

CONFIDENTIAL.

DEF/NVI/4#2

SECRETARIAT

(Formerly)

O625/XV

O
6
2
5/XV

VISITS OF H.M. SHIPS.

Commencing with Folio 1130

CONNECTED FILES.

NUMBER

CONFIDENTIAL

(Annexe C to the Commanding Officer, HMS PROTECTOR's letter
No. 263/13 dated 23rd April, 1965.)

COPY OF LETTER OF APPRECIATION FROM SIR VIVIAN FUCHS

British Antarctic Survey,
30, Gillingham Street,
London, S.W.1.

18th February, 1965.

(Dear Ollivant)

Since the return of the geophysicists of the Scotia Arc Project I have heard from Professor Griffiths that he is delighted with the results, and he is most complimentary about all the work and the trouble you have taken to make the season's activities such a success.

It seems that so much has been produced that it will not be ready for publication until the end of this year. This in itself is a most satisfactory position, and I hope that you will pass on to your Ship's Company our appreciation of their efforts which have produced such valuable results.

With kind regards,

Yours sincerely

(V.E. FUCHS)

Captain M.S. Ollivant, MBE, DSC, RN,
HMS PROTECTOR

CONFIDENTIAL

CONFIDENTIAL

1130

HMS PROTECTOR,
B.P.O., SHIPS.

23rd April, 1965.

No. 263/13.

The Commander-in-Chief,
South Atlantic and South America Station.

Sir,

HMS PROTECTOR - REPORT OF PROCEEDINGS - ANTARCTIC
SEASON 1964/65

Pa

1. I have the honour to submit a report of the proceedings covering HMS PROTECTOR's tenth season in Antarctic waters between 5th November, 1964, and 16th March, 1965. Details of the ship's activities are given in my signalled Sitreps, number 1-5, copies of which are forwarded as Annex A.

GENERAL

2. 1964/65 has been a year of average ice conditions and the ice has therefore interfered with operations much less than during the previous season. Although, overall, the weather ran true to Antarctic form with gales, blizzards and long periods of fog the ship was remarkably fortunate in experiencing bad weather conditions when it mattered least. A great deal of useful work was completed and into the bargain both the Ship's Company and the High Commissioner, British Antarctic Territories, who was embarked for two patrols, frequently saw the Antarctic at its best.

3. The Programme was once again a full one and with the exception of one reconnaissance, which is discussed in paragraph 17 below, was completed in full and on time. The survey party were not so fortunate but completed a good season's work nevertheless.

4. The threat of Argentinian intruders into the Falkland Islands provided an additional task which could well have disrupted all other activities. It was fortunate that the ship was planned to be in Falkland Island waters 7 times rather than the usual 5 and that the majority of patrols south did not take the ship far afield. His Excellency, the Governor, was therefore content that the ship's programme should continue as planned provided that the Royal Marine detachment was disembarked in the Falklands.

COMBINED SERVICES EXPEDITION

5. The Combined Services Expedition to South Georgia has been an undoubted success. A full report by the Expedition Leader is being forwarded separately. HMS PROTECTOR's first and last tasks of the season were to establish them in South Georgia and to recover them on completion of their work. Their logistics were largely dependent on the ship and once again the weather was unusually kind in allowing everything to be accomplished at the right place and time without any hitch.

6. It has been a pleasure to be associated with such a well organised, well led and happy expedition and it is much to their credit that their ambitious programme was completed in full.

SEISMIC OPERATIONS

7. The ship's seismic arrangements and drill had been completely

/revised during

CONFIDENTIAL

CONFIDENTIAL

- 2 -

revised during the 1964 refit and the necessary personnel were drafted to the ship and trained. A series of exercises were carried out during the outward passage which proved that the light cable provided would not stand up to the job and it was necessary to revert to heavy cable with consequent changes to drill and personnel. A separate report is being rendered on this subject.

8. An extremely successful two ship seismic programme was carried out in December with RRS SHACKLETON. In 8 days of thick fog but calm seas lines totalling 570 miles were run. 323 charges amounting to 16 $\frac{1}{2}$ tons of explosives were used with remarkably few misfires. A letter of appreciation from Sir Vivian Fuchs is forwarded as Annex C.

SURVEY PARTY

9. The ship's survey party, led by Lieutenant Commander E.M. BRADLEY, RN, has, due to circumstances beyond his control, had a somewhat frustrating season. They have nevertheless made good progress with the Hydrographical Instructions which it was planned to undertake.

