast W.

(ii) Shift to Broadcast 30 on crossing the Equator reporting your intended time of shifting 48 hours previously to Admiralty,

/Commander-in-Chief,

SECRET.

42

Page 2 of A.F.I. No. 2413 (No. 137/2415 to the Admiralty) -

SATLANT CROSS - U. S. STATION.

Commander-in-Chief, America and West Indies, Commander-in-Chief, South Atlantic, British Naval Staff, Washington, Captain-in-Charge, Beaufort. Guard Broadcast SL thereafter until recrossing the Equator northward bound.

Commander-in-Chief, South Atlantic is being requested to give all traffic for you two transmissions on Broadcast SL.

(iii) Maintain loudspeaker watch on 500 kc/s.

(iv) Details of services lost by Falkland Islands Government R/T Station have been supplied to your Petty Officer Telegraphist.

William Tennant

ADMIRAL.

APPENDIX I TO A.N.I. No. 2415 (No. 437/2415 to the Admiralty) -

SAILED ORDERS - H.M.S. SPARROW.

You are to do your utmost to comply with the wishes and requirements of His Excellency The Governor of the Falkland Islands. He may from time to time receive orders direct from the Government at Home which affect your movements. On all such occasions it is requested you will inform me immediately.

2. On each occasion of visiting ports or bays in the Falkland Islands Dependencies a party should be landed under the command of a suitable officer to ascertain their requirements and situation and provide all possible assistance.

3. It is requested that you will keep me in touch with the orders, movements and intentions of John Biscoe when such information becomes available to you.

4. The Governor of the Falkland Islands will inform you as to the present Government policy with regard to official protests to be issued to any foreign intruders.

5. On no occasion should you be the first to open fire or use force but at the same time no interference with the action of H.M. Ship or ships is to be tolerated.

6. When encountering foreign warships in harbour normal courtesies should be observed and Kings Regulations and Admiralty Instructions Article 75 complied with.

7. On all occasions act with tact, firmness and dignity and avoid at all times any provocative or hostile attitude. If a situation arises whereby you have to retaliate with force, in the absence of the Governor you must use your own discretion, and will, of course, have my support. But your aim should be to use no force of any kind whatsoever without first referring to the Governor or to me.

8. I see no objection, subject to the Governor's concurrence and after any formal protests have been issued for you to assume normal relations with foreign men-of-war which you may encounter.

9. Finally, you may find yourself by virtue of your special mission, receiving orders from three authorities and possibly conflicting ones. That is, from the Governor, from the Admiralty or from me. They should be complied with in that order, but in any case of difficulty or doubt I am to be informed immediately.

NAVAL MESSAGE.

To:

C in C S.A., Cin C A. & N.I.

DNI MELBOURNE, D.N.I. WELLINGTON

FROM:

ADM IRADAY (D.N.I.)

CONFIDENTIAL

It has been reported that Soviet Whaling Ship 'SLAVA' and twelve whale-catchers sailed for Antarctic from ODESSA on 10th October. Whaling operations are planned to begin on 8th December.

2. Reports also states that expedition will conduct large scale scientific research under the direction of a Polar explorer.

3. Should opportunity occur photographs of the expedition particularly from the air would be valuable as would any information regarding routes followed by expedition.

201554A October, 1948

D - BASE ADMINISTRATION.

This section is addressed personally
to the Base Leader.

In the pamphlet which was given to you when you enrolled in FIDS some reference was made to the personal qualities which must be developed (if not already inherent) by those who serve at our Bases in the Antarctic. For a year, you and your companions must be completely self-reliant; for a year, you will live in each other's pockets and the first duty of a Base Leader is to ensure an efficient organisation and to eliminate friction. This desirable state of affairs does not "just happen" as you will very quickly discover if you do not initiate and maintain a high standard of discipline. By that, it is not intended that you should become a martinet but that you and your companions must be prepared to put everything you have into the smooth running of the Base; and this not solely in the interest of efficiency but of the health and comfort of mind of your small community. Your selection as Leader imposes upon you the obligation of setting a personal example in all the matters to which this note relates, an example to which your comrades will be quick to respond. As Base Leader it is your responsibility to see that all aspects of the Base programme are carried out and that all members perform their various duties efficiently. You should make fortnightly inspections of the Base generally, including the radio and meteorological sections and the diesel engine house.

DECODE.

45

TELEGRAM.

From H. E. THE GOVERNOR

To Commanding Officer HMS SPARROW

Despatched : 22nd. November 1948 Time : -----

Received : ----- 19 -- Time : -----

Grateful you bring Lieut. G.F.M. Hardy also 5 cwt zinc sheeting from McLean and Stapledon.

GOVERNOR.

G.T.C.
M.M.C.

Para 3 sent to Manager F.I.C under complimentary slip

46

DECODE.

TELEGRAM.

From Commanding Officer H.M.S. "SPARROW".

To GOVERNOR F.I.

Despatched : 19th. November 19 48 Time : 1500

Received : 22nd. November 19 48 Time : ----

HO Your 2204 November 16th. This will be done.

Para 2. Expect to arrive 0900 November 27th. Passengers on board Lt. Commander Marks and Lt. Hardy RNVR.

Para 3. Requirements on arrival 200 tons of oil fuel from No. 1 tank, 20 tons of fresh water, £900 in £1 notes, £100 in 10/- notes, 200 pounds (weight-) cabbage, 200 pounds (weight) kidneys.

Commanding Officer H.M.S. "SPARROW".

G.T.C.
L.S.H.

Recd
re. info. changes F.I.C. of the
requirements.
Office copy of F.I.C.
23.11

DECODE.

TELEGRAM.

From H. E. THE GOVERNOR.

To COMMANDER WATERHOUSE, H.M.S. SPARROW.

Despatched: 24th. November 1948 19 Time: 1200

Received: ----- 19 Time: ---

1. A word of welcome to you and your ship's company.
2. Shall be pleased if you, your first officer and surgeon will dine at Government House on Saturday 2000, and if all Officers will come to cocktail party on Sunday 1900.
3. If convenient to you I propose that John Biscoe should proceed in company on first trip a.m. Monday 29th.

GOVERNOR.

Cypher.
M. McA.

ADMIRALTY HOUSE,
BERMUDA,
4th November, 1948.

A.W.I. No. 661/2

Memorandum.

The following programme for the winter cruise of H.M.S. "Glasgow" is promulgated for information.

2. This programme is liable to alteration in the event of unforeseen circumstances.
3. The visits in this programme will be of an informal nature and it is hoped that local officials and residents will not feel themselves called upon to incur undue expense by entertaining.
4. It is requested that receipt of this programme may be acknowledged by "AIR MAIL".

William Tennant
Admiral,
Commander-in-Chief,
America & West Indies Station.

H.M.S. "Glasgow"

Arrive	Place	Leave
—	Bermuda	Mon., 3rd Jan.
Fri., 7th Jan.	Trinidad	Sat., 8th Jan.
Tues., 18th Jan.	Rio de Janeiro	Tues., 25th Jan.
Fri., 28th Jan.	Buenos Aires	Fri., 4th Feb.
Mon., 7th Feb.	Falkland Islands	Mon., 21st Feb.
Thurs., 24th Feb.	Montevideo	Thurs., 3rd March
Mon., 14th March	Trinidad	As convenient for exercises with R.C.N. in Caribbean.
Tues., 5th April	Bermuda	—

Notes—(i) Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O. flies his flag in H.M.S. "Glasgow" which is commanded by Captain C. L. Firth, D.S.O., M.V.O. R.N.

(ii) Particulars of H.M.S. "Glasgow" :—
Displacement—12,000 tons Length—591 ft 6 ins. Draught—21 ft. 7 ins.
Complement— 59 officers, 760 men.

DISTRIBUTION

Admiralty

Governor of Bermuda

„ „ Trinidad & Tobago

„ „ Falkland Islands

Naval Service Headquarters, Ottawa

Senior Naval Liaison Officer, (U.K. Services Liaison Staff), Ottawa

British Joint Services Mission, (Naval Staff), Washington, D.C. U.S.A.

H.B.M. Ambassador, Rio de Janeiro

„ „ Montevideo

„ „ Buenos Aires

H.B.M. Consul General, Rio de Janeiro

„ „ „ Montevideo

„ „ „ Buenos Aires

British Naval Attaché, Washington D.C., U.S.A.

„ „ „ Santiago, Chile

„ „ „ Buenos Aires, Argentine

„ „ „ Rio de Janeiro, Brazil

„ „ „ Mexico City, Mexico

Officer Commanding Troops, Bermuda

H.M. Ships, America & West Indies Squadron

Captain-in-Charge, Bermuda

Captain Superintendent, Bermuda

Resident Naval Officer, Jamaica

Resident Naval Officer, Trinidad

GOVERNMENT HOUSE,

PORT STANLEY.

FALKLAND ISLANDS.

27th. November 1948.

Commander J.V. Waterhouse, D.S.O. R.N.
Commanding H.M.S. Sparrow.

The immediate object of your attachment to this administration is to support and assist the F.I.D. Survey Vessel "John Biscoe" (Commander H. Kirkwood D.S.C., R.N.) in her task of relieving and re-provisioning our Antarctic Bases.

I enclose for your guidance:

- (a) Copy of Sailing Orders first Southern Voyage addressed to Commander Kirkwood,
- (b) Copy of Political Instructions addressed to me by the Secretary of State for the Colonies, which should be read in conjunction with your own Sailing Orders from the C. in C./America and West Indies Station of which I hold a copy.

Your itinerary is left to your discretion and the needs of the "John Biscoe" and/or the Bases scheduled for visit during this first voyage.

I return brief from Naval Attache, Buenos Aires, dated 15th., November which I have read with much interest - particularly para 12.

(Sgt) Miles Colifford

GOVERNOR AND COMMANDER IN CHIEF.

51

TOP SECRET.

To H.E. THE GOVERNOR FALKLAND ISLANDS.

Received one copy of sailing orders first
Southern voyage and corrigenda.

Tob. Watkinson

.....

Commander R.N.

27th. November 1948.

FJPA

INC 28/11

Write across				
	C in C A.W.I. (R) Admiralty,	Naval Attache,	from SPARROW	55
		Buenos Aires.		60
	Summary of			65
	(1) My instructions from Governor, Falkland Islands was amplification of A.W.I. No. 2415 :-			70
	(a) To support and assist John Biscoe where practicable			
	(b) To issue protests to foreign bases and warships once during the season as convenient			75
	(c) To obstruct the setting up of new foreign bases where this can be done without provoking an incident			80
	(d) NOT to enter ice except in case of urgent operational necessity			85
	(2) Future programme of John Biscoe			
	(a) Sail January 5th for Signy Island, Admiralty Bay, Deception Island, Port Lockroy, Argentine Islands, Alexander Land and Marguerite Bay returning Port Stanley by 26th February			90
	(b) A further voyage to the South in March with H.E. the Governor embarked.			95
	(3) Future programme of Sparrow. Sail 20th January approximately for Deception Island thereafter :-			100
	(a) Complete task in para 1 (b) above			105
	(b) Assist naval survey party at Deception Island or Admiralty Bay			
	(c) Be available to assist the John Biscoe if required			110
	(d) Show the flag further South if the ice conditions permit and returning to Port Stanley on reaching limit of endurance. After restoring from Glasgow, it is proposed to visit the settlements and in particular West Falkland returning by 1st March.			115
	(4) Governor is anxious that ship should be present for opening of Legislative Council and will advance this ceremony to first week in March if my final departure date can be confirmed as 6th March, para 2 of your 011831 not to information addressees refers. An early decision is requested.			120
	(5) Programme of Glasgow. Governor's proposals were signalled to you before news of the Bevin Bramuglia conversations was received. If agreement on Naval Demonstrations is honoured scrupulously by Argentine it would appear that Glasgow's cruise should be limited to South Georgia. In this case it is requested that Glasgow collect samples of ammunition as it is not at present proposed that Sparrow should visit South Georgia. A.W.I. 1005 dated 30th July 1948 and D.A.S.O. Bermuda's B 19/1480/48 to Sparrow only refer.			130
	(6) Admiralty pass to Naval Attache, Buenos Aires through foreign office			140
	? Time table of airm. Inc. 29/1			150

2919022

20th October, 1948.

My dear Clifford

Here is an introduction to you for Waterhouse, the Captain of the Sparrow, who I am sure you will find as able and helpful for exploring your territory *as was John Forbes -*

As I have said in my signal, I am afraid the Frigate will have to keep steam on her engines most of the time she is off Port Stanley and that is one reason why I inserted a visit to Montevideo in the middle of her time with you. But if it were much more convenient there is no reason why her spell at Montevideo should not be advanced or retarded a week or two if it were more convenient to you.

I am very much looking forward to seeing you again in the "Glasgow" in February, but this, as far as I know, still remains on the secret list.

I heard the Argentineans were contemplating sending you a National Flame but I am glad to hear they have now thought better of it, but that they are going to send a Flame to Deception.

I shall be very glad if, when you get Sparrow and we therefore, have easy communication between us, if you will give me your ideas for Glasgow during her fortnight in your area. I think she should, if possible, visit South Georgia and Deception.

I hope Mrs. Clifford is better and that you enjoyed your spell in England. I did make a signal to the Admiralty for the Colonial Office, to ask whether you could possibly return via Bermuda so that we might discuss your summer season, but nobody sent me any reply.

Yours very sincerely,

William Tennant

His Excellency C. Miles Clifford, Esq.,
C.M.G., O.B.E.,
Governor and Commander-in-Chief,
Government House,
PORT STANLEY,
Falkland Islands.

*But has nevertheless
been spread around
Stanley by Sparrow officers!*

From Vice-Admiral Sir William Tennant

ADMIRALTY HOUSE,
BERMUDA.



Mrs. Spence arrived 0900/27th.
Your letter received 1015/29th, it
should have been delivered at once.

Nov 8th

MC. 29/181
Arriving pm 7th Dec
Leaving on 21st.

My dear Clifford

There is another chance
of getting you a letter at fairly
short notice & by quick "hand
of officer" - The only news that
has arisen since my letter to
you via Waterhouse is you signed

35 26 11 30 giving proposed course
for St. Johns. I would suggest we
go to St. Johns at all costs & go
there first with the westerly's behind
us & then South to St. John's,
Admiralty Bay, & Reception

55 not Melchior - the haul
is I shall up have 13 1/2 days with
you - Falkland area - I would
like to have 3 or 4 days at Pat-
Hanley. We shall need some time
to fuel & let the Engine Room people
have a short pause -

Will you let me know, via Sparrows
what you think of all this?
I could possibly raise one more day
if necessary by lopping one off
our Monte video visit - the one day
that is absolutely fixed (D.V. W.P.)
is 14th ^{March} at Trinidad as I have to
R.V. with the R.C.N. my own squadron
for Combined Exercises -

From Vice-Admiral Sir William Tennant

56



ADMIRALTY HOUSE,
BERMUDA.

Therefore it is difficult
to do any more about
the programme -

I hope that the
will be a help to you.

We love you part of the
world is keen to return
there - I hope your wife
is better enjoying her
garden -

I am looking

57

forward to seeing you

all again - let me

know if there is anything

you want me to bring.

Yours v. truly

William Tennant

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number

Office of Origin

Words

Handed in at

Date

To H.M.S. SPARROW.

Grateful inform me date and time origin signal discussed 52

this morning.

GOVERNOR 291115.

Reply at 60

Time

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : 29.11.48 Time : 1800 Received : Time :

FIDEP No 53. Secret. Your telegram No.28 FIDEP. 68(0227)

As at present advised H.M.S. "Glasgow" with the C.in C. America and West Indies is due here on 7th February leaving again on 21st February.

34 2. The Admiral had earlier asked me for suggestions as to itinerary and I had tentatively proposed the more accessible Northern Bases i.e. Deception, Admiralty Bay and Signy, looking in at Melchior and Greenwich Island and proceeding if possible to South Georgia.

3. In the light of your telegram under reference however and provided that gentleman's agreement is scrupulously observed by other parties a visit by H.M.S. "Glasgow" to any Base at which there are conflicting claims would not appear to be politic and she should confine herself to a tour round the Falklands and a visit to South Georgia.

4. Grateful for your early views.

CYPHER
MMCA. MH.

GOVERNOR

Reply at 61

DECODE.

60

TELEGRAM.

From H.M.S. "Sparrow"

To H.E. THE GOVERNOR

Despatched : 29th November 1948 Time 1908

Received : 30th November 1948 Time 1000

58 Your 1115 November 29th date and time origin 1902Z
November 29th

SPARROW

291905Z

G.T.C.
MMCA.

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 7.12.48 Time: 1000 Received: 8.12.48 Time: 1000

FIDEP No. 39. Secret. Your telegram No 53 FIDEP. 59

I agree subject of course to proviso that agreement between His Majesty's Government and Governments of Argentine and Chile regarding avoidance of Naval demonstrations is accepted and honoured by other parties.

2. Full particulars any palpable breach His Majesty's Government would of course hold themselves free to take appropriate counter - measures which might involve a reversion to original itinerary propos by you.

SECRETARY OF STATE.

CYPHER
MMCA.

Reply to 53154 based on
above passed to NLO XII.

TELEGRAM.