10. Little could be achieved in FALKLAND SOUND during November owing to very bad weather and boat unserviceability. The main work of the season, however, was to be offshore sounding using HiFix equipment, which had been fitted in RRS JOHN BISCOE for the first time, in the SOUTH ORKNEY and ARGENTINE ISLANDS areas. Changes to RRS JOHN BISCOE's programme, however, resulted in much wasted time and a reduction in the expected amount of sounding.

11. There is no doubt that the HiFix equipment proved itself in the Antarctic environment. It was quickly set up, reliable in operation and overcame persistent bad visibility which is the chief difficulty in surveying in these waters. 1500 miles of HiFix sounding was completed in the SOUTH ORKNEY area in 3 weeks and it is hoped to complete about 1000 miles before the season completely off the ARGENTINE ISLANDS. Inshore boat soundings off STONY ISLAND and the ARGENTINE ISLANDS were completed.

12. I consider that the small survey party, backed up with HMS PROTECTOR's Ship's Company and as necessary by the ship with her helicopters, produces a very worthwhile and creditable surveying effort in British Antarctica. This effort can be greatly increased by the use of HiFix provided that a more satisfactory arrangement of RRS JOHN BISCOE's programme can be agreed with the British Antarctic Survey.

SHIP'S FLIGHT

13. A full report of the activities of the Ship's Helicopter Flight will be forwarded after the ship's return to the United Kingdom. The Flight has been well led by Lieutenant Commander R.R. EDWARDS, RN, and has successfully accomplished all that has been asked of it.

14. Owing to the damage to the tail section of one helicopter during a "Pampero" in MONTEVIDEO only one helicopter was serviceable for the last patrol. This did not in the event restrict operations significantly.

15. As the Mark I Whirlwind grows older one becomes aware that sheer lack of power is becoming a steadily more restricting factor. Flying with any reasonable load in the tropics is not feasible and this proved a distinct embarrassment during relief work at VALPARAISO. In the Antarctic one needs to pick every opportunity of suitable weather for flying operations and time is at a premium. Loads have to be restricted in calm conditions or when flying to any height and in conditions of unexpected turbulence the safety factor is small.

CONFIDENTIAL

I consider

CONFIDENTIAL

- 3 -

16. I consider that two Mark IX Whirlwinds would be an ideal replacement for the present helicopters and that this should be done as soon as possible. From investigations already carried out it would appear that little structural alteration would be required to accommodate and operate Mark IX Whirlwinds. This matter will be raised with the Flag Officer Naval Air Command.

CAPE KATER PROJECT

17. HMS PROTECTOR had undertaken to carry out a reconnaissance for a subsequent triangulation scheme between CAPE HERSCHEL and CAPE DECOUPIL on the Trinity peninsular for the Director of Overseas Surveys. The scheme envisages permanent rock stations both on the coast and on offshore islands. Bad weather with low visibility and cloud base prevented this being done on the two occasions when it might have been attempted.

18. Some of the land stations will have to be at a considerable height in order to obtain intervisibility. I regard the chances of this being successfully achieved by the Mark I Whirlwind as extremely small and there is little doubt in my mind that this project itself should not be undertaken until the ship carries more powerful helicopters.

SOUTH GEORGIA

19. No difficulty was experienced in embarking the total remaining Admiralty Stock of 536 tons Furnace Fuel Oil at LEITH, SOUTH GEORGIA, on 4th March, 1965. The Japanese were ready for us with their usual efficiency. When HMS PROTECTOR hove in sight out of a snow storm half a cable from the Refrigerator ship alongside the fuelling berth motor boats were already holding off the numerous buoys to allow us a clear passage alongside.

20. Two Japanese Companies have operated the Whaling Station at GRITVICKEN, until December, on an annual lease, with apparent success. The Japanese Company on a 3 year lease at LEITH operates until March and has not been so successful due to the large number of Factory ships in the area. There were no less than 3 operating with their Catchers west of SOUTH GEORGIA when HMS PROTECTOR passed through the area in March.

ANTARCTIC TREATY

21. The Antarctic Treaty continues to fulfill its objectives satisfactorily and the co-operation and friendliness of the various Nations ships and bases in the area continues to bear witness to this. Signals were exchanged with the Argentinian Ice Breaker SAN MARTIN and helicopters cross operated between HMS PROTECTOR and the Chilean Survey Ship PILOTO PARDO. I visited the new American Base at ARTHUR HARBOUR on ANVERS ISLAND and had a cordial reception. If they succeed in establishing an air strip on the Piedmont it could prove a useful staging point for British Antarctic Survey aircraft.

22. I was asked to look out for the Norwegian sealer POLAR HAVEN and to check that she was obeying the spirit of the, as yet, unratified clauses on seal protection. This vessel apparently got a nasty shock when she was beset off the SOUTH ORKNEYS early in the season and was not met by either HMS PROTECTOR or the Royal Research ships thereafter.

23. All the Nations working in the GRAHAMLAND sector of Antarctica employ Naval ships and Military personnel. There remains a clear case for British Interests continuing to be supported by the Royal Navy.

DEFENCE OF THE FALKLAND ISLANDS

24. The Argentinian claim to the FALKLAND ISLANDS is not one which

CONFIDENTIAL

is ever likely

CONFIDENTIAL

- 4 -

is ever likely to be completely dropped while the present status of the Colony persists. The threat of some sort of action by Argentinian hot heads, with or without Government support, can therefore be expected to continue particularly as and when the subject is discussed in the United Nations.

25. I believe that this situation can, and has been, adequately and economically covered while HMS PROTECTOR is in the offing ; with all or part of her Royal Marine Detachment disembarked ashore. The provision of the relief Royal Marine Detachment to garrison the Islands during the ship's absence is also an adequate solution but not one which I imagine the Ministry of Defence is keen to perpetuate while our resources are so stretched world wide.

26. The Falkland Island Defence Force is an entirely voluntary and unpaid organisation which had over the last few years shown signs of becoming moribund. Since the arrival of some new weapons, combat kit, and the enthusiasm and training provided by HMS PROTECTOR's Royal Marine Detachment since November, 1964, there has been a welcome transformation in all directions, but there is still a very long way to go before they can be considered a reckonable force for anything but static guard duties.

27. The Force at present consists of 16 keen and active members with a further 14 members most of whom would be required for running essential services in any emergency. There are a few retired members and some spread around the camps who to all intent and purposes receive no training. The 16 active members have much improved in basic weapon efficiency and Military knowledge and it is to be hoped that in the next few months a greater proficiency in field training will be achieved. The greatest deficiency, however, is experienced and effective leadership at all levels.

28. If the force is to become fully effective on its own it will require greater numbers and continual skilled training. To achieve the former in the face of diminishing manpower in the Islands I feel that some financial inducements, such as are given to the Territorial Army in the United Kingdom are required. As regards Training I consider that a small training team consisting of 1 Platoon Weapon Instructor, 1 Corporal and 1 GD Marine would be essential to start with, reducing later to one Staff Instructor, say a Fifth Five Colour Sergeant PM permanently stationed there to provide long term training.

29. I understand that the Fleet Royal Marine Officer may be visiting PORT STANLEY later in the year in which case he will be able to form a more up to date judgement of the situation. My present Officer Commanding Royal Marines has been asked to discuss the problem with the staff of the Commandant General Royal Marines on return to the United Kingdom.

ROYAL MARINES

30. The Royal Marine Detachment have acquitted themselves well during their disembarked period in PORT STANLEY. From the start excellent relations have been maintained with the local population. With the aid of Shipwrights from the ship they have transformed the old Wireless Station from a broken down storage building into reasonable - if not ideal - living quarters. The various Government Departments have given every assistance in achieving this.

31. The Training of the Falkland Islands Defence Force has proceeded most satisfactorily and I particularly commend PO/X6135 Colour Sergeant R.W. BLUNDEN who has, with a blend of tact, humour and enthusiasm produced a most efficient training effort.

MATERIAL

CONFIDENTIAL

32. The Material state of the ship remains good and the Electrical /installations

CONFIDENTIAL

-5-

installations and auxiliary machinery have given far less trouble than last season. This can be partly put down to a better refit in 1964 and partly to improved maintenance onboard, which was helped by instituting a 7 day maintenance period in PORT STANLEY prior to the February storing visit to MONTEVIDEO.

33. It would appear that since financial approval for the Ice Breaker is once again in the melting pot there may be a requirement for HMS PROTECTOR to remain in service beyond 1968. The ship has stood up to this season well and subject to hull surveys each year and adequate refits I can see no reason why this should not be feasible.

PERSONNEL

34. The behaviour, morale and health of the Ship's Company has remained generally good. A report of the mid term visit to MONTEVIDEO is forwarded as Annex B. The three visits to MONTEVIDEO in one season, necessitated for Operational reasons, proved too much for a few of those romantically inclined. On the credit side one Officer and one Royal Marine rank got married there. On the debit side one rating deserted and another remained absent for a month.