From Governor of the Falkland Islands

To Commander-in-Chief, America and West Indies Station

Despatched: 10th December 19 48 Time: 1630

Received: 19 .. Time:

Following personal for Admiral Tennant from Governor of the Falkland Islands begins :-

53 54
 Thank you for letters of 20th October and 8th November. Regret delay in replying but desired views of Secretary of State on "Glasgow's" itinerary in light of "gentlemans agreement" with Argentine and Chile. He confirms that if there is no palpable breach of this agreement it would be inappropriate for flagship with Commander-in-Chief to call at Antarctic bases, more particularly those at which there are two camps. We shall not know however until later and must wait on events.

2. I therefore suggest the following programme:-

- (a) Arrive Stanley p.m. 7th February.
 (b) At Stanley refuelling, etc., 8th - 10th inclusive. (Hope you will stay Government House).
 (c) Leave a.m. 11th for South Georgia calling at Grytviken, Husvik and Leith Harbour if feasible. If not feasible then first named.
 (d) If agreement has been kept leave a.m. 16th February for Stanley direct; if agreement not kept curtail stay at South Georgia and leaving there a.m. 14th return to Stanley via Signy, Admiralty Bay (King George Island), Discovery Bay (Greenwich Island), Cape Legoupil (Chilean base on Trinity Peninsula) and Deception Island.
 (e) On return to Stanley, if longer route not imposed by breach of agreement, I hope it may be possible for you to call at ports on West Falkland, i.e. Fox Bay and/or Port Howard.
 (f) I suggest that "Sparrow" should meet you at Stanley on your arrival and should there have been any breach of agreement she could rendezvous with you at Admiralty Bay and refuel (See however paragraph 4). I want her to spend the time between her return from Montevideo and your arrival in area Admiralty Bay where my first object is to frustrate anticipated establishment Argentine base there.

3. As to "Sparrow" there is great disappointment here at her scheduled departure on 26th December as annual race meeting is on 27th/28th and it would add greatly to pleasure of community if she could stay over for this or at least for first day returning here 16th or 17th January accordingly.

4. If there has been no breach of agreement, and situation at Admiralty Bay is satisfactory, I would like her to proceed to Port Lockroy Argentine Islands and Marguerite Bay in February (after refuelling) by which time she should have clear run through. She would be back here for inaugural meeting of Legislative Assembly 3rd or 4th March and might call Port San Carlos (East Falkland) en route to Punta del Este.

5. Paragraphs 2(f) and 3 and 4 repeated to "Sparrow". 63

= 101548

IDV
 DAM

Reply at 65

DECODE.

63

TELEGRAM.

From Governor of the Falkland Islands

To H.M.S. "Sparrow"

Despatched : 11th December 19 48 Time : 1630

Received : 19 .. Time :

62 For your information, following are paragraphs 2(f) and 3 and 4 of my 101548 to Commander-in-Chief, America and West Indies Station begins :-

2(f) I suggest that "Sparrow" should meet you at Stanley on your arrival and should there have been any breach of agreement she could rendezvous with you at Admiralty Bay and refuel (See however paragraph 4.) I want her to spend the time between her return from Montevideo and your arrival in area Admiralty Bay where my first object is to frustrate anticipated establishment Argentine base there.

3. As to "Sparrow" there is great disappointment here at her scheduled departure on 26th December as annual race meeting is on 27th/28th and it would add greatly to pleasure of community if she could stay over for this or at least for first day returning here 16th or 17th January accordingly.

4. If there has been no breach of agreement, and situation at Admiralty Bay is satisfactory, I would like her to proceed to Port Lockroy, Argentine Islands and Marguerite Bay in February (after refuelling) by which time she should have clear run through. She would be back here for inaugural meeting of Legislative Assembly 3rd or 4th March and might call Port San Carlos (East Falkland) en route to Punta del Este.

= 111530

Reply at 67

Cy.5
DAM

TELEGRAM.

From Commander-in-Chief, America and West Indies Station
To Sparrow (R) Governor of the Falkland Islands, Admiralty.

Despatched : 11th December 19 48 Time : 2344
Received : 13th December 19 48 Time : 1000

IMPORTANT TOP SECRET

Buenos Aires have reported to Foreign Office that it is remotely possible that an Argentine expedition might make a demonstration against the Falkland Islands.

41 2. Should you receive a confirmatory report of this you should return immediately to Port Stanley and place yourself under orders of the Governor. If you encounter Argentine naval forces you should act generally in accordance with my A.W.I.2415 of 22nd October.

3. In the remote event of your encountering an expedition landing or disembarked in the Falkland Islands themselves you may use force on my authority to eject them. You should however do your utmost to ensure that they fire the first shot.

4. These orders are to be amended by any that you receive from the Governor and from the Admiralty.

5. Paragraph 3 only applies to the Falkland Islands and not to the dependencies.

6. Acknowledge.

= 112344

I.D. IDV DAM 1000 13/12/48

See 39 (0051)

65

DECODE.

A.
TELEGRAM.

From Commander-in-Chief, America and West Indies Station
To N.L.O. Falkland Islands (for Governor's information)
and Sparrow

Despatched: 12th December 19 48 Time: 1411
Received: 13th December 19 48 Time: 1000

Concur generally with your 101548 ⁶²

Reference your paragraph 3 please see my 151835. (Provided ?)
(that ?) ship gets this spell at Montevideo the visit was to be
adjusted to suit your convenience. ³⁴

= 121411 Z

I.D. IDV DAM 1000 13/12/48

CS.

B.

Reverse. I have written about BA's failure to
advise me of this presumed possibility? MC. 13/xii

AS

C.

Has it been able to trace the
reference of the ...? ^{13/11}

AS I regret I have been unable to trace
the reference

[Signature]
14/12/48

AS

E

The STT should now be fairly
forthwith ... let me
reference to ...

CS It had better be in telegram. MC. 15/xii Filed in (0051) P. 39
^{14.12}

DECODE.

66

TELEGRAM.

From Governor of Falkland Islands

To Sparrow

Despatched : 14th December 19 48 Time : 1730

Received : 19 .. Time :

65A

Reference C-in-C A.W.I's 121411, unless you have any strong objections, I should in the circumstances like you to remain here for the races returning from Montevideo a.m. 17th January.

2. What is your E.T.A. Stanley?

= 141710 P

Cy.5

02392

DAM

1645

14/12/48

Reply at 70

For use in
 Cypher or
 Coding Office
 only.

67

 Originators Instructions:
 (Indication of Priority,
 AIDAC, NOTWT
 For Exercise).

CONFIDENTIAL

INTERCEPT GROUP.

TO: Governor of the Falkland Islands

 FROM:
 Sparrow

65A Your ⁶³111530 paragraph 3 and C-ir-C A W I's
 121411. If you decide to alter dates of my visit to
 Montevideo request you will instruct Naval Liaison
 Officer to inform Ambassador, Montevideo and British
 Naval Attache, Buenos Aires, of amended dates.

2. Consider this decision should be communicated
 to Uruguayan authorities as early as possible. See 68

= 141018

Cy. 5

02392

DAM

1030

15/12/48

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of
Cypherer or
Coder.Time of Receipt
in Cypher or
Coding Office.

Date

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.

68

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO:
H. B. M. Ambassador Montevideo (R) B. N. A.
Buenos Aires

FROM:
N. L. O. Falkland Is.

^{36.48}
C-in-C A.W.I's No. 661/4 of 11th October.
H. M. S. "Sparrow" will not now be leaving Stanley until
a. m. 29th December. She will be at Montevideo from
2nd to 13th January inclusive.

2. Request you will inform Uruguayan authorities
accordingly.

= 151523 P

ID 'v' DAM 1600 15/12/48

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date
Cyphering or Coding.	Recyphering or Recoding.			

For use in
Cypher or
Coding Office
only.

69

Originators Instructions.
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

CONFIDENTIAL

INTERCEPT GROUP.

TO:
Governor Falkland Is. (R) N. L. O. Falklands

FROM:
Sparrow

Weather unsuitable for further operations at present,
fuel nearly gone and I have an acute appendicitis case
for hospital. I expect to arrive Stanley p. m.
16th December or early a. m. 17th December. Request
motor fishing vessel and ambulance on arrival and
350 tons fuel oil from No. 1 tank.

= 150020 Z

Cy. 5

02392

DAM

1630

15/12/48

SNO

HM

To concert arrangements please. M.L.O. 15/12/48
K11

Arranged Per M.L.O. initials

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Recyphering or Recoding.

Initials of
Cypherer or
Coder.Time of Receipt
in Cypher or
Coding Office.

16/12/48

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.

70

Originators Instructions :
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO:

Governor of Falkland Is. (R) N.L.O. Falkland Is.

FROM:

Sparrow.

Expected time of arrival 2130 tonight.

66 Your 141710. No strong objections.

= 161421 Z

Cy. 5

02392

DAM

1430

17/12/48

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of
Cypherer or
Coder.Time of Receipt
in Cypher or
Coding Office.

Date

6655
71
BRITISH EMBASSY,
(Consular Section),
MONTEVIDEO.
22nd November, 1948



Dear Mathews,

46(0268)
With reference to your telegram of the 20th November regarding an order for zinc sheets, nails and apexior for the Falkland Islands Company, I regret to say that I have not been able to assist Maclean and Stapledon in the shipment of these goods on H.M.S. "Sparrow", which is due to sail tomorrow. Apart from the fact that there is not the time to obtain the necessary export permits, the local authorities would not allow the shipment of such goods on one of H.M. Ships which has called here on a courtesy visit and for which the usual port dues are not being paid.

Yours ever,

Peter Haller

See 45

A.B. Mathews, Esquire, O.B.E.,
Colonial Secretary,
Falkland Islands.

act
The response is not clear to me

P.S.
The tel. of 20/11 is not in file p.
2. L. J. H. says he sent it to you
filed in file?

22.12. It refers to requirements for "Penelope" pl. m.m.c.h.

17th December

43

Sir,

38 I am directed by the Governor to acknowledge the receipt of the Memorandum No. 661/4 dated 11th October, 1948, (Programme of H.M.S. "Sparrow") from the Commander in Chief America and West Indies Station.

I am,
Sir,
Your Obedient Servant,

(Sgd.) A. B. MATHEWS
Colonial Secretary.

The Chief of Staff to,
The Commander in Chief America & West Indies

Bermuda, B.W.I.

MMCA.

FALKLAND ISLANDS

The Governor of the Falkland Islands
presents his compliments to the Commander-in-Chief
America and West Indies Station and has the honour
to forward herewith a copy of Instructions to the SD
Officer Commanding H.M.S. "Sparrow"

GOVERNMENT HOUSE

STANLEY

DECEMBER 21st, 1948.

14

Q

Another telegram to
which we await a
reply is that dealing
with the Naval
Attache's report,

NOV 24
1911

RS

This is ...
? see your ...
file ...
24 11

Copy No 9.

SECRET

No 0625/72

- Copies
1. Cdr Waterhouse.
 2. Cdr Kirkwood.
 3. C in C/A.W.I.
 4. N.L.O.
 5. Maj Pierce-Butler
 6. Dr Fuchs.
 - 7 & 8 S of S
 9. File

Commander J.V. Waterhouse. DSO. RN.
H.M.S. Sparrow.

I enclose for your information a copy of Sailing Orders-Second Southern Voyage, addressed to Cdr Kirkwood.

2. I shall be obliged if you will undertake the following during your second visit to the Antarctic:-

- (a) Embark W/T Operator and stores (2 drums petrol and about 12 wooden boxes) consigned to Base H.
- (b) Proceed Base H, disembark W/T operator, unload stores and take Chaplin on board.
- (c) Proceed Base B and load materials for new house; latter is pre-fabricated and will stow easily.
- (d) Proceed Base G, disembark Chaplin. Assemble new house at ULLMANN POINT and transport stores and equipment, greenhouse, Met hut, toilet, engine room and interior fittings from old house to new house. Note. It is of particular importance that the cooking and heating stoves should be mounted on cement plinths (cement available at base) and that flues from these stoves are well insulated so as to preclude risk of fire in the event of the pipes becoming overheated. Drawings and assembly instructions for the hut are enclosed in attached envelope; all parts are numbered.
- (e) Proceed Base B and examine, and if possible repair, oil tank for future Naval and F.I.D.S. storage; according to the late Base Leader (Mr Scadding) it offers little difficulty. Embark Messrs O'Hare and McNeile (ex Base D) for Port Stanley arriving there not later than 6th February.

3. It is assumed that if conditions permit you will take the opportunity during this voyage to visit Greenwich Island, Cape Legoupil and the Argentine Base at Deception, leaving Melchior for your third trip en route Port Lockroy, the Argentine Islands and Marguerite Bay.

Governor & Commander in Chief.

Port Stanley.
27th December, 1948.

DECODE.

46

TELEGRAM.

From CONSUL MONTEVIDEO

To H.E. THE GOVERNOR

Despatched : 28th December 19 48 Time : 1730

Received : 29th December 19 48 Time : 1600

Following for Officer Commanding H.M.S. "Sparrow". Your
not held 241020 Pilot will meet as requested. Since visit considered merely
prolongation first visit salute not repeat not required.

CONSUL

P.L.
MMCA.

Sent at 47

44

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
				30.12.48
To	SPARROW			(A/C FIDS)

76 Following from Consul Montevideo stop ^{No copy} Your 241020 Pilot will meet
 as requested stop ^{Since} ~~since~~ visit considered merely prolongation first
visit salute not repeat not required

GOVERNOR 301535

Time

DECODE.

78

TELEGRAM.

From C-in-C A.W.I.

To Sparrow (R) Admiralty, Governor Falkland Islands.

Despatched : 4th January 1949 Time : 0215

Received : 5th January 1949 Time : 1000

64

Such portions of A.W.I.No.2415⁴¹ of 22nd October and of my 112344 December as are covered by Admiralty Message 311141 December are to be considered cancelled.

2. Furthermore where in my instructions to you I have referred to "orders" from Governor this should be amended to read "requisitions". You should pay every regard to such requisitions in the light of K.R.936(C).

Return please.

3. Admiralty Message 311141 is being passed to Governor.

79

= 040215 Z

me.

N.C.

1819

DAM

1000

5/1/49

TELEGRAM.

From Admiralty

To ? Falkland Islands

Despatched : 4th January 19 49 Time : 0400

Received : 5th January 19 49 Time : 1000

Following is a repetition of Admiralty's 311411 begins

Sparrow Glasgow (R) B.N.A. Buenos Aires, B.N.A. Santiago C-in-C A.W.I. from Admiralty. H.M. Embassy in Buenos Aires have suggested that you may require instructions on the action which you should take in the event of an Argentine descent on the Falkland Islands. On 5th November Mr. Bevin informed the Argentine Foreign Minister that if any attempt at a landing or other move were made against the Falkland Islands we should defend ourselves and there would be hostilities. Doctor Bramuglia replied that Argentine would not (R) not take physical action he said the dispute was a matter of law which should be settled by legal means.

2. The Joint Intelligence Committee consider that an Argentine party might land on one of the outer islands and perhaps attempt to remain in occupation if the Argentine Government think His Majesty's Government is unlikely to take any positive action. It is hoped that a rash move of this nature may have been discouraged by Mr. Bevin's statement.

3. If you should meet with Argentine units in the act of landing on the Falkland Islands which we do not (R) not expect to occur you should take appropriate steps to prevent this using whatever force may be necessary for this purpose and at once informing Governor and Admiralty. If time allows Governor and Admiralty should be informed in advance.

4. These instructions of course relate to action in the event of a landing the Falkland Islands Colony and not (R) not to anything which might happen in the Dependencies. 311411 ends.

= 040400 Z

N.C.

1819

DAM

1000

5/1/49

me.

P.S.

There are some signs to go in this file?

me 19
7.49.

Y.E. Yes Sir, please 83 to 84

mkd
20/1

WN
Mc.

0625.

81



ADMIRALTY HOUSE,
BERMUDA,
4th November, 1948.

A.W.I. No. 661/2
Memorandum.

The following programme for the winter cruise of H.M.S. "Glasgow" is promulgated for information.

2. This programme is liable to alteration in the event of unforeseen circumstances.
3. The visits in this programme will be of an informal nature and it is hoped that local officials and residents will not feel themselves called upon to incur undue expense by entertaining.
4. It is requested that receipt of this programme may be acknowledged by "AIR MAIL".

William Tennant
Admiral,
Commander-in-Chief,
America & West Indies Station.

H.M.S. "Glasgow"

Arrive	Place	Leave
—	Bermuda	Mon., 3rd Jan.
Fri., 7th Jan.	Trinidad	Sat., 8th Jan.
Tues., 18th Jan.	Rio de Janeiro	Tues., 25th Jan.
Fri., 28th Jan.	Buenos Aires	Fri., 4th Feb.
Mon., 7th Feb.	Falkland Islands	Mon., 21st Feb.
Thurs., 24th Feb.	Montevideo	Thurs., 3rd March
Mon., 14th March	Trinidad	As convenient for exercises with R.C.N. in Caribbean.
Tues., 5th April	Bermuda	—

Notes—(i) Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O. flies his flag in H.M.S. "Glasgow" which is commanded by Captain C. L. Firth, D.S.O., M.V.O. R.N.

(ii) Particulars of H.M.S. "Glasgow" :—
Displacement—12,000 tons Length—591 ft 6 ins. Draught—21 ft. 7 ins.
Complement— 59 officers, 760 men.

Handwritten initials and date: H.A. K.A. 10/1

82

DISTRIBUTION

Admiralty

Governor of Bermuda

„ „ Trinidad & Tobago

„ „ Falkland Islands

Naval Service Headquarters, Ottawa

Senior Naval Liaison Officer, (U.K. Services Liaison Staff), Ottawa

British Joint Services Mission, (Naval Staff), Washington, D.C. U.S.A.

H.B.M. Ambassador, Rio de Janeiro

„ „ Montevideo

„ „ Buenos Aires

H.B.M. Consul General, Rio de Janeiro

„ „ Montevideo

„ „ Buenos Aires

British Naval Attaché, Washington D.C., U.S.A.

„ „ Santiago, Chile

„ „ Buenos Aires, Argentine

„ „ Rio de Janeiro, Brazil

„ „ Mexico City, Mexico

Officer Commanding Troops, Bermuda

H.M. Ships, America & West Indies Squadron

Captain-in-Charge, Bermuda

Captain Superintendent, Bermuda

Resident Naval Officer, Jamaica

Resident Naval Officer, Trinidad

Write across

		<u>SECRET</u>			
	Sparrow (R)	B. N. A. Buenos Aires	From	C-in-C	A. W. I. 55
	On return to Port Stanley request you will inform Governor that if I am not required to proceed south of 60 degrees south my intentions are as follows. Read in three columns.				60
					65
	<u>Arrive</u>		<u>Place</u>	<u>Depart</u>	70
	p. m. 7th February	Port Stanley		a. m. 9th February	
	p. m. 12th February	Grytviken, S. Georgia		a. m. 14th February	75
	a. m. 14th February	Leith & Husvik, "		p. m. 14th February	
	p. m. 17th or February	a. m. 18th Fox Bay, W Falkland Is.		a. m. or p. m. 18th Feb	80
	p. m. 18th or February	a. m. 19th Port Stanley		a. m. 21st February	
	1400 24th February	Montevideo		Blank	85
	2.	Inform R.N.O. that "Glasgow" will require fuel on both occasions of visiting Port Stanley using No. 1 tank.			90
	3.	Other visits mentioned by H.E. in West Falkland Islands should be made by Sparrow.			95
	4.	Sparrow pass to B N A. Buenos Aires.			100
		= 111930 Z			105
	W/T	Naval Code (O.T.P.)	T O R	0246Z/13/1/49	P O Tel. 110
					115
		<i>Ague had Pat Stephens suggested in place of</i>			120
		<i>Fox Bay.</i>			125
				<i>Reply at 130 89</i>	130
					135
					140
					145
					150

Write across

UNCLASSIFIED

To... Sparrow.

From... C-in-C A W I.

55

60

On the assumption that my intentions for Glasgow are carried out request you will tell H E. that I suggest the following programme. I will come ashore and call on H E. immediately on arrival, and would like to give a dinner party for 12 guests that night to which I hope H.E. and Mrs Clifford will attend.

65

70

2. Request you will in conjunction with Colonial Secretary issue the invitations for the above and also for say 100 guests to an "at home" on board Glasgow from 1730 to 1930 on the second day, given in the name of the Admiral, Flag Captain and officers.

75

80

3. Glasgow will be open to visitors on the alternate afternoon to the cocktail party from 1400 to 1700.

85

4. I shall be most grateful if a days expedition to include penguin rookeries preferably on horse-back could be arranged with Mr. Bert Fleuret. I should like to bring one other if convenient.

90

95

5. If desired it might be possible to arrange a childrens party on the day of Glasgow's second visit.

100

6. If the Governor desires it Glasgow could transport any stores or provisions required from Buenos Aires but it is requested that ample warning of this may be given.

105

90,94,

110

= 131600 Z

115

Reply at 85

120

W/T 17390 Kc/s

T O R. 1659/13/1/49

C. S. /R. W.

See 86/7

125

130

135

140

145

150

CofC

45

S. 1320b.

101

DS70. 750M Padv. 5 44. B. R. S. Jrd. 45

NAVAL MESSAGE.

For use in
Signal
Department
only

Originators Instructions
Indication of Priority
Intercept Group, etc.

Codress Plaindress

No. of
Groups

TO:

C-in-C A.W.I.

FROM:

Sparrow

84 Your 131600 Z:- 5

S
S
C
R
I
B
E
R
I
T
E

Para. 1. Mrs. Clifford returns U.K. January. Would you like party to be all male. 10

Para. 2. Can numbers be increased to 130 if necessary. 15

Para. 3. Shore boat situation is bad and use of Glasgow's boats will be necessary if this is to be a success 20

Para. 5. Sparrow took 100 and disappointed many, how many can Glasgow manage please. 25

= 132350 Z

Reply at 86

W/T P/L T O D. 0043Z/14/1/49 C S /R W. 35

System

P/L Code or Cypher

Time of
Receipt | Dispatch

Operator

P.O.O.W.

Date

45

50

NAVAL MESSAGE.

86

For use in
Signal
Department
only

Originators Instructions
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups

TO:

Sparrow

FROM:

C-in-C A. W. I.

85 Your 132350 and my 131600 :-84 5

A
C
C
O
U
N
T

Para. 1. Request you will ask H. E. to decide. 10

Para. 2. Yes. 10

Para. 3. This will be arranged. 15

Para. 4. Maximum number that can be properly
entertained 150 20

= 140957 P 25

W
R
I
T
E

Reply at 87 30

W/T 30

P/L 45

T. O R. 1950Z/14/1/49 45

P O Tel. 50

System:

P/L Code or Cypher

Time of
Receipt | Despatch

Operator

P.O.O.W.

Date

NAVAL MESSAGE.

87

For use in
Signal
Department
only

Originators Instructions
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups

TO:

C-in-C A.W.I. (R) N L.O. Falklands

FROM:

Sparrow

Your 131600 :-84

A
C
C
R
O
S
S

Para 1. ~~H.E. desires informal calls and all male~~ dinner party 5

Para 2. ~~N.L.O. is arranging invitations for both.~~ Cocktail party Feb. 8th. 10

Para 3. ~~Presume Feb. 7th is intended~~

Para 4. Will be arranged for Feb. 8th 15

Para 5. Consider most desirable. 20

25

2. It would be much appreciated if your band could provide music ashore on any day. 30

35

= 182005 Z 40

45

P/L

H.M.

DAM

1700

18/1/49

50

System	P/L Code or Cypher	Time of		Operator	P.O.O.W.	Date
		Receipt	Despatch			

88

P.S.

I think there is an telegram coming from
New York? I have suggested that Olanoff should
go to Pat Stephens and to Fox Bay.

M.S. 27.49

Please see 89

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.

89

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

CONFIDENTIAL

INTERCEPT GROUP.

TO: C-in-C A. W. I. (R) N. L. O. Falklands

FROM:
Sparrow

83 Your 111930. Agreed by Governor except for visit to Fox Bay. West Falkland Annual Sports meeting is being held at Port Stephens Feb. 17th or 18th and all other settlements will be evacuated on these days. H.E. proposes you visit Port Stephens p.m. 17th to p.m. 18th or a.m. 19th.

2. Request fuel requirements for first visit to Stanley in order that I may adjust fuelling of Sparrow to conform to your requirements.

= 182001 Z

P/L

H. M

DAM

1700

18/1/49

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

HCS

For C.O.C. to see 84 para 6 pl.

~~initials~~

2/11

C/A.

see para 6 for report ph

Kth.

2/11

URGENT.

90

No. _____

MEMORANDUM.

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



22nd January, 1949.

To The Honourable, _____

From Competent Authority, _____
(Supplies),

The Colonial Secretary.

Stanley, Falkland Islands.

SUBJECT:- Supplies ex Argentine - Transport of by H.M.S. "Glasgow".

84
mail

In connection with the signal regarding the transport of supplies direct from Buenos Aires by H.M.S. "Glasgow", I have the honour to inform you that local importers require the following please:-

- E.L. Williams : 30 cases Butter.
- Messrs.F.I.Co.Ltd. 175 bags Flour. *(include requirements of local bakers)*
- 40 c/s Butter.
- 60 bags Potatoes.
- 5 c/s Fresh Apples.
- 30 " Oranges.
- 2 " Fresh Pears.
- 5 " " Tomatoes.
- 5 " " Bananas.
- 3 " Yeast.
- 4 cwt Cheese.

2. The Falkland Islands Co's requirements cover those of the local bakery. It is understood that the above firms have telegraphed their/

91

normal suppliers in Buenos Aires informing them of the foregoing and placing the necessary orders.

Burbitt

Competent Authority.

N/20.

(84) para 6. fin p. an n 90.

Kib.

24/11

GOVERNMENT TELEGRAPH SERVICE.

92

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
				22.1.49
To MEMBERS.				

0270/A
 His Excellency proposes sending Pilot to carry out survey potential landing fields on West leaving "Thalana" 24th stop He hopes that farmers will welcome and facilitate visit as far as possible in view their very ~~wide~~ ~~price~~ ~~expectations.~~

0625
 2. Governor has also asked the Commander-in-Chief bracket Admiral Tennant bracket in H.M.S. "Glasgow" to visit Port Stephens from p.m. 17th to p.m. 18th February and hopes that this will add to enjoyment Home Meeting

P/363
 3. His Excellency had intended tour West Falkland bracket overland bracket commencing about 10th February via Fox Bay, Charaxes, Bay Cove, Hill Cove and Port Howard stop He would be glad to know if this will be convenient

COLONIAL SECRETARY.

Time

GOVERNMENT TELEGRAPH

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
				20.1.49
To ADMINISTRATIVE OFFICER, S. GEORGIA			HOAC.	

No. 10. M.H.S. "GLASGOW" will be visiting South Georgia from 12th to 14th February stop She will have on board Admiral Sir William Tennent, Commander-in-Chief, America and West Indies Station, 60 officers and 700 men stop It is intended that she visits Grytviken, Leith and Husvik stop 2. Request you organise some suitable entertainment e.g. reindeer shoot, soccer &c.

COLONIAL SECRETARY.

WL.

Reply at 104

Time

94

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				25.1.49
To	WARSHIP GLASGOW			(A/C H.O.)

84 Your 151600Z to Sparrow paragraph 6 stop Governor would be grateful if following provisions could be brought from Buenos Aires Estate Louis Williams 30 cases butter stop Falkland Islands Company 175 bags flour bracket include requirements of local bakers unbracket 40 cases butter 60 bags potatoes 5 cases fresh apples 30 cases Oranges 2 cases fresh pears 5 cases fresh tomatoes 5 cases fresh bananas 3 cases yeast 4 cwt cheese or such ~~xxx~~ quantities as convenient stop The above firms have telegraphed their orders to their Agents in Buenos Aires

NAVAL LIAISON OFFICER FALKLAND ISLANDS

251015

Time

DECODE.

TELEGRAM.

No. 212.

From Westers, Fox Bay.....

To The Colonial Secretary.....

Despatched: January 20th 19 49 Time: 20.30.

Received: January 21st 19 49 Time: 09.30.

92
~~Your telegram of 20th paragraph & we shall be very pleased to see the pilot and to assist him as far as possible.~~

2. Regarding proposed visit of Glasgow racing days provisionally fixed for 23rd or 24th owing delay shearing but we sincerely hope to see Admiral Tennant and his ship.

WESTERS.

E. E.

To see
(Intld) M. C.

P/L.
LJH

97

GOVERNMENT TELEGRAPH SERVICE.
FALKLAND ISLANDS AND DEPENDENCIES.

0625

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
217	Fox Bay	19	09.00	21.1.49

To

Col Sec Stanley

We hope we may see His Excellency on board HMS Glasgow at our sports meeting

Beaty

Me.

Y.L.
W.S.
He will wish to advise C. in C. regarding
proposed date of sports meeting on West Falks.
(see 89) and 96.

K.H.
26/1

R. J. C.
27.1.49.

Time

SHH

98
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
	FOX BAY			21st

To

MARKS STANLEY

92
We understand from Col. Sec. that H.M.S. Glasgow intended to be Port Stephens for Races stop Racing provisionally fixed for 23rd 24th February and could not be earlier on account of delayed shearing we sincerely hope we may see H.M.S. Glasgow then

BEATY

Reply at 102

Time

DECODE.

TELEGRAM.

From NOIG FALKLAND ISLANDS (R) H.M.S. "SPARROW"

To C IN C A.W.I.

Despatched : 25th January 19 49 Time : 0043

Received : 25th January 19 49 Time : 1000

⁸⁹
H.M.S. "Sparrow's" 182001. Paragraph 1, consider entrance Port Stephens by Cruiser an unjustifiable risk. Intend therefore "Glasgow" to return to Port Stanley from South Georgia arriving 17th February unless there is another port that the Governor would like "Glasgow" to visit or alternatively the visit to South Georgia could be extended by one day.

2. Paragraph 2, 1500 tons oil fuel required.

CYPHER
MMCA.

241354Z

Reply at 103

me

BU with reply for Worden re Spand.

me

DECODE.

TELEGRAM.

From C IN C A.W.I.

To N.O.I.C. FALKLAND ISLANDS

Despatched: 27th January 19 49 *Time* .0320

Received: 27th January 19 49 *Time* .1420

Acknowledge receipt of my 241354Z 99

See 103

261335Z

CYPHER
MMCA.

101

DECODE.

TELEGRAM.

From C IN C A.W.I.

To H.E. THE GOVERNOR

Despatched : 27th January 1949 Time : 0318
 Received : 27th January 1949 Time : 1430

no copy

Thank you for your letter and congratulations. Regret to
 hear Mrs Clifford's health. "Glasgow" will bring the stores
 94 for which you asked.

COMMANDER IN CHIEF A.W.I.

262115Z

P.L.
MMCA.

P.S. We have to reply to C in C about Port Stephens ?

(Intd) M.C. *Reply at 10*

102

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
				28.1.49
To	BEATY PORT STEPHENS			(A/S HO)

98 Your telegram to Warks stop Regret Commander in Chief considers
visit impracticable enter Port Stephens stop Sparrow will visit
at later date

COLONIAL SECRETARY

Time

DECODE.

103

TELEGRAM.

From H.E. THE GOVERNOR

To C IN A.W.I.

Despatched : 28th January 1919 Time : 1500

Received : 19 Time :

99 Your 241354 to Naval Liaison Officer acknowledged. Marks *See 100* has been sick and have given him few days leave. Have informed Falkland Islands Company your oil requirements.

2. Note re Port Stephens where any case Sports postponed till 23rd. Suggest therefore you visit Darwin instead.

GOVERNOR

281429

NAVAL CODE
MMCA.

DECODE.

No. 392.

TELEGRAM.

104

From The Administrative Officer, South Georgia.

To The Colonial Secretary.

Despatched : January 27th 19 49 *Time* : 18.45.

Received : January 28th 19 49 *Time* : 09.30.

93

No. 19. Your telegram No. 10. H.M. S. Glasgow. Submit following provisional programme. 12th visit to glaciers seal rookeries Cumberland Bay lunch tea Magistrates quarters shooting King Edward Point soccer cinema dinner Pesca. 13th Reindeer hunt otherwise at disposal of Glasgow. 14th Lunch dinner Husvik and Leith soccer match cinema Leith.

2. Suggest Glasgow might find it advisable and more convenient anchor Stromness on 14th.

P/L.
LJH

see 105

ADMINISTRATIVE OFFICER.

GOVERNMENT TELEGRAPH SERVICE.
FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				29. 1. 49.

To

PROGRAMME BUENOS AIRES

Following for Commander in Chief Warship Glasgow begins following programme suggested for South Georgia visit 12th visit to Glaciers seal rookeries Cumberland Bay lunch tea Magistrates quarters shooting match King Edward Point football cinema dinner with Pesca stop 13th Reindeer hunt otherwise at disposal of Glasgow stop 14th Lunch dinner Husvik and Leith football match cinema Leith stop para 2 Suggest Glasgow might find it advisable and more convenient anchor Stromness on 14th stop and

See 104

GOVERNOR
291030.

Time

106

DECODE.

TELEGRAM.

From C IN C AMERICA & WEST INDIES STATION

To H.M.S. SPARROW (R) H.E. THE GOVERNOR

Despatched: 27th January 1949 Time: 0030Z

Received: 28th January 1949 Time: 1000Z

Now that I shall not be going beyond 60 within parallel I do not know what the Governor's wishes are for your future movements.

2. I expect to meet you at Port Stanley 7th February and after completion storing and any other requirements you may have from "Glasgow" I should like you to sail in company on 10th February for one days exercises. Request your future movements.

3. N.O.I.C. Falkland Islands is requested to obtain and signal remarks of Governor.

272104Z

Reply at 108
See 104

C in C AWI

AL CODE
A.

Plan 272104 to Sparrow. Paragraph 2. No observations.
After completion exercises with Sparrow to return to South probably
Melchior, Pat Locking, Argentine Islands and if ice conditions permit 1291536
maneuver Bay.

DECODE.

107

TELEGRAM.

From "Sparrow"

To C-in-C A.W I (R) N.O.I C.Falkland Islands.

Despatched : 28th January 19 48 Time 1219

Received : 19 Time :

¹⁰⁶ Your 272104. Expect to reach Port Stanley February 6th or 7th and to sail 4 (R) 4 days later for protesting and flag showing from Melchior to Marguerite Bay. In view of present complete frustration of John Biscoe's second voyage there may well be other more urgent tasks.