CONCLUSIONS

35. This season has amply demonstrated the value of keeping an Ice Patrol Ship in South Atlantic waters with the dual purpose of protecting British interests in the area and furthering the British effort in Antarctica.

36. The capacity of HMS PROTECTOR to fulfill her multifarious roles is limited by the power of her ageing helicopters. If the ship is to continue in service for a number of years I consider that her potential would be greatly improved by the replacement of Mark I Whirlwinds with Mark IX Whirlwinds as soon as these become available.

37. If one may be permitted a valedictory comment after two years in command the overwhelming impression that I have gained, apart from the forbidding grandeur of the Antarctic at its worst and best, is the immense fund of goodwill, affection and respect that successive commissions of HMS PROTECTOR have built up over the years in this part of the world. The modern image of the Royal Navy is successfully presented by cruises such as that of the Special Squadron as and when ships can be spared. The regular annual appearance of HMS PROTECTOR, however, provides an aura of permanence to British Naval presence in southern South America. Although the personnel may change HMS PROTECTOR is invariably greeted as an old friend.

I have the honour to be,

Sir,

Your obedient Servant

Sgd. M. S. OLLIVANT

(M.S. OLLIVANT)
Captain, Royal Navy

- Annexes: A. Sitreps Nos. 1-5
B. Visit to MONTEVIDEO, 2nd-9th February, 1965, and 12th-13th March, 1965.
C. Copy of letter of appreciation from Sir Vivian Fuchs

Copies to: His Excellency, the Governor of the Falkland Islands
The Naval Attache, British Embassy, Buenos Aires

CONFIDENTIAL

CONFIDENTIAL

(Annex A to the Commanding Officer, HMS PROTECTOR's letter
No 263/13 dated 2nd April, 1965.)

DEFERRED 201229Z
FROM PROTECTOR
TO C IN C SASA (FLAG)
INFO C IN C SASA (R/L) MOD NAVY

SIREP NO. 1 - All dates November

Arrived Falkland Sound 4th established survey party Great Island
arrived Port Stanley 5th relieved BYM and sailed for South Georgia
9th with Governor and Mrs. Haskard embarked.

2. Arrived Grytviken 12th Governor disembarked. Established Expedition stores dump. Landed parties for skiing and to watch Japanese operating Whaling Station.
3. Visited Leith 13th established further stores dump and checked arrangements for taking 500 tons F.F.O. in March. Japanese Whaling in full swing. Sailed for Royal Bay where helicopters established 4 dumps for final surveying phase of Expedition. Operation completed as snowstorm blotted out area.
4. Re-embarked Governor Grytviken 14th and sailed South about Georgia meeting considerable ice south west of island. Off Jacobsen light 15th weather cleared giving perfect view Mount Paget. Helicopter established base dump at 1200 feet Newmark Bay for use when Expedition cross Admagoo Range.
5. At 15th ship moved into uncharted waters off King Haakon Bay and flew Expedition and equipment to first camp near Shackleton's landing point. Operation completed in rising North Easterly gale as snowstorm blotted out scene.
6. 15th/16th as ship cleared worst of ice, barometer fell 50 millibars to 955 millibars in 18 hours. Moved to in resultant force 10 Westerly gale. Arrived Stanley 19th.

DEFERRED 002120Z
FROM PROTECTOR
TO C IN C SASA (FLAG)
INFO C IN C SASA (R/L) MOD NAVY

SIREP NO. 2

Sailed Stanley 24th November to recover survey party Great Island.

2. Weather and boat defects limited survey work but good foundation laid for next year. All survey stations recovered and marked. Survey team transferred JOHN BISCOE 26th November.
3. JOHN BISCOE sailed Stanley for South Orkneys 27th November for 2 month survey. Owing to early break up of ice JOHN BISCOE now sailing for Adelaide Island to relieve Base. Survey party remains South Orkneys.
4. 27th and 28th November Marine landing exercise East Falkland with local Defence Force observers (FIDE). On completion observers and Marine training team landed.
5. 29th November - 3rd December visited settlements, marked remaining trig points Falkland Sound and exercised Ashward, bombardment, and seismic drill and firing.

/6. Marines flown

CONFIDENTIAL

CONFIDENTIAL

(Page 2 to Annexe A to the Commanding Officer, HMS PROTECTOR's letter No. 263/13 dated 23rd April, 1965.)

6. Marines flown ashore for field firing 4th December. Marines and Seamen landing party training and Battle 5th December followed by field exercise with FIDF 6th December. Ship proceeded to projected nature reserve Beauchene Island with naturalist 6th December. Photographic Recon. and boat landings made in excellent conditions.