2. Programme is being arranged and exercises can only be included at the expense of the rest and relaxation of my ship's company, the importance of which I have stressed to Governor.

3. H.M.S. "Sparrow" will return to Port Stanley for opening of Legislative Council March 3rd and sail for Port San Carlos March 4th.

= 281219

N. C.
MMcA

DECODE.

108

TELEGRAM.

From H. E. The Governor

To C-in-C A. W. I.

Despatched : 29th January 19 48 *Time :* 1536

Received : 19 *Time :*

106 Your 272104 to Sparrow paragraph 2. No observations. After completing exercises wish Sparrow to return to South probably Melchior, Port Lockroy, Argentine Islands and, if ice conditions permit, Marguerite Bay.

= 291536

N. C.
MMCA.

109

EXTRACT FROM LETTER FROM N. K. CAMERON PORT SAN CARLOS

DATED 21st JANUARY, 1949..

" I quite forgot to ask you in Stanley whether it is decided finally that the "Sparrow" calls here in March. Waterhouse mentioned that he might. I needn't tell you how pleased we should be to have her but I would like to know for certain as there are various preparations we would have to make. Bill Johnston thinks she can safely lay alongside the jetty, but she might touch bottom at a very low tide. I'm not sure how much this would matter but in any case there is an excellent anchorage a little up the river from the settlement. However we can talk it over when you come here next month and we look forward to seeing you then."

27th January.

"I have had to reopen this letter as David Marks has now arrived to settle the details of Sparrows visit.

We are delighted she is coming and will do what is possible to make their visit enjoyable."

(Intd) N.C.

DECODE.

110

TELEGRAM.

From H.M.S. "Sparrow"
To C-in-C A.W.I. (R) Admiralty, Governor Falkland Is.

CONFIDENTIAL

Despatched : 4th~~3rd~~ February 19 49 Time : 0007

Received : 4th February 19 49 Time : 1445

A week of easterly winds including gale on Monday and Tuesday has brought pack ice across Bransfield Strait from Cape Melville to Deception. The wind continues South East force 4.

Visibility increased today sufficiently to attempt departure but lines of pack ice proved too formidable and I have returned to Admiralty Bay not without some difficulty.

Fuel remaining at 0800 this morning 77 (?) tons. Apart from the requirements of safety, economy is rendered difficult owing to complete unserviceability of diesel generator. Short of an immediate and sustained northerly wind it appears probable that I may have to ask for H.M.S. "Glasgow" to refuel me.

= 032001 Z

Naval Code

02392

1445

DAM

4/2/49

Reply at 111

Write
across

IMPORTANT.

55

Sparrow (R) Admiralty N.O. I/C Falkland Islands. *from C in. CANED*

110 Your 032001. Report your situation to me every 12 hours.

65

2. I do not wish to come South of 60 South unless to assist you in extreme necessity. The need for crossing this latitude might well have unfortunate repercussions in Argentine and not be believed, and also have deleterious effects on the present political discussions.

75

3. "Glasgow" can easily meet you in 60 South and refuel or tow you if necessary due to weather.

80

4. You should do your utmost to reach that latitude. You will doubtless steam on one boiler once you are clear.

85

5. "Sparrow" pass to N.O. I/C. Falklands.

= 042330Z

90

Naval Code

02392

DAM

2235

4/2/49.

95

100

105

he

5/2

Biscoe is on her way to

110

Admiralty Bay and may be able to find a way

115

out for Sparrow

120

125

See 112

130

135

140

145

150

112

S1320f

(CV23) Wt. 10706 / D75/2. 1,000M Pads. 5/45.

B. & S Ltd.

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

NODECO

INTERCEPT GROUP

TO: N.C.I/C Falkland Islands for Governor
(R) Admiralty Sparrow

FROM:
C-in-C A.W.I.

110 Sparrow's 032001. While at present there is no great cause for anxiety there may be a chance of Sparrow having to winter in the ice if she cannot get out shortly. We shall then have to take all possible steps with minimum delay to remove over 100 of her ship's company.

2. John Biscoe is apparently the only means of rendering assistance. When can she get back to Sparrow and endeavour to help her out.

3. Do you know anything of Chilean flotilla?

= 051558Z

Reply at 113

Naval Code 02592 DAM 1130 6/2/49

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date
Cyphering or Coding	Recyphering or Recoding.			

DECODE.

113

TELEGRAM.

From H.E. THE GOVERNOR

To C IN C A.W.I. (r) SPARROW

Despatched : 7th February 1949 Time : 1400

Received : 19 .. Time :

57558 112

Your O32001 repeated Admiralty Sparrow. There is every likelihood in my view that ice will have gone out in next ten days.

2. Had assumed "Sparrow" and "Biscoe" in close contact and while latter not due back till end month could be recalled ant time if emergency established.

3. Chilian Flotilla. I have no further news.

GOVERNOR

071345

NAVAL CODE
D.A.M.

See 114

DECODE.

114

TELEGRAM.

From H . E. THE GOVERNOR

To BISCOE FOR KIRKWOOD (R) C IN C A.W.I. SPARROW ADMIRALTY

Despatched : 7th February 19 49 Time : 1900

Received : 19 Time :

MOST IMMEDIATE

"Sparrow" in difficulties at Admiralty Bay where shut in by ice and fuel running low. If not out by 12th instant she will have to anchor stern to shore and draw fires awaiting relief.

2. How much oil fuel is available at Deception ?
3. If sufficient to assist her materially how soon can you get it to her ? She uses 6 tons daily at anchor.
4. Do you think you could get a lead through pack for her ? She is more vulnerable than you.
5. If necessary are you powerful enough to tow her out ?
6. Turn back immediatly if you can be of assistance to her.

BRITISH CYPHER

MMcA. LJH.

GOVERNOR

071915

Reply at 115

DECODE.

TELEGRAM.

115
1

From KIRKWOOD "JOHN BISSCOE"

To H.E. THE GOVERNOR (R) H.M.S. SPARROW"

Despatched : 8th February 1949 Time : 0945

Received : 8th February 19 49 Time : 1000

Returned Deception Island 0745P 8th February to embark dogs and personnel for Base G and will proceed to assistance of "Sparrow" forthwith.

2. There is no oil fuel at Deception.
3. Tow quite possible but only in reasonable open water.
4. Heavy pack still extends over major portion Bransfield Strait long period of bad weather and low temperatures have arrested drifting and melting,

See 114

KIRKWOOD

081100Z

BC.
MMCA.

LIST OF OFFICERS SERVING IN H.M.S. GLASGOW

RANK	NAME	DUTY	SENIORITY
Admiral	Sir William Tennant ✓ K.C.B., C.B.E., M.V.O.	C-in-C., A. & W. I.	22.10.18
Commander (S)	R. M. Garside, O.B.E. (<i>acting</i>) ✓	Admiral's Secretary	1.12.43 (as Lt. Cdr(S))
Lieut.-Cdr.	A. Gray, D.S.O. ✓	Flag Lieut. & Fleet Communications Officer	16.12.44
Captain	C. L. Firth, D.S.O. ■, M.V.O. ✓	Flag Captain & Chief of Staff	30.6.41
Commander	T. D. Ross ✓	Executive Officer	30.6.44
Surgeon Commander	T. S. Osborne, L.R.C.P. & S. ✓	Fleet Medical Officer	9.7.39
Commander (S)	J. T. Shrimpton, C.B.E. ✓	Fleet Supply Officer	31.12.42
Commander (E)	N. S. Roberts ✓	Fleet Engineer Officer	30.6.46
Commander (L)	D. A. Craddock	Fleet Electrical Officer	30.6.46
Major, R.M.	P. R. Matters	Fleet Royal Marine Officer	31.12.47
Lieut.-Cdr.	G. O. Symonds, D.S.C. ✓	Staff Officer (Operations) & Public Relations Officer	16.7.42
"	R. M. D. Ponsonby ✓	Fleet T.A.S. Officer & 1st Lieutenant	16.1.43
"	A. R. E. Evans	Fleet Navigating Officer	16.9.43
"	M. M. Collings	Fleet Gunnery Officer	16.8.44
Inst. Lieut.-Cdr.	A. J. Bellamy, M.A.	F. Met. Officer & F. Ed. Officer	3.5.45
Lieut.-Cdr.	B. W. Smith		3.2.46
Lieut.-Cdr. (S)	D. C. Woolf	Deputy Supply Officer	1.10.47
Lieut.-Cdr. (E)	J. B. L. Gilmore, D.S.C.	Senior Engineer	1.9.48
Lieut.-Cdr. (S)	A. M. Jamieson	Asst. Secretary to C-in-C.	1.9.48
Chaplain	Rev. J. K. Boulton-Jones, B.A., B.D., LL.D.		21.1.42
Lieut. (S)	W. G. Marshall	Secretary to C.O.S.	1.10.41
Captain, R.M.	R. G. J. Fairie	Assistant Staff Officer (Intelligence)	1.2.48
Lieut.	R. G. Carr		1.8.43
Inst. Lieutenant	G. M. Williams, B.Sc.		1.1.44
Lieut. (E)	J. M. C. Dunlop		1.4.44
Lieut.	J. L. N. Ommaney	Assistant Navigating Officer & F.D.O.	1.6.44
Surg. Lieut.	J. C. Higginson, M.R.C.S., L.R.C.P.		9.8.44
Lieut. (L)	D. W. Jackson		7.9.44
Lieut.	J. Bowden-Smith		16.10.44
Lieut. (S)	F. J. C. Allwood	Captain's Secretary	1.12.44
Lieut. R.M.	P. J. Williams		12.2.42
Lieut.	J. W. A. Denham	Fleet Recreation Officer	16.10.45
Lieut. (E)	D. I. Stuart		1.12.45
Lieut. (S)	T. Weighill	Admiral's Office	1.1.46
Lieut. (E)	J. S. Fitton		1.10.46
Surg. Lieut (D)	A. W. Greenwood, L.D.S., B.D.S.	Dental Officer	20.2.47
Lieut.	C. H. Bunbury		1.6.47
Lieut. (S)	K. C. A. MacKenzie		1.12.47
Lieut (E)	O. H. Allen (<i>acting</i>)		1.2.48
Sub-Lieut	J. A. Barrett		1.1.47
Sub-Lieut., R.C.N. (R)	F. D. Prouse		3.5.47
Cd. Ord. Officer	J. H. Diggins		1.10.41
Cd. Gunner	N. A. Lee		1.4.47
Cd. Gunner	C. A. Crickmore		1.4.48
Cd. Elect. Officer (L)	C. E. Redman (<i>acting</i>)		8.4.46
Cd. Shpt.	F. G. Young (<i>acting</i>)		18.4.46
Gunner	W. B. Collins		10.11.45
Wt. Engr.	L. J. Bampfylde		1.4.46
Wt. Comm. Officer	E. Bristow		22.9.47
Wt. Eng.	S. G. Liles (<i>acting</i>)		1.4.48
Midshipman (S)	R. I. C. Ryland		1.1.48
Midshipman	S. D. S. Bailey		1.5.48
" "	J. G. B. Armstrong		"
" "	A. T. B. Rooke		"
" "	J. Goudy		"
" "	G. A. Plumer		"
" "	C. H. C. Spurgeon, R.A.N.		1.9.48
" "	C. J. Isacke		"
" "	J. F. Van den Arend		"
" "	J. E. C. Allen		"

File: Unit of HMS Glasgow
JPD.
me 8/2

117

S1320f

(GV828) Wt. 10706 / D7512. 1,000M Pads. 5,45.

B. & S. Ltd.

51-6115.

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.

Originators Instructions:
(Indication of Priority,
AIDAC, NOTAVT
For Exercise).

■ IMPORTANT

INTERCEPT GROUP.

TO:

Governor of the Falkland Islands

FROM:

Sparrow

114 Your 071905. This cypher has been transferred
on written instructions of N L O to Base G with whom I
have occasional contact when ice conditions permit.

= 0820138 Z

Naval Code 02392 DAM 1030 8/2/49

me.

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date
Cyphering or Coding.	Recyphering or Recoding			

SECRET...PRIORITY.

1 in 0 AMI. (R) B.N.A. Buenos Aires.
B.N.A. Santiago de Chile.

From..ADMIRALTY.

copy

Y our 061502. Should it prove necessary for Glasgow
to proceed to assistance of Sparrow F.O. would explain
matter to Argentine and Chilean Governments. Conscious
of political issue they are averse to making any notification
until such a move is definite.

...081813.7..

(This is a redistributed version).

NFB'AA'.

T.O.R..034.Z

AM.

9.2.49

Dist..F.O.C..S.O.O..C.O.S..SEC..ADMIS OFF..M.C.O..A/S.O(L).

Security Warning. This message is to be paraphrased and the D.T.G.
removed before it is posted on the notice board or otherwise
released from naval control other than to a British or U.S. Government
Official.

DECODE.

119

TELEGRAM.

From KIRKWOOD "JOHN BISCOE"

To H.E. THE GOVERNOR

Despatched : 8th February 1949 Time : 0120

Received : 9th February 1949 Time : 1030

Arrived Base G 2200 February 8th.

Copy to C-in-C
Mc. 9/2

KIRKWOOD

082201P

G.T.C.
MMCA.

copy sent to C-in-C.
Mc 9/2

SECRET.....NODECO

C in C.A.W.I. (R) ADMIRALTY.

FRIG. SPARROW.

By 082340. John Biscoe has arrived and after discussion Commander Kirkwood and Colonel Pierce-Butler we appreciate as follows.

2. (a). Present limit of navigable water in from Deception Island north east to a point 5 miles south east Nelson Straits with a pocket 5 miles wide 8 miles off shore to Longitude Admiralty Bay. To south and east of this there is very heavy pack ice

(b). State of ice. Well weathered old pack with upwards 30 feet projections under water.

(c). State of weather. Very low sea temperature and night temperature regularly down 20 degrees F. Ice is not melting and sea frequently freezes at night in calm air weather.

(d). State of Current. Consistent east wind and lack of west wind have caused WEDDELL sea current to overcome BRANSFIELD Strait drift which at best is weak.

(e). For planning purposes the (?) does now existing blizzard activity must confine essential replenishments and extraction before winter sets in. Any other (?) would be a dangerous gamble.

3. It is possible and period reasonable weather might alter the entire picture but it would be most unsound to rely on this and if present exceptional condition persist there is no time to be lost. This conclusion is borne out by Antarctic Pilot page 145 and 167.

4. From Commander Kirkwood. (?) see little hope of break out at present but am proceeding to sea in Biscoe for a personal reconnaissance at first available opportunity and will of course make every possible effort to get out: but we consider that a plan should be formulated now for worst case as supply situation deteriorates daily. I shall await your instructions before rationing provisions.

5. Finally I consider a Ujester at sea in Bransfield Strait is to be avoided at all costs and undignified lay up in Admiralty Bay is preferable.

...09208.Z...

NEB:CC1.

T T.O.R. 1400.

AM.

9.2.49.

Dist..R.C.C..S.C.C..C.U.S..ADMIRALTY CEB..SEC..W.U.O..P.N.O..P.E.O..P.S.O.
P.M.P.O...COMER.

Security Warning. This message is to be paraphrased and the D.T.G. removed before it is posted on the notice board or otherwise released from naval control other than to a British or U.S. government Official.

DECODE.

TELEGRAM.

121

From KIRKWOOD "JOHN BISCOE"

To H. E. THE GOVERNOR

Despatched : 9th February 1949 *Time* : 1215

Received : 9th February 19 49 *Time* : 1030

While it is natural that Commanding Officer "Sparrow" should be anxious plans should be made for the worst situation consider there is a good chance getting "Sparrow" out before 12th February and failing this to Deception Island within his remaining fuel range.

KIRKWOOD
091210

*Copy to C.m.C.
me.*

copy sent to C.m.C.

huk 116 9/2

CYPHER
MMCA.

122

CONFIDENTIAL

TO: C. A. H. (R) AMML RADM.

FROM: SPARROW.

1. STREP. Fine and sunny with variable light airs. Pack ice moving all over the Bay with the tide. Departure impossible.

2. HUSCOE arrived 2200 last night and reported ten miles of heavy ice which would remove my propellers.

3. Sheer, observer reports sea ice moving north east.

...091331.Z...

Order.

T.O.R. 1311.

AM.

9.2.49.

D.T. . F. C. O. . S. O. O. . C. O. S. . SEC. . AMLS OFF. . W. C. O. . F. N. O. . F. E. O.
 F. S. O. . R. MET. O. . COBR.

Security Warning. This message must be paraphrased and the D.T.G. removed before it is posted on the nto e board or otherwise released from naval control other than to a British or U.S. Government Official.

123

CONFIDENTIAL

SPARROW (R) ACHERALLY.

C in C A.W.I.

If you do not get out today report:-

- (a). Oil fuel and diesel oil remaining at midnight tonight Wednesday.
- (b). Number of days you can remain and then steam back to Port Stanley.
- (c). Number of days you can remain and steam as far as Deception or to the north of South Shetlands where Glasgow can tow you or refuel you.

...091510.Z...

Orig and App. C in C.

NBB'C'.

T. O. D. . 2026.

AM

9.2.49.

Dist. F.C.O..S.O.O..C.O.S..SEC..ADMS OFF..W.C.O..F.N.O..
F.E.O..F.S.O..R.MET.O.

Security Warning. This message is to be paraphrased and the D.T.G. Removed before it is posted on the notice board or otherwise removed from naval control other than to a U.S. or British Government Official.

Reply 124

124

CONFIDENTIAL

C IN C A. N. I. (R) ADMIRALTY

FRM. SPARROW

123 Your 091510. (a). Fuel 112, diesel 12.

(b). 6 or, 0800 Feb. 16th.

(c). 13 or, 0800 Feb. 23rd, at present rate.

...092218.Z...

Ref: (a) Fuel remaining at midnight 9/10.

(b). No. of days remain and steam back P. Stanley.

(c). No. days remain and steam Deception or South Shetlands.

REB' C'.

T. O. R. 2320.

ALL.

9.2.49

Dist. F. C. O. S. O. C. G. O. S. SEC. ADMLS OFF. W. C. O. P. E. O. F. N. O.
F. S. O. COMDR. F. MET. O.

Security Warning. This message must be paraphrased and the R. T. G removed before it is passed on the notice board or otherwise released from naval control other than to a British or U.S. Government Official.

125

File Mrs Sparrow - Secret me

CONFIDENTIAL

C in C A.W.I. (R) ADMIRALTY.

FROM. SPARROW.

SITREP. Dead calm slight improvement in sea ice. (?) pack in area PLAZA HENRI BOULIN THOMAS POINT was above our weight today but it is loosening and if calm continues as forecast I shall risk my screws tomorrow morning with Biscoe to lead and take a tow to Deception if I fail.

2. Hands have been profitably employed cutting up glacier ice and consigning it to ship's fresh water tanks.

...092350 Z...

NEB'C'

T.O.R..0210

AM. 49-2.49

Dist. F.C.O..S.O.O..C.O.S..SEC..ADMINS OFF..W.C.O..F.N.O..
F.E.O..F.S.O..CMDR..F.MET.O.

Security Warning. This message must be paraphrased and the D.T.G. removed before it is posted on the notice board or otherwise released if on naval control other than to a British or U.S. Government Official.

126

SECRET

SEARROW (R) ADMIRALTY

FROM .C IN C A. W. I.

122

no copy

Your 091534 and 091208. If you are not out by noon 11th Glasgow will proceed to Deception arriving 15th. John Biscoe is requested to meet Glasgow with 80 of your ship's company.

- 2.. Reduce rations now.
- 3.. Tell off ship keeping party of about one officer (not yourself) and 10 men to winter ashore and look after the ship.
- 4.. Prepare hut - shoot seals and stock up for this party. Take steps to put guns and engines in C and M state.
- 5.. Glasgow will wait down there to collect remainder of your ships company except ship keepers on say 15th or 16th according to circumstances.
- 6.. Glasgow will transfer any urgent winter stores to John Biscoe. Report special requirements accordingly.

...100200.Z...

Orig and App. C in C.

NBB'CC'. T. O. D.. 0429.Z... AM. 10.2.49.

Dist.. F. C. O. S. O. O. C. O. S. SEC. ADMLS OFF. W. C. O. F. N. O. F. S. O. F. E. O. COMDR. F. M. H. O. L.

Security Warning. This message must be paraphrased and the D. T. G. removed before it is posted on the notice board or otherwise released from naval control other than to a British or U.S. Government Official.

Reply at 130

127 ph

SECRET

ADMIRALTY.

C in C. A.W.I.

1. Things are not looking too rosy in the south I feel that I must remove half of Sparrow's ship's company on 13th in case present pack freezes up.
2. My instructions to Sparrow in my 100200 Z 126
3. I will signal 'Priority' to you if and when I sail to pass south of 60 degrees south.

Your 081813 refers. 118

...100217.Z...

Orig and App. C in C.

NEB'AA'.

T.O.D. 0845.Z...

AM.

10.2.49.

Dist. F.C.S., S.O.O., C.O.S., SEC., ADMS OFF., W.C.O., F.N.O.
F.E.O., F.S.O., CMDR.

Security Warning. This message must be paraphrased and the D.T.G. removed before it is posted on the notice board or otherwise released from naval control other than to a British or U.S. Government Official.

DECODE.

128

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : 10.2.49 Time : 0900 Received : Time :

FIDEP No 32. Secret. Some concern has been expressed by C-in-C A.W.I. over H.M.S. "Sparrow" which is held up by ice at Admiralty Bay and this has been the subject of telegraphic correspondence with Admiralty. I have told him that I do not think there is occasion for serious anxiety and that in my opinion the pack-ice in the Bransfield Strait may be expected to clear shortly. The worst that can happen I think is that she may have to be re-fuelled at sea or possibly at Deception. I have however directed "John Biscoe" to return to Admiralty Bay and stand by "Sparrow". You will appreciate that this will cause a further delay in "Biscoe's" programme.

GOVERNOR

CYPHER
MMCA.

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

12A

~~118~~

C O N F I D E N T I A L

PRIVATE SECRETARY TO H.E. THE GOVERNOR.

PLEASE ENCRYPTER AND PASS FOLLOWING TO SOUTH GEORGIA.

"C O N F I D E N T I A L. Visit of Glasgow must be postponed for the present until Sparrow has been extricated from Admiralty Bay. ~~But~~ I still hope to visit you later.

...100400.Z...

Despatched 101014

C.H.M. P/L T.O.D..L.T. AM 10.2.49.

Dist..F.C.O..S.O.O..C.B.S..SEC..ARMS OFF.. W.C.O..F.N.O.
F.E.O..F.S.O..COMDR.

Security Warning. This message must be paraphrased and the D.T.G. removed before it is posted on the notice board or otherwise released from naval control other than to a British or U.S. Government Official.

130

RE-DISTRIBUTION.
CONFIDENTIAL.

C in C.A.W.I.

FROM . SPARROW.

126 Your 100200. I have consulted Pierce Butler and request Glasgow embark from Falkland Is. Company following provisions which represent one years Antarctic rations for 15 men. These will be most acceptable to Biscoe in case (?) will be issued to Sparrow's ship keepers according to needs on final evacuation date.

2. The following is essential for new hut.

- 1. A cooking stove and fuel for one year
- 2. Oil lamp and paraffin.

3. Commander Kirkwood advises me to leave ship (?) to avoid ice pressure damage. I should therefore leave both anchors down adjacent to each other in best holding ground. If spare anchor and cable are brought south this will provide a sheet anchor for emergency.

4. List of provisions followin plain language.

... 10750 Z...

NBB'G'.

T.O.R. 1951.

AM

10.2.49.

Dist..F.C.O..S.O.O..C.O.S..SEC..ADMLS OFF..W.C.O..E.N.O..F.I.C. S.O.
COMDR.

Security Warning. This message is to be paraphrased and the D. removed before it is posted on the notice board or otherwise released from naval control other than to a British or U.S. Government Official.

Unclassified.

To: C in C AWL.

From: SPARKS.

Following is list of provisions required.

- Flour 3900 Pounds. Dried Yeast. 45 Pounds. Cooking Salt. 75 Pounds.
- Table Salt. 30 Pounds. Meat (Tinned assorted) 2580 Pounds.
- Tinned Fish 480 Pounds. Dehydrated Vegetables (Assorted) 350 Pounds.
- Tinned Vegetables (Assorted) 2160 Pounds. Tea. 240 Pounds. Coffee 150 Pounds.
- Cocoa 150 Pounds. Sugar 1500 Pounds. Milk. (Tinned) 1500 Pounds
- Milk. (Dehydrated) 450 Pounds. Butter. 350 Pounds. Margarine 315 Pounds.
- Jams and Marmalade 315 Pounds. Golden Syrup 150 Pounds. Tinned Fruit 465 Pounds.
- Dried Fruit 675 Pounds. Suet 75 Pounds Lard 315 Pounds.
- Soup (Tinned) 240 Pounds. Potato Powder 315 Pounds.

.....101751

W/T P/L T.O.R. 2000.%. G.B 10/2/49.

DIST...STAFF...K...V...H...S...WCO.

CONFIDENTIAL

C in C.A.W.I. (R) ADMERALTY

FROM: SPARROW.

126 Your 100200 and 101715. Shall be very grateful to be relieved of my surplus months. Please signal E.T.A. in due course.

2.. 75 volunteers for ship keepers. Propose to leave First Lieutenant Engineer Officer plus 12. Two officers are desirable though not essential. Medical Officer consider he should also remain with party of this size. Request your decision.

3.. Nominal lists in plain language in due course in order that mail for this party may be sorted and sent by Biscoe.

4.. Imposing list of provisions in my 101751 is regretted but it must be emphasised that tinned flour and tinned meat are essential as flour cannot be kept dry and meat, seal or otherwise, does keep even in winter. It would be well worth a few hours delay to get Falkland Island Dependencies Survey stuff.

5.. Half rations and general messing today but all in great spirit and quite determined to bring her out.

6.. Request instructions for disposal of C.B.'s Code machine etc. in due course.

...102245Z...

NEB'C'

T.O.R. 0049.

10.2.49.

Dist. F.C.C. S.O. C.O.S. SEC. ADMIS OFF. W.C. ... P.N.O. T.S.O.
F.E.C. COMR.

Security Warning This message is to be paraphrased and the P.T.C. removed before it is posted on the notice board or otherwise released from naval control other than to a British or U.S. Government Official.

CONFIDENTIAL..PRIORITY

C in C.A.M.L.

From: Sparrows

Base 'B' (Deception) reports Chilean COVODONGA and FAULIANO arrived 2230/9, departed 0400/10 for the south returned 1130/10.

2. It is not clear to me whether heavy pack is in sight to the south of Deception or whether it was reported by the Chileans. If the former I regard the report with concern.

As wells at Deception are reported dry request you will be ready to supply fresh water to John Biscoe.

00010103Z

NSN'C' T.O.R. 0217. AM. 11.2.49.
Dist. W.C.O. S.D.R. C.O.S. SEC. ADMLS OFF. W.C.O. P.N.C. FE.C.
P.M.T.S. C. CDR.

Security Warning This message is to be paraphrased and the C.T.C. removed before it is posted on the notice board or otherwise released from naval control other than to a ritish or U.S. Government official.

See 13

DECODE.

TELEGRAM.

134

From KIRKWOOD "JOHN BISCOE"

To H.E. THE GOVERNOR

Despatched : 10th February 19 49 Time : 1800

Received : 10th February 19 49 Time : 1815

MOST IMMEDIATE

Respectfully suggest proposed evacuation of "Sparrow" so early in February is premature. Fine warm weather has been experienced for the past 2 days with little or no wind which should have improved conditions in Bransfield Strait. Admiralty Bay is full of heavy floe and with a Northerly or Westerly wind would soon clear a lead through it we could take "Sparrow".

2. "Sparrow" still has sufficient fuel to get to Stanley during next 3 days and to Deception Island during next 14 days.

KIRKWOOD

102025Z

CYPHER
MMCA.

See 131
Reply at 136

135

CONFIDENTIAL

SPARROW.

134

C IN C A, W. I.

1... I have seen John Biscoe's 102025 which reports quote weather fine and warm for past two days unquote which is not in accordance with all other information I have received.

2.. If you get out during the next two days I shall continue my cruise and proceed direct to South Georgia.

3.. If you do not get out Glasgow will arrive Deception Island 1200P Sunday 13th sailing from here 1200P tomorrow Friday bringing winter stores.

4.. I request Biscoe to rendezvous with Glasgow at 1200P Sunday 13th off Deception with 80 of your ships company.

5.. The date of removal of the remainder less ship keeping party can depend on weather conditions and can be decided later, my 104715 also refers.

6.. Explain to John Biscoe that I am not prepared to risk leaving 170 men in Admiralty Bay for the winter however slight the risk of this may be and I shall be most grateful if he will assist as in my para 4 above.

...110258 Z...

NBB'G'.

T, O. D., 0122Z.

AM.

11.2.49.

Dist..R.C.O..S.O.C..U.O.S..ADMLS OFF..SEC..W.C.O..F.N.O..COMDR.
F.E.C..F.S.C.

Security Warning. This message is to be paraphrased and the D. .G. removed before it is posted on the notice boards or otherwise released from naval control other than to a British or U.S. Government Official.

DECODE.

TELEGRAM.

136

From H. E. THE GOVERNOR

To C IN C A.W.I.

Despatched : 11th February 1949 Time : 1015

Received : 19 Time :

NO COPY Thank you for letter. You may rely upon me and "Biscoe" for any assistance that it is possible to give but I sincerely hope that all will yet be well and that you will be able to carry out your programme.

130

2. Paragraph 2 of "Sparrow"s" 101750. Has this request been passed on for compliance ?

3. I have nothing further from "Biscoe".

111015P

P.L.
MMCA.

DECODE.

136A

TELEGRAM.

From H . E. THE GOVERNOR

To JOHN BISCOE FOR KIRKWOOD

Despatched : 11th February 1949 Time : 1400

Received : 19 Time :

134

Your Most Immediate telegram 102025 underlines views I have already expressed. I have passed copy to C-in-C with whom decision rests and you will of course comply with any request he may make.

GOVERNOR

111125P

CYPHER
MMCA.

DECODE.

TELEGRAM.

137

From H.E. THE GOVERNOR

To H.M.S. "SPARROW"

Despatched : 11th February 1949 *Time* : 1700

Received : 19 *Time* :

133 Your 110103 to C.in C. While I personally have received no. ice reports Bases A and F presuming they could go direct "Biscoe"/ Sparrow it may well be that spill-out from Neumeyer and De Gerlache is late this year and if it was anything resembling what we encountered in "Snipe" on final passage to Port Lockroy quite unlikely Chilenos would have attempted it. Do not therefore think it likely constitute menace. Better luck soon.

GOVERNOR

111700P

DECODE.

FILED IN 0258 VOL II COPY IN 0625

TELEGRAM.

138

From BUTLER BISCOE

To H.E. THE GOVERNOR

Despatched : 11th February 1949 Time : 1800

Received : 11th February 1949 Time : 1830

MOST IMMEDIATE

Have heard from "Sparrow" that I am to transfer victualling stores Base J which are to be replaced by provisions from Stanley via "Glasgow". I consider this action is liable to serious hardship F.I.D.S. storing programme and leave us without adequate provisions for either Base E or J. "Sparrow" still has 2 months provisions and that should give adequate time to transfer stores in "Glasgow" if necessary. It is still relatively early in the season "Biscoe" had only arrived at this time last year. This is a drastic action which is likely wreck F.I.D.S. programme. I will take no further action until I receive instructions from you.

dealt with
in 0258

BUTLER

111715Z

CYPHER
MMCA.

Reply at 139

DECODE.

LINKED IN 0258 VOL II COPY IN 0625

TELEGRAM.

139

From H.E. THE GOVERNOR

To JOHN BISCOE FOR BUTLER

Despatched: 11th February 1949 Time: 1700

Received: 11th February 1949 Time: 1800

MOST IMMEDIATE

dealt with in
0258

138 Your 111715. I know nothing of arrangement referred to. Merely that "Glasgow" is carrying stores for possible wintering party 'G'. F.I.D.S. operations must not repeat not be prejudiced except in event extreme emergency. "Biscoe" is to stand by "Sparrow" until decision reached and to carry surplus personnel from latter in such an event for transfer to "Glasgow" at Deception or as directed. Thereafter "Biscoe" should continue her programme and must be back here by 6th March latest for transfer relieved F.I.D.S. personnel to "Lafonia" en route U.K. If fuel required for "Sparrow" we could possibly charter "Fitzroy".

GOVERNOR

111820

CYPHER
MMCA.

DECODE.

TELEGRAM.

14

From KIRKWOOD JOHN BISCOE

To H.E. THE GOVERNOR (R) FUCHS BASE E

Despatched : 12th February 1949 Time : 2100

Received : 12th February 1949 Time : 2215

Left Admiralty Bay 1000 12th February with ~~9~~ "Sparrow"
6 penguins 2 sheathbills and 5 dogs. Got good lead through ice to
Nelson Strait and the West through which "Sparrow" followed at 1600
and joined us. We are now well clear and intend anchor Desolation
Harbour to transfer his crew on completion which both will go on
our way further. ^{? together}

KIRKWOOD

122115P

CYPHER
MMCA.

mc

DECODE.

TELEGRAM.

141

From C IN C A.W.I.

To "JOHN BISCOE" (R) N.L.O. FALKLANDS FOR GOVERNOR

Despatched : 12th February 19 49 Time : 2118P

Received : 13th February 19 49 Time : 1000

I am most grateful to you for your willing and efficient co-operation in assisting "Sparrow" who was getting dangerously low in oil and provisions.

2. I hope there will be a chance of seeing you during my next visit to Port Stanley.

122118P

.L.
MCA.

P.A.

142
S1320f

CV929) Wt. 10706 D75.2 1,000M Pads. 5745.

B. & S. Ltd.

SI-6115.

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.Originators Instructions :
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

CONFIDENTIAL

INTERCEPT GROUP.

TO:

N L O for Governor Falklands

FROM:

C-in-C A.W.I.

Personal for Governor. I am most grateful for the assistance given by Biscoe in extricating Sparrow. I have learnt a lesson that under no circumstances should a ship short of oil and provisions be risked being trapped in the ice. I have told Sparrow to return to Port Stanley and await my return on 20th when Glasgow can herself (supply?) one months stores and provisions. She will then be available for you from 22nd February until 6th March but would suggest that we do not again run any similar risks in view of the uncertainty of the season.

= 130049 Z

Raphael

Naval Code

02392

DAM

0945

13/2/49

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.

142⁷

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

CONFIDENTIAL

INTERCEPT GROUP.

TO:
C-in-C A.W.I. (R) Admiralty N.C.I/C. Falklands

FROM:
Sparrow

Full crew and passengers embarked from Biscoe
in Desolation Harbour, Am proceeding to Port Stanley
course and speed 005 degrees 12 knots.

= 131030 Z

Naval Code 02392 DAM 1130 13/2/49

Mc.

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of
Cypherer or
Coder.Time of Receipt
in Cypher or
Coding Office.

Date

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

143

Number

Office of Origin

Words

Handed In at

Date

To

H.M.S. GLASGOW

(A/C PIDS)

Following fax personal for G-in-C A.W.I. Felicitations and bon voyage

GOVERNOR

131515P

Time

GOVERNMENT TELEGRAPH SERVICE.

194

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
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13.2.49

To
ADMINISTRATIVE OFFICER SOUTH GEORGIA (A/C FIDS)

Glasgow completion of programme as arranged

GOVERNOR 131530

Time

145
S1320f

(GV629) Wt. 10706, D7572, 1,000M Pads, 5, 45.

B. & S. Ltd.

51-6115.

NAVAL MESSAGE.

For use in
Cypher or
Coding Office
only.Originators Instructions :
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

NODECO

INTERCEPT GROUP.

TO:

C-in-C A.W.I.

FROM:

N. L. O. Falklands.

Following from Governor Falkland Is. Your

142130049. Very glad we were able to help. Agree your views
and consider endurance Sparrow class too limited admit
reasonable margin safety these waters.

2. Provided de Gerlache Strait and Neumayer Channel
then ice free which appears reasonably certain possibility
rendezvous Base F with Biscoe and return relieved with
relieved personnel would assist me greatly.

= 141130 P

Naval Code

08392

DAM

1200

14/2/49

Book or Table to be used for

Cyphering or Coding.

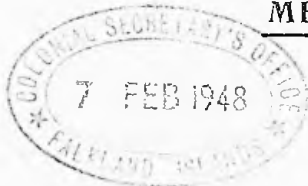
Recyphering or Recoding.

Initials of
Cypherer or
Coder.Time of Receipt
in Cypher or
Coding Office.

Date

No. 22

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



MEMORANDUM.

146

4th February, 1948.

From: The Assistant Treasurer.

To: The Honourable,

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley, Falkland Islands.

SUBJECT:- Recovery of Admiralty Medical Expenses.

I have the honour to attach herewith accounts from the Medical Department in connection with hospital fees of Lt. Cdr Marks and various members of crew of H.M.S. "Sparrow".

2. I should be grateful if the Crown Agents could be instructed to recover the amount involved (i.e. £46. 2s. -d) and credit same to Colony's General Account.

3. A draft letter to the Crown Agents is attached, please.

[Signature]
Assistant Treasurer.

See 147.

eFl/jb.

for be an trail *over, re*
S/L

10th February, 49.

Gentlemen,

I am directed by the Governor to forward herewith accounts covering medical expenses incurred by Lieutenant Commander Marks and various members of the crew of H.M.S. "Sparrow", and to request that you collect the amount involved, i.e. £45. 2. -. from the Admiralty and credit same to this Colony's general account.

I am,

Gentlemen,
Your obedient servant,*R. Winter*

Acting Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

DECODE.

TELEGRAM.

148

From ADMINISTRATIVE OFFICER

To H.E. THE GOVERNOR

Despatched : 11th February 1949 *Time* : 0048

Received : 12th February 1949 *Time* : 1230

Confidential. Your 101014. Following for Commander-in-Chief America and West Indies from Administrative Officer begins.

Trust "Sparrow's" position not serious and that all will be well. We are looking forward with pleasure to your visit.

Ends.

ADMINISTRATIVE OFFICER

112230

PA.
NIC 12/2/49.

CIPHER
INCA.

149

CS

I have not forwarded

148 his message.

It is not for junior
officials to address
messages through me to
the C. in C.

me $\frac{13}{2}$.

DECODE.

150

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 13th Feb Time: 1500 Received: Time:

FIDEP No. 37. As I had anticipated H.M.S. "Sparrow"
(assisted by John Biscoe) got out yesterday.

GOVERNOR

CYPHER
MMcA

CONFIDENTIAL
ONE-TIME

ADMIRALTY

O in C.A.M.

I regret trouble caused to you the Foreign Office and Colonial Office concerning Sparrow and the sixtieth parallel agreement. Unexpectedly Sparrow has got out at the last moment having been locked up by ice for a fortnight with a bare margin of oil to get back to Fort Stanley.

2.....The situation until this evening looked particularly serious as she had very nearly run out of provisions having left Bermuda in November and was due to be replenished by Glasgow at Fort Stanley last week.

3.....I have ordered her to return to Fort Stanley with all her ships company ex John Biscoe, complete with oil and await return of Glasgow on 20th February.

4.....I am now proceeding in Glasgow to carry out original programme in South Georgia and then to Fort Stanley. Glasgow will sail for Montevideo arriving there A.M. 25th February, one day late. My 272148 refers. *copy*
Thereafter normal programme and exercises with R.C.N. will be carried out.

5..... The F.I.D. Ship John Biscoe has been particularly helpful to me during this emergency.

...130257.2...

REPS' A'

T.C.A.

AM. 13.2.49.

Reply at 162

DECODE.

TELEGRAM.

152

From Kirkwood

To Governor (R) Fuchs Base E

Despatched : 13th February 19 49 Time : 2000Z

Received : 19 Time :

Arrived Desolation Harbour 0542 February 13th
Sparrow in company. Transferred 92 crew back to Sparrow
plus O'Hare and McNeile also ~~Shadens~~ Penguins and Sheathbills
for zoo. Both sailed 0730 I am proceeding Base A expect to
arrive 1030 February 14th.

= 131705 P

GTC
MMcA

DECODE.

TELEGRAM.

153

From Governor of Falkland Islands.....

To Biscoe for Kirkwood.....

Despatched : 13th February 19 49 *Time* : 1400 P

Received : 19 *Time* :

Please let me have very early report on Sparrow story.
Afraid this has delayed your programme. See my immediately
following telegram.

= 131215 P

See 155

GTC

124
File Mr Shups (Spans)

C in C A.M.I.(R) Captain 1/c Bermuda From Admiralty

The following press handout was made by Admiralty today 14th February. "After being locked in by pack ice in Admiralty Bay South Shetland Islands for fourteen days, the sloop "Sparrow", Commander J.V. Waterhouse D.S.O., R.N. has freed herself. Exceptional weather conditions for the time of the year had threatened to imprison "Sparrow" for the Antarctic winter - a period of eight months and with the chances of freeing the ship growing more slender from day to day with oil fuel and supplies running short, plans had been made to take off the majority of the ship's crew, leaving only a small care and maintenance party in the vessel. The terse signal "Out and clear" to Admiralty today indicated that the ship had made a last minute escape from the grip of the ice.

H.M.S. Sparrow left Montevideo on January 14th, arriving at Port Stanley, Falkland Islands, four days later to fuel and embark passengers and stores for the Antarctic bases, Signy Island, (South Orkneys), Deception Island, and Admiralty Bay in King George Islands in the South Shetlands. The ship arrived at Admiralty Bay on January 27th and then experienced a week of Easterly winds, culminating in two days of easterly gales which brought in pack ice from the sea across Bransfield Strait from Melville Cape, (The North west corner of King George Islands), to Deception Island. The "Sparrow" attempted to leave Admiralty Bay for Port Stanley on February 3rd but ice proved too formidable and she returned with some difficulty to her anchorage. She commenced to experience easterly winds of varying force, and pack ice ~~was~~ ^{remained} ~~remained~~ ^{remained} unpassable while the temperature, which was well below freezing, ~~decided~~ ^{decided} to consolidate the ice. The Falkland Islands Dependencies Survey Vessel "John Biscoe", specially equipped for operations in Antarctic conditions, set out to assist the "Sparrow" but at the first attempt she failed to penetrate the ice when 35 miles from Admiralty Bay. On February 2nd she made a second and successful attempt to get through and the Commanding Officer of "Sparrow" and John Biscoe put to sea in the survey vessel to make a reconnaissance trip with the view to extract the "Sparrow" if this should become possible. In the meantime the "Sparrow's" foodstocks were running low. H.M.S. Glasgow who was more than 600 miles away at Port Stanley intending to proceed to South Georgia on a normal cruise programme, made ready to take on board half the "Sparrow's" ship's company and prepared to be near at hand to embark others, with the exception of the care and maintenance party, if the sloop was unable to get out with her remaining fuel. The personnel would have been transferred to the "Glasgow" via the "John Biscoe". The "Sparrow" is now proceeding to Port Stanley under her own steam. She has a complement of 170, 75 of whom volunteered to stay the winter in their ship in Admiralty Bay should this have been necessary, but only ten would have been required. Some of the crew and passengers of the "Sparrow", who had been transferred to the "John Biscoe", have re-embarked in the "Sparrow". Onboard are the ship's dog and five puppies who were also temporarily transferred when it was feared that "Sparrow" would be iced up for the winter."

=141010L

W/T P/L F.O.S. (330z/18/2/48) C.S./1.0.1.1

For use in
Cypher or
Coding Office
only.

3 / 125
1431/429/1300 1/2

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO:

Systemic Bay

FROM:

in response to your 271915Z. Rescue
broke through pack ice S.E. of ~~Shoals~~ ^{Admiralty Bay}
& anchored near ~~ice~~ ^{Spence} in vesca
anchorage at 2200 on 6th February
by dawn on 9th February
both ships were surrounded by
heavy pack ice which extended
over the whole bay and to ³⁰
the eastward from which neither ship
stood chance of breaking out

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Coder.Time of Receipt in
Cypher or Coding
Office.

Date.

136

Write across

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① These conditions continued until noon 11th February when a fresh NNE breeze sprang up and commensured an outward flow of ice

① At 2000 biscoe sailed for a reconnaissance of the bay & approached a ¹⁰⁰⁰ found heavy packs still at entrance and to seawards but a promising outflow of ice

②

① At 2400 12th February biscoe again sailed for a further reconnaissance ① a mast-top observa-

-tion showed a promising chance of getting through the ice to the N E ① biscoe returned to 150°

Spawns

alongside ~~sega~~ and at 0900 embarked 92 of her crew for transfer to

Classgou

~~sega~~ ① ice conditions being such that it was doubtful if ~~sega~~ *Spawns* could get through until biscoe

157

Write across

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③

had prospected the route @
 at 0950 bisce sailed and got
 through leads in the pack to
 the @ = 200 = the condition of ice
 had rapidly improved since the
 last reconnaissance @ by 1145
 bisce was clear of pack and
 making fast progress to ~~night~~
 through which she was clear to
 the west at 1100 @ an apt
 continuation with ~~night~~
 place giving the route and conditions
 experienced @ = by bisce @ ~~night~~
 hurriedly raised steam & sailed
 at 1530 bisce returning through
~~night~~ to west @ ~~night~~ got
 through with little difficulty and
 the two ships met at 1600 east
 of ~~night~~ @ we then proceeded
 to the n.w. on a slow cruise awaiting

Nelson Strait

Spawns

Spawns

Nelson Strait

Spawns

Nelson Strait

158

Write across

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The dawn 300-0 thick fog was experi-
 -enced during the night but it fortunat-
 -ly cleared at dawn enabling both
 ships to enter the shelter of the
 small anchorage at ~~0600~~ at 0600
 13th February ~~the~~ crew were
 retransferred ~~to~~ the ship log-
 -book with the following weather
 + fog at 0600 + 350' effective
 both ships moved again at 0730
 for their respective destinations
 the heavy pack which still
 lies over the whole of the ~~area~~
 is probably due to the long
 periods of strong winds from the
 east which have prevailed for the
 past two months + intensified the
 NW + SW drift from the ~~area~~
 with it a mass of heavy packs
 due to a 50 mile break off

? Desolation

Spawno

Oranfield Strait

Weddell Sea

(4)

159

Write
across

from the barriers last year as.

recorded by Elliott & Kirkwood

151030

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5)

DECODE.

TELEGRAM.

160

From KIRKWOOD JOHN BISCOE

To H. E. THE GOVERNOR

Despatched : 15th February 19 49 Time : 1200

Received : 16th February 19 49 Time : 1000

In my 151030 read as follows:

Riga - Sparrow, Rome - Glasgow, Rhodes - Admiralty Bay,
Rosyth - "elson Strait, Rotterdam - Desolation Island,
Rinella - Bransfield Strait, Rio - Weddell Sea.

KIRKWOOD

151035P

CYPER
MM&A

For use in
Cypher or
Coding Office
only.

161

Originators Instructions:
(Indication of Priority.)

INTERCEPT GROUP.

ALL
Fr

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				16.2.49
To	KIRKWOOD JOHN BISCOX			(A/C FIDS)

125 Your 151030 Many thanks stop An excellent job of work

GOVERNOR

161510P

Time

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Coder.Time of Receipt in
Cypher or Coding
Office.

Date.

162

C O N F I D E N T I A L .

C in C A.W.I.

From...Admiralty.

Personal from First Sea Lord.

12/ Your 130257. I am very glad you have had a successful
end and fully agree with your para 5.

...141229.Z...

Ref.. 130257 para 5. Biscoe particularly helpful during
this emergency.

NBB'A'.

T.O.R.. 1900.Z.

AM.

15.2.49.

163

To: Sparrow (R) N.L.O. Falklands From: CinC AWI

copy

Your 171355 Paragraph one and two will be arranged.
Paragraph three confirmed Glasgow will sail 0900 P
22nd. Feb.

2... Glasgow E.T.A. Port William 0700 P 20th.Feb.
Weather permittingx come alongside Glasgow's Starboard
side 0730.

3... Sparrow pass to N.L.O. Falklands.

=171930 P

W/T P/L T.O.R..0018Z/18/2/49 R.W./P.K.

Dist....Capt....N.O...1st.Lt.....E.O...
C C C

N.L.O.....By hand.

CS

To see me.

Seen in
Khr 11/2.

File Vents of other Ships.
me.

DECODE.

164

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 18.2.49 Time: 1035 Received: 19.2.49 Time: 1000

FIDEP No 29. Their Lords Commissioners of the Admiralty have asked that an expression their gratitude may be conveyed to yourself, to Officers and Man "John Biscoe" and to all other's concerned for assistance rendered to "H.M.S. Sparrow" during the period when owing to exceptional weather in Admiralty Bay this month the Frigate found herself in difficulties.

SECRETARY OF STATE

.T.C.
McA.

Passed at 165

DECODE.

165

TELEGRAM.

From H.E. THE GOVERNOR

To JOHN BISCOE FOR KIRKWOOD

Despatched : 21st February 1949 Time : 1500

Received : 19 Time :

164 I have been requested by Their Lordships convey to you, to Officers and men and all others concerned expression their gratitude for assistance rendered to H.M.S. "Sparrow".

GOVERNOR

211445P

G.T.C.
MCA.

ADMIRAL SIR WILLIAM TENNANT

H.M.S. GLASGOW, 166



AT PORT STANLEY.

22nd February, 1949.

My dear Governor

On leaving the Falkland Islands I should like to express on behalf of the Captain, Officers and Ship's Company of H.M.S. "Glasgow" our appreciation and thanks for the kind welcome and hospitality extended to us in Port Stanley and in South Georgia.

I would particularly like to thank you for the luncheon you gave to me and my Senior Officers and for the dance which was greatly enjoyed by those who attended. I very much regret being unable to come myself.

Yours very sincerely
William Tennant

Admiral.

F & P.A.

MC 23/2

His Excellency Lieutenant-
Colonel C. Miles-Clifford,
C.M.G., C.B.E.,
Governor and Commander-in-Chief,
Government House,
PORT STANLEY,
Falkland Islands.

167

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed In at	Date
				22.2.49
To	G. IN G. A. W. I.			(A/G H.O.)

On behalf people this Colony and its Dependencies wish you and your ships company H.M.S. Glasgow bon voyage stop We have greatly enjoyed your visit

GOVERNOR

221100P

See 168

Time

DECODE.

TELEGRAM.

16

From C IN C A.W.I.

To H.E. THE GOVERNOR

Despatched: 23rd February 19 49 Time 11256

Received: 24th February 19 49 Time: 1200

167 Thank you very much for your 221100Z which is much appreciated by us all. The American and West Indies Squadron will always feel itself closely allied to your far ~~wa~~ away colony and hope that the oil fuel situation will permit at least one visit every year.

C IN C A.W.I.

P.L.
MMCA.

Publish in W.N. with my telegram to C.in C. (Intd) M.C. 24/2.

Sent to W.N.
mko

H.M.S. "SPARROW",

at Port Stanley,

Falkland Islands.

20th February, 1949.

Report of Proceedings No. 1/49.
Period 2nd January 1949 to
15th February, 1949.

Sir,

I have the honour to submit the following report of the proceedings of H.M.S. "SPARROW" under my command, in continuation of my Report of Proceedings No. 6/48 dated 2nd January, 1949. Local time is used throughout.

Montevideo,
Uruguay.
2nd - 14th
January.

2. H.M.S. "SPARROW" berthed at No. 1A Berth, Montevideo, at 1030 on Sunday 2nd January and was met by the Naval Attache, Captain D.E. Holland-Martin, D.S.O., R.N., and by the First Secretary, Mr P.G.F. Dalton. The Uruguayan authorities, with great consideration, declared this to be a "prolongation of our former visit", all official calls were waived and there was no official entertainment. I exchanged informal calls with Rear Admiral Aguiar, Inspector General of Marine, and called informally on His Majesty's Ambassador. Rear Admiral Aguiar is most impressed with the Modified Black Swan Class frigates and is undoubtedly endeavouring to persuade his government to acquire one.

3. During our stay, the Engine room personnel enjoyed a well deserved rest from watchkeeping and made good all minor defects. Forty eight hours general leave was granted to each watch and nearly all the officers had two or more days leave. The result was noticeably beneficial. I am glad to be able to record the smart bearing and good behaviour of my ship's company which was the subject of frequent comment by the English community. Minor leavebreaking continued at a regrettably high level however. Private hospitality was as usual of a high order to the officers and men, and in return H.M.S. "SPARROW" gave a children's party for 60 on 4th January. In addition, our principal benefactors were entertained to lunch. Our Uruguayan Liaison Officer, Teniente de Navio Ravenna proved exceptionally helpful and popular, and contributed largely to our pleasant stay. It is hoped that he will be available for the visit of H.M.S. "GLASGOW". H.M.S. "SPARROW" was opened to visitors on 8th January and 9th January, and approximately 300 people visited her over the two days.

4. Professor Day and Mr. Gin, passengers for Port Stanley, were embarked a.m. 14th January, and H.M.S. "SPARROW" slipped at 1100 on that day and proceeded to Port Stanley. At 2230 on 17th January, speed was increased to 16 knots to make Port Stanley at daylight as Ordinary Seaman Woodrow, D/SSX. 837559 had developed acute appendicitis. He was in a somewhat sorry condition and it took three doctors ninety minutes to find and extract the appendix after he had been landed at 0630 on the following morning. The operation was however successful and he is making good recovery.

Port Stanley.
18th January. 5. Having anchored in the usual position 080 Battle Monument 8 cables, H.M.S. "SPARROW" embarked 244 tons of fuel at 60 tons per hour from a lighter, completed with fresh meat and dry provisions and embarked Mr. Kendall and approximately one ton of stores for Base "H", and having received the latest information from His Excellency the Governor, I sailed at 1800 for Signy Island, South Orkneys.

Port Stanley
to Signy Island.
18th - 21st
January. 6. 19th January was one of those strictly rationed days of really good weather and good progress though with obvious signs of deterioration to come and enough swell from the last disturbance to make the use of stabilisers a noticeable comfort. By dusk the sky was heavily overcast, visibility dropped, and the wind rising out of the North East, and as we were rapidly approaching the iceberg line I reduced to 7 knots for the

night. First icebergs were detected by Radar at 0230 on 20th January and sighted at 0400. No associated growlers or bergy bits were encountered however, so at daylight, speed was increased and reasonable progress was made at speeds varying between 8 and 14 knots in visibility varying from half a mile to three miles throughout the day.

Towards dusk the wind began to moderate and visibility improve and I had hopes that we would be able to continue during the dark hours, but at 2330, the Radar scan became cluttered up with ice and it was necessary to countermarch until daylight on 21st January, when a tabular iceberg over eight miles long was among the exhibits. Wind fell away to light airs and the lumpy sea began to subside but visibility became variable and by noon was as low as 2 cables; however by pressing on whenever opportunity offered the Inaccessible Islands were passed at 1000 and after the usual snakelike progress among the bergs and bergy bits Moe Island was sighted at 1450 and "Sparrow" anchored in Borge Bay, Sigry Island in position 014 Small Rock 1640 feet in 9 fathoms at 1625.

Sigry Island.
21st - 22nd
January.

7. Stores and the new W/T operator for the base were landed by 1900, but it was found that both generators for the base W/T had been out of action since 16th December, and repair work had to be undertaken. The smaller generator was easily repaired, but at best we were only able to put another three months life into their main machine. The Engine room staff worked throughout the night and both machines were landed in "going condition" at 1230 on 23rd January. Mr. Chaplin, meteorologist was embarked for passage to Admiralty Bay. At dusk on 21st January, a small berg, estimated at about 3,000 tons suddenly floated off it's berth on our starboard beam and came alongside in a friendly fashion to disappear under our stern assisted by many willing oars and a flick of the engines at the last minute to throw the starboard propellor clear. A similar attack on the morning of 22nd January missed ahead, but there were anxious moments as the monster appeared to ground first on the starboard anchor and then on the port.

Sigry to
Discovery
Bay. 22nd -
24th
January.

8. "Sparrow" sailed from Sigry at 1245 on 22nd January and proceeded South of Whale and Cachelot rocks before turning to the West. The North easterly winds of 19th and 20th January had driven the ice to seaward from the South shores of Coronation Island and the sea was littered with ice until a position 30 miles W.S.W. of the Inaccessible Islands was reached when the sea became clear. The dark hours were spent pegging slowly westward and speed was increased again at daylight on 23rd when reasonable visibility and a decreasing westerly wind enabled good progress to be made. Clarence Island was passed 5 miles on the starboard beam at 1715 and by dusk at 2300 Bridgeman Island was only 20 miles ahead. The night being fine and clear with a little moonlight course was maintained throughout the dark hours at 6 knots and at dawn on 24th January, course was set for Discovery Bay as the weather continued favourable.

Discovery
Bay.
24th
January.

9. On opening Discovery Bay at 1045, it was observed that the anchorage was full of pack ice in which was embedded the Chilean tanker "MAIPO" with the frigate "COVADONGA" berthed on her starboard side and the tug "LAUTARO" on her port side. I kept "Sparrow" under way in the Bay while the small motor boat was lowered and Lieutenant Caton, my First Lieutenant, proceeded ashore armed with protests for both base and ships, and accompanied by an orderly and a photographer. They experienced some difficulty in landing owing to the swell off Ash Point, but eventually arrived at the Base hut. The Base Leader was onboard "COVADONGA", but made his way ashore when so requested by R/T from the base. The base leader stated to Lieutenant Caton that he had instructions to receive no communications from the British Naval Officers, to which Lieutenant Caton replied that he had firm instructions from me to deliver his letters and return to the ship. Lieutenant Caton then expressed his intention of leaving the letter at the door if the base leader refused formally to accept it. The latter thereupon got in touch by R/T with his Senior Officer afloat and soon it became evident that a counter protest was being prepared. Lieutenant Caton took his leave posting his letter of protest in the presence of two witnesses under the door of the hut which was closed by a Chilean Officer. They then returned to the ship. Lieutenant Caton reports that the Chilean Base was luxuriously equipped.

/ 10. While this

10. While this farce was being played the "Covadonga" enquired our identity by flags and then established contact on 500 kcs, on which frequency she bade us "Welcome" and enquired if any one onboard could speak Spanish. The tug "Lautaro" then got underway and broke her way out of the pack ice and sent onboard the Flag Lieutenant to Commodore Fontaine, who styles himself Commander-in-Chief, of the Chilean Antarctic Flotilla. This young man, Teniente 2nd George Thornton, son of English parents and speaking fluent English, offered the usual compliments and in addition the services of "Lautaro" to break a path for me into the anchorage and a berth alongside "Maipo" should I desire it. This charming offer of the facilities of the Chilean Base of "BAHIA SOBERANIA" I declined with expressions of regret that I had business elsewhere and therefore would not stay, and the hope that I should meet Commodore Fontaine in more accessible surroundings at a later date, when I might make his acquaintance. I then asked Lieutenant Thornton if he would convey a letter from me to the Commodore, to which request he immediately acceded and delivered to me a letter. Naval protests having thus been exchanged with the utmost diplomatic courtesy he took his departure. It was quite plain that he had instructions only to deliver his protest if I handed one to him.

Discovery
Bay to
Deception.
24th - 25th
January.

11. I proceeded at 1430 on the last 50 miles of my voyage to Deception Island and by 1700 speed was reduced to slow, in heavy snow and two cables visibility, with a steeply falling barometer and a rising Easterly wind, I abandoned the idea of entering Deception where the indifferent holding ground of Whaler's Bay was already crowded with three Argentines and "John Biscoe". By 2000, "Sparrow" was hove to on an easterly course in a wind which rose to full gale force with snow, sleet, and the accompanying low visibility by midnight and died away by 0400. "Sparrow" passed through Neptune's Bellows at 0930 on 25th January and anchored in position 2100 Floating Dock 1.9 cables in Whaler's Bay at 1000.

At
Deception.
25th - 26th
January.

12. "John Biscoe" and the Argentine ships "Pampa" (transport), "Punta Ninfas" (tanker) and "Sanaviron" (tug) were anchored in Whaler's Bay. Lieutenant Caton boarded "Pampa" at 1100 and delivered the routine protest. He was received with every civility and reports that the revival of the protest game appeared to disconcert the Argentines somewhat. Capitan de Corbeta Lund, Staff Captain (sic) of "Pampa" called upon me at 1230 and delivered a counter protest with every courtesy. During the afternoon Lieutenant Caton crossed Port Foster in the motor boat and delivered a protest at the Argentine Base at Pourquoi Pas Bay. He was civilly received and duly presented with a counter protest. Lieutenant Caton reported that the Argentine Base was even more luxuriously appointed than the Chilean Base at Discovery Bay. I submit that this point merits some attention as the Argentines classify our F.I.D.S. personnel as "explorers" on account of their primitive quarters and equipment and regard themselves as "residents" with some faint justification on the grounds of their more permanent and civilised accommodation. The formalities concluded, I called upon "Pampa" at 1800, and opened normal naval relationships with Capitan de Fregata Cortines.

Oh!

Loading of the F.I.D.S. hut proceeded throughout the day, but by evening it was apparent that the so called prefabricated hut which I was to erect at Admiralty Bay consisted of the cut to length components of two huts neither of them complete and the timber badly warped by lying improperly stacked under deep snow. I therefore explained the situation to Lieut.Colonel Pierce Butler, Secretary of F.I.D.S., who communicated with His Excellency the Governor on this subject.

Oil tanks
at
Deception.

13. My Engineer Officer carried out a survey of the oil tanks and pipe lines ashore and reported that while repairs of the tanks were within our capabilities repair of the pipe lines was not and that a pump and hose would be required before the tanks could be put to any useful purpose; a copy of the report on this subject as submitted to His Excellency the Governor, is attached. The establishment of an emergency fuel supply in this harbour would be of inestimable value to a frigate operating in these waters as well as to "John Biscoe" and it is to be hoped that this scheme will not be dropped.

Accident at
Deception.
26th
January.

14. On the morning of 26th January instruction was received from His Excellency to utilise all available hut building material and to improvise the best emergency hut that we could on Ullman Point at Admiralty Bay. The forenoon was spent in loading further supplies of timber and it was while preparing for sea at 1130 that Able Seaman Joseph MORTON, D/JX. 288515 fell from the davit head onto the gunwhale of the motor loat lying below. The circumstances of this accident form the subject of a separate report; his condition being critical and difficult emergency surgery being a probability I postponed my departure and requested medical assistance from the Captain of the A.R.A. "PAMPA", who supplied it promptly and in full measure. The Medical Officer of "PAMPA" was sent at once, another from "SANAVIRON" who was reputed to be a surgeon followed shortly afterwards and a boat was sent for the English speaking doctor from the shore base who arrived at 1430. These doctors not only assisted with examination and diagnosis but remained available for surgery until 2230 when it was decided that surgery was not necessary and the Argentine Officers returned to their own ships.

Deception to
Admiralty
Bay.
26th - 27th
January.

15. During the afternoon bay ice came streaming out from Port Foster on the ebb tide assisted by a light northerly wind and cleared through Neptune's Bellows but by noon the turn of the tide and the backing of the wind to westerly diverted the stream into Whaler's Bay until 1600 when the supply ceased. With the exception of a few hummocky flows the ice was too light and rotten to be a menace to the ship's structure even under way, but as was found on departure to impose severe restrictions on manoeuvrability in confined spaces particularly as even the lightest flow is over two feet draught and therefore a menace to our extremely shallow propellers. By 1600 all the Argentine ships were embedded, "Sparrow" having her bows free, but at 2000 the turn of the tide loosened up the mass and the Bay became uniformly 3/4 covered and boat traffic approximated to normal. The next North Easterly gale being due at 0400, the bay full of ice, my berth foul of the Argentine tanker, and with only eight shackles of cable to ride to in forty fathoms of water, I weighed at 2300, cleared a whalecatchers anchor and cable, which came up with mine, and pushed gently out of harbour, remaining stopped five miles South of Deception Island until 0800 on 27th January, when the arrival of the gale coincided with a report from the Medical Officer that the state of his patient could in no wise be improved by surgery and that extra medical assistance was now unnecessary, I set course for Admiralty Bay at such speeds as weather and the comfort of the patient permitted. The gale did not in fact exceed force eight and "Sparrow" anchored in Admiralty Bay in position 1500 O'Connor's Rock, 5.5 cables at 1900. "John Biscoe" sailed from Deception at 0900 on 26th January returning at 0300 on 27th January after being prevented once again by pack ice and the weather from reaching Hope Bay. The relief of the survivors of this base is beginning to resemble Shackleton's attempts to reach his crew on Elephant Island in the period June to August 1916.

At Admiralty
Bay.
27th
January -
3rd February

16. On arrival on the evening of 27th January the weather was too rough to lower boats, but the morning of 28th January, the weather had moderated and contact was made with the Base Leader, who came onboard at 1030. It transpired that the site of the projected hut on Ullmann Point was entirely unsatisfactory to him from every point of view including the fact that it was under a fifteen foot snowdrift after the short blizzard of 24th January. He proposed a new site to the southward of the existing hut on Keller peninsular. I therefore ordered our cargo to be landed on that shore and work to be started on site clearance in anticipation of a final decision from the Governor, which was sought on 29th January, after I had had an R/T conversation with Lieut. Colonel Pierce Butler on the subject. At the same time it became apparent after a further abortive attempt by "John Biscoe" to relieve base "D" on the morning of 28th January, that she would shortly have to make an attempt regardless of damage and I therefore thought it best to remain at Admiralty Bay and conserve fuel in hopes that she would make her final attempt before the prudent limit of endurance forced me to leave the area.

*I gather that
opinions differ
about this.*

17. Good progress was made with the construction of the hut from 27th to 30th January inclusive, but on the night of 30th January a forecasted

/ blizzard and

blizzard and North East gale arrived which stopped all work on 31st January. The wind eased as the barometer reached bottom in the early hours of 1st February and with a rising barometer and a forecast of moderate westerly winds the motor cutter was lowered but a reconnaissance of the beach showed that landing was still impracticable and the boat was made fast to the boom. This was my first gamble on the weather during our voyaging in these waters and it nearly lost the boat. By 1030 it was too rough to risk hoisting the boat owing to a known weakness of the foremost davit, by 1400 it was blowing a gale from the South East as an unheralded secondary followed the last depression and by 1800 the wind was so strong that the ship was yawing sixty degrees even with the second anchor under foot. The riding anchor was prepared for slipping and engines brought to immediate notice as with this wind we were on a dead lee shore. The motor cutter on double boatropes reinforced by a six inch manilla survived with the aid of volunteer pumping parties, but it was a dishevelled and ice encrusted boat which finally reached the davit head the following forenoon.

18. Conditions were reasonably safe for boatwork by noon on 2nd February but it was still snowing hard and there was no hope of progress on the hut though the framework still stood proudly on it's site which remained clear of snow. "John Biscoe" reported that pack ice, influenced by the easterly winds was now continuous from Deception to the coast of Graham Land and was pouring into Port Foster at a speed of one knot. Commander Kirkwood also informed me that there was no prospect of his attempting Hope Bay within my fuel endurance and advised me to get clear of Admiralty Bay before I also was beset by ice, good advice which I should have taken at once had the average visibility exceeded three quarters of a mile at any time during the day. It was generally much less.

Attempt to
leave
Admiralty
Bay.
3rd
February.

19. At daylight on 3rd February, it was still blowing with low visibility but by 0800 the visibility had cleared and we started to weigh a process which took us no less than thirty five minutes for six shackles, so pertinacious is the clay of Visca Anchorage. From the moment of opening the entrance it was plain that we were in for trouble as the first line of pack was right across the mouth of the bay. Thereafter we achieved some ten miles in a South easterly direction before coming up against line after line of solid pack athwart our course. As the pack was still drifting inexorably North West on to the shore it was obviously inadvisable to commit the ship in the pack with over thirty miles to go and after casting to the South West in case there was a hope of reaching Nelson Strait, I returned to Visca Anchorage, with the pack at my heels, and instituted a rigorous economy of water and electricity to conserve fuel. It would appear that the ebb and flow from Admiralty Bay was responsible for the existence of navigable ice within ten miles radius of the entrance.

Admiralty
Bay. 4th -
12th
February.

20. Friday 4th February was a bright ^Sunny day and good progress was made with hut building. The wind was still easterly, but diminishing and from the higher ground of Keller Beninsular I was able to observe the sea pack beginning to go East with the current. There was however a formidable area of pack inside the bay, which streamed into Ezcurra Inlet and when that was full into MacKeller Inlet. On this day, "John Biscoe" who had taken advantage of the temporary clearance of the Grahamland coast to relieve Hope Bay, attempted to reach Admiralty Bay to deliver passengers for the United Kingdom, and dog teams for the Base. After considerable probing from the South and West, he could get no nearer than 35 miles and desisted.

21. Saturday 5th February started with a north westerly wind which began to clear Ezcurra and MacKeller Inlets, but the flood tide held up the pack between Thomas and Hennequin Points and a quick backing of the wind to West discharged the whole lot into Martel and Visca Inlets with a speed which had to be seen to be appreciated. We had an anxious afternoon doing what was possible to save the propellers and ease the strain on the anchors which came home about two hundred feet before the bay was fully packed tight and movement of ice ceased.

22. Sunday 6th February. A light air from the East cleared Martel into Ezcurra again but left Visca half full. Flat calm at midday loosened up the ice but a smart southeasterly during the night packed it and "Sparrow" against the west shore of the inlet. Base personnel, who had climbed the hill above Hennequin Point to view the sea ice for me reported in person instead of by R/T and were smartly trapped for the night.

23. Monday 7th February. As on the previous day, the wind fell light during the forenoon and the ice loosened up so that the base personnel were able to get away at midday. At 1500 a smart breeze came out of the North West which cleared Visca Anchorage and sent ice from Ezcurra streaming to seaward. Evening hilltop reconnaissance showed pack ice still close across the entrance, but moving East as a satisfactory speed.

24. Tuesday 8th February. At 0100 the North West wind abruptly switched to the North East and by 0200 to East force 5 clearing Martel ice into Ezcurra but holding up the movement of the seapack. Snow fell heavily during the late morning and early forenoon. "John Biscoe" arrived in the anchorage at 2200, having had to negotiate about 8 miles of heavy pack ice to reach the entrance. I consulted immediately with Commander Kirkwood and Lieutenant Colonel Pierce Butler and our appreciation of an extremely unfavourable situation was immediately signalled to you.

25. Wednesday 9th February and Thursday 10th February. Any hope of sea reconnaissance by "John Biscoe" was dashed at an early hour by the complete cessation of all wind and the discharge under the influence of tidal streams of the entire contents of Ezcurra and Mackeller Inlets into the triangle bounded by Hennequin, Plaza, and Thomas Points where the ice milled and screwed and slowly settled, a little going to seaward and a considerable quantity coming into Visca and Martel Inlets. At no time was the main part navigable. The ship's company were put on half rations on Thursday 10th February and useful employment was found in securing large lumps of glacier ice alongside and transferring them piecemeal to the ship's fresh water tanks, canvas baths and any other available receptacles.

26. Friday 11th February. A wind at last, but after a short and promising gust from North and North East, it settled in the South East making our situation worse than before. Snow set in before noon. However at 1300 without warning the wind backed to North and increased rapidly to force 6 and so remained. After the usual busy two hours saving the propellers from the onrush of ice we were able to watch the ice clearing out of the three inlets in a most satisfactory manner and disappearing down harbour. At 200 the "John Biscoe" weighed and proceeded on reconnaissance of the sea ice returning at dusk to report more promising conditions. It was not until the following morning that I learnt that our magnificent offshore wind had been purely local and that ^{at} the harbour mouth, it barely reached force three.

Admiralty Bay to Desolation Harbour. 12th February.

27. Saturday 12th February. The northerly wind held until 0230 when it fell light and variable and so remained. "John Biscoe" sailed on reconnaissance at 0400 returning at 0600 reporting a good chance of extricating herself, but little hope for the "Sparrow". He therefore berthed alongside me and at 0830 embarked two officers and ninety two ratings, one canteen assistant, and the ship's dogs and sailed at 1000 on a voyage which it was hoped would end in safe waters in one direction or another. This day being fine and calm saw the roof go on the hut and store parties landed equipment and provisions for a wintering party while technicians proceeded with the task of reducing the ship to reserve. The ice which had cleared on the previous day's wind duly drifted back on the tide and proceeded to disperse among the inlets. During the afternoon while I was engaged in hill top reconnaissance limited by low cloud at sea to an area five miles off the harbour mouth, "John Biscoe" announced her safe arrival in Nelson Strait and a reasonable chance for "Sparrow" if she could clear the harbour. Simultaneously the local wind settled in the West and all the pack ice in the waiting position took off for Martel and Visca and the race was on. Mud and cable went down the locker in equal quantities and the ship was in no sense secured for sea, but we won

/ by about a

by about a cables length, rounding Hennequin Point at 1600 just as the brash, forerunner of the main pack, touched shore. Being now committed, everything went right. The First Lieutenant at the masthead chose the right starting points, the wind dropped dead light and the ship handled well, all the human links seeming to be at the top of their form, right down to the Wardroom Pantry hand who broke the rations to bring hot tea and the departed Sub-Lieutenant's ginger biscuits to the bridge just as an opening lead to the South gave us a chance to increase speed. In all some six miles of fairly loose pack in the harbour entrance constituted the total obstacle. Conditions were considerably different to those encountered by the "John Biscoe" six hours before for the ice had got under way in it's usual unpredictable manner, but on the whole conditions were more favourable to us particularly as regards visibility, and I increased speed to fourteen knots to forestall, if possible, unpleasant developments. The most alarming of these was a long trail of pack ice from the Engell Bay area spreading South but we cleared the tip in good time; then as we turned North Westward for Nelson Strait, heavy pack ice was seen closing in from the westward.

28. After ten days of anxious waiting such an easy exit was an anti-climax, but to complete the picture it is necessary to point out firstly, that very small delay in sailing would have seen "Sparrow" trapped by harbour ice in Visca anchorage while the sea route was clear and secondly that from the westerly weather which followed it can be surmised with reasonable certainty that the heavy pack coming from the West would have sealed off Nelson Strait by the morning of 13th February and resealed the entrance to Admiralty Bay later the same day.

Desolation
Harbour.
13th
February.

29. "John Biscoe" was met in the middle of the Nelson Strait and led "Sparrow" out to the North West where we encountered heavy swell and the transhipment of "Sparrow's" crew began to present difficulties. The straits were calm but the current is strong and the survey most imperfect, so that it was not considered desirable to be stopped there. Harmony Cove in Nelson Island was receiving the best of the westerly swell and a return to the Bransfield Strait appealed to no man. Sea conditions north of the strait were sufficient to make boatwork difficult for "Sparrow" and dangerous alongside "John Biscoe" who was rolling heavily and whose ferry type rubbing strakes would have made short work of our whalers. It was decided therefore to hasten slowly and "Sparrow" took the lead to negotiate the icebergs during a very dark and foggy night while at dawn "John Biscoe" led into the aptly named harbour of Desolation Island where "Sparrow" anchored in smooth water, and "John Biscoe" came alongside and our personnel and their baggage were transferred with speed and safety and both ships were on their way by 0730.

Port Stanley.
15th
February.

30. The voyage to Port Stanley was uneventful, the weather being mainly calm with low visibility and the hands being employed restowing and restoring order in a sadly dirty ship. However with ample heat, light, food and water available again everyone was in good spirits and the work proceeded apace. "Sparrow" anchored in position 0800 Battle Memorial 8.0 cables in Port Stanley at 1425 on 15th February.

General
Summary of
Conditions.

31. The foregging narrative gives a day to day account of the development of our unpleasant predicament and subsequent escape, but it is necessary to present a backround to these developments to show what was actually known and what could be surmised of weather and ice conditions.

Weather Information. All bases are badly sited for meterological reporting as they are subject to very local conditions as regards wind cloud and visibility, and even temperatures. The best summary of this information has been signalled daily by Port Stanley in a forecast which varies between present weather and 18 hours ahead. It had provided reliable warning of short term trouble, but no more. There is no information as to what goes on in the Weddell Sea area.

Ice Information. Again the bases are badly situated and their reports are strictly local. By climbing mountains when the weather is clear it is possible to get a wide view and a fairly accurate appreciation of the general situation but it requires a seaman's eye to estimate distances, gaps and rates of movement, and even a seaman's eye can only gauge the weight of the ice at close range. Base personnel have done their best to help us

*I don't think
that Cdr. Kirkwood
shows this rather
depressing
opinion.*

/ throughout, but

throughout, but ice reports as read in Port Stanley may appear a great deal more conclusive than is actually the case.

Ice conditions as known on Thursday 27th January when "Sparrow" entered Admiralty Bay with sixty per cent fuel remaining were as follows:- Pack ice on the route from Deception to Antarctic Sound had moved West some thirty miles reported by "John Biscoe" on 26th January, Bransfield Strait clear from Deception to Cape Melville to a distance of fifteen miles offshore from the South Shetlands as observed from "Sparrow" on this day. The area from Clarence Island to Bridgman Island was known to be clear of ice on 23rd January. There was therefore no valid objection to proceeding with our task of creating the new base. Weather and ice permitting it was my intention to remain until Friday 4th February.

32. The weather on 28th, 29th and 30th of January was unsettled, but there were no strong winds and hilltop reconnaissance revealed no ice to the southward to a distance of fifteen miles, indifferent visibility preventing a longer view. Winds having been easterly rather than southerly and the sea to the East believed clear there was no reasonable cause for alarm, nor did a gale from the East North East on 31st January cause me undue concern though I suspected that ice must now be approaching Deception from the East. In any case the visibility was low and it was therefore undesirable to go to sea in uncertain conditions.

Tuesday 1st February bringing a really intense gale from the South East altered the entire scene and I was not in the least surprised when "John Biscoe" reported Deception blocked nor was I greatly surprised to find that we also were beset on 3rd February.

Thereafter conditions in the Bransfield Strait remained fairly static until 8th February when a slow movement South seems to have set in though ice reinforcement was known to be approaching from the Bellingshausen Sea. At the time of our departure on 11th February most doors appeared to be wide open but with pack ice adjacent everywhere and waiting on the wind for the next move. The area to the East and South East of Admiralty Bay was however solid, and it would appear from reports of the movements of the Chilean ships that little movement was possible south of the line Deception to Admiralty Bay.

33. Economics. On arrival back in Admiralty Bay after our abortive attempt to depart on 3rd February fuel economy became our first and most urgent consideration. Normal Antarctic harbour consumption had averaged nine tons per day, this figure providing unrationed fresh water, unlimited heating and engines at half an hours notice. Being sure of my holding ground I accepted the risk of longer notice for the engines and created thereby a considerable saving of feed water. Domestic water consumption fell, to five tons per day at once in response to restriction but was reduced further to a maximum of one ton per day or less than a gallon and a half per man for all purposes. After a day of washing dishes in salt water the ship's company became wise to the values of glacier ice and apart from filling all baths and buckets with this useful commodity a canvas bath was provided on the quarterdeck as a reserve and one day when we had a particularly good sample of ice alongside a considerable quantity was fed into the ship's tanks. Heating was strictly controlled and confined to living spaces, all other fuzes being withdrawn. Messdeck temperatures were maintained as a maximum of 50 F. and the chief sufferers were the officers whose cabins fell to the low thirties by night.

These combined economies eventually reduced our daily consumption of oil fuel to under five tons a day.

Diesel oil for galley firing was a less pressing problem as the thirteen tons remaining represented six weeks supply and could have been eked out longer than any other commodity except food.

34. On the logn view food presented the most difficult problem. We had embarked dry provisions before leaving Port Stanley on 18th January and had completed to full stowage with meat, but when the time came to envisage the possibility of wintering in Admiralty Bay, it was at once apparent that our supplies were badly balanced and that we were deficient in non perishable supplies. Fresh meat which would later be supplemented with seal was adequate but our flour already short, and of poor quality, could not be

/ expected

expected to last in damp stowage ashore, while tinned meat, tinned vegetable and milk were very short.

It was only with the departure of ninety five men out of 167 on the morning of 12th February that we could look a winter in the face and feel that we had the bare means of existence for the men who remained.

35. It is submitted that if the summer cruises to the Falkland Island Dependencies are to be continued, ships should carry large emergency stocks of tinned provisions it being borne in mind that the total resident population of the area is in the neighbourhood of fifty and that the addition of 170 distressed mariners would put a hopeless strain on local resources lavish though these are for the limited number for whom they are intended.

36. I have nothing to add to what is already general knowledge of the unsuitability of the Black Swan type frigate for this work except the fact that the propellor tips are only two feet four and a half inches below water at normal draught and the draught of the lightest flow of harbour ice encountered and measured aground at Whaler's Bay, Deception Island was two feet six inches. The ice catamarans constructed in Bermuda have been used both under way and in harbour and have provided no protection against any of the ice encountered.

No.

37. It is I submit important that the capabilities of "John Biscoe" should not be overestimated. She has three inches of greenheart sheathing on her bows which minimise wear and tear and enables her to bump ice a little harder than "Sparrow" can, but as her stem is blunt and near vertical she is not an icebreaker under any conditions. She is short and handy with a small turning circle at low speeds, and this combined with considerable draught for her freeboard and consequent low rate of drift in a wind enables her to keep going in narrower and more tortuous leads and under more severe wind conditions than is possible for a frigate. While her deep single propellor is reasonably secure, her rudder, owing to her very shallow sections aft, is almost as vulnerable as a frigate's propellers, is a source of constant anxiety to her officers and places restraint on that very manoeuvrability which is her greatest asset. She could not break a passage for a frigate and experience has shown that when negotiating ice in company we invariably choose different routes to suit our differing capabilities.

Can we do anything about this?

38. Throughout this trying cruise I have received most excellent service and support from all my officers and from the responsible portion of my Ship's Company, whose steady appreciation of, and response to difficulties has been most praiseworthy; the figure of 75 volunteers to stand by the ship all winter being particularly satisfactory. In particular I wish to bring to your notice my Executive Officer, Lieutenant R.O.E.Caton, Royal Navy, and my Engineer Officer, Lieutenant (E) M.J.Gould, Royal Navy, whose efficient administration and professional ingenuity achieved such remarkable economies with reasonable safety and the minimum of discomfort to the crew.

I wish also to bring to your notice the services of my Medical Officer, Surgeon Lieutenant J.S.Wood, Royal Navy, who has been presented with an exceptional series of surgical emergencies and other unusual problems, which he has settled with unruffled calm and competence.

I have the honour to be,

Sir,

Your obedient Servant,

John Waterhouse

(John Waterhouse)
COMMANDER.
COMMANDING OFFICER.

NO.
THE COMMANDER-IN-CHIEF,
AMERICA AND WEST INDIES STATION.
(Copy to:- S.O.(I), JAMACIA.)

FALKLAND ISLANDS
(DEPENDENCIES)

The Governor of the Falkland Islands
presents his compliments to the Right Honourable
the Secretary of State for the Colonies, and has
the honour to forward herewith a copy of a Report
of Proceedings from Commanding Officer, R.N.S.
"Sparrow", dated 3rd March, 1949.

GOVERNMENT HOUSE
STANLEY

7th March, 1949.

KING'S REGULATIONS AND ADMIRALTY INSTRUCTIONS
ARTICLE 936 para.(c).

Duties to Dominion Governments, Colonial Governors, Ministers
etc.

It being a general obligation on all His Majesty's civil and military officers to afford mutual assistance to each other in cases affecting the King's Service, the Commander-in-Chief of a station, or the Senior Officer present at a port, is to pay due regard to such requisitions as he may receive from any of His Majesty's Governments, in Dominions, Officers Administering the Governments of Colonies and Dependancies, Ministers in foreign countries or consular officers which have for their object the protection of his possessions, the benefit of the trade of his subjects, or the general good of his Service. In urgent cases, when the requisitions may conflict with the instructions from his superior naval authority under which he is acting, and when reference by telegram or otherwise to such superior authority is impracticable, he is to consider the relative importance and urgency of the required service as compared with his instructions, whether general or special, and he is to decide as in his judgment may seem best for His Majesty's Service; in so doing he is always to bear in mind the grave responsibility that would rest on him if the circumstances were not such as to warrant fully the postponement of the instructions from his naval superior to the more pressing requisition from his Majesty's civil servant. The formation of the crews of His Majesty's ships into naval brigades for operations on shore is impolitic and not to be resorted to except on the strongest representations from the Governor or other constituted authority. See 945(Landing Armed Men); 955 (Foreign Enlistment Act); and 946 (Aid to Civil Power) ,&c.

DECODE.

TELEGRAM.

No. 1.

From H.M. S. Sparrow.....

To His Excellency the Governor.....

Despatched: March 7th 19 49 Time: 15.30

Received: March 8th 19 49 Time: 09.30.

Governor of the Falkland Islands from Sparrow. On this our final departure from the Falkland Islands and its Dependencies Officers and men join me in desiring to convey to you our gratitude for universal kindness and hospitality which we have received wherever we have sailed in these waters.

G.T.C.
LJH.

Repeat to H.E.
B'cast and W.N.
(Intld) R.W.

071530z.

Repeated to H.E. on Biscoe 1200^{hrs} 8th.

copy to I/Offices 10.3.49

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ack
Copy for I

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Hes