7. Arrived Stanley 7th December. Fiftieth Anniversary Battle of Falkland celebrated with suitable ceremonies ashore 8th December.

8. No Argentinian or Chilean activity reported in Grahamland.

ROUTINE 241535Z
FROM PROTECTOR
TO C IN C SASA
INFO MOD NAVY VERNON

SITREP NO. 3 All dates December.

1. Sailed Stanley 9th arrived Deception Island 12th for R.V. with SHACKLETON and mail delivery to bases.

2. 12th-19th two ship seismic programme with SHACKLETON in Bransfield Strait and North West and East of South Shetlands completed. Fog and snow but relatively calm seas with little ice provided near perfect conditions enabling planned runs to be exceeded by 25%. Scientists reported excellent results. One 70 mile run more than doubled ship's previous record. Ship's equipment and organisation worked well.

3. Returned Stanley 22nd to re-embark party of R1 Detachment stationed ashore during this patrol. Marines carried out exercises and training with FIDF.

4. Survey party South Orkneys should complete large scale survey Queen's Bay by Christmas. Coastal work on small scale survey in hand but further progress delayed by absence of JOHN BISCOE.

5. JOHN BISCOE penetrated ice and reached Adelaide Island 18th now unloading stores. SHACKLETON completed 2 ship seismic and sailed South Orkneys on completion.

6. Argentine oceanographic Ship CAPTAIN CANEPA reported visiting Argentine base in Deception on 10th. No other Argentinian or Chilean activity reported.

DEFERRED 231945Z
FROM PROTECTOR
TO C IN C SASA
INFO MOD NAVY

SITREP NO. 4 All dates January

Sailed Stanley 1st with High Coma. embarked. Arrived Deception Island with mail 4th. Visited Base and arranged seismic programme with SHACKLETON sailing PM for Bransfield/Logoupil area.

2. Seismic cancelled 5th due to continuing gales. Proceeded South Orkneys arriving Signy Island 7th.

3. 7th-13th supported survey party with ship and helicopters. 7th-9th completed retriangulation Signy and extension to 5 points on Coronation Island. Ship forced out of anchorage by bergs 9th. Remainder period underway drifting at night in shelter grounded 10 mile long tabular berg.

CONFIDENTIAL Gales and snow

CONFIDENTIAL

(Page 3 to Annex A to the Commanding Officer, HMS PROTECTOR's letter No. 263/13 dated 23rd April, 1965.)

4. Gales and snow 10th and 11th unsuitable observations. Ship reconnoitred extension H.I.4/64 East Coronation and Laurie Island. Numerous uncharted shoals discovered the hard way. 12th and 13th suitable station for Easterly extension and HiFix found and fixed on Robertston Island.
5. 14th sailed for Bismark Strait. Penetrated Neumayer Channel and anchored Port Lockroy 16th. Considerable drifting ice in Bismark and surrounding straits. Flew High Coma. and mail Argentine Islands 17th and visited new American Base Arthur Harbour Anvers Island being set up by U.S. Icebreaker EDISTO and Transport MAYANDOT.
6. PM 17th cleared Neumayer Channel with some difficulty due to ice low visibility and force 9 gale. Arrived Stanley 20th.
7. JOHN BISCOE returned Stanley from successful visit Adelaide Island and now in South Orkneys. SHACKLETON continuing scientific work in Bransfield Strait visited Signy 12th to assist unloading KISTA DAN. Latter en route Halley Bay.
8. Survey party continuing with boat sounding on small scale survey South Orkneys. JOHN BISCOE arrived 15th and reported that ship sounding using HiFix started 18th expected BISCOE remains South Orkneys until 8 Feb.
9. Marines ashore in Falkland Island throughout period. Exercised and trained FIDE practised troop lift over island in Beaver aircraft. With assistance Shipwright living quarters in old Wireless Station now transformed to reasonable long term accommodation.
10. Chilean and Argentinians now relieving bases. Argentinian activity increased this season.

DEFERRED 071507Z
FROM PROTECTOR
TO C IN C SASA
INFO MOD NAVY

SITREP NO. 5

1. Sailed Stanley 14th Feb. Investigated soundings Eastern end Burdwood Bank. Landed mail Deception 17th Feb. Arrived Argentine Islands 18th Feb. landed mail for southern bases to be delivered by RRS SHACKLETON and BISCOE.
2. 18th-28th Feb. Assisted survey party in Argentine Islands in preparation for HiFix survey due to start early March in BISCOE. 2 HiFix Stations set up and triangulation of many islands checked and established. Good weather allowed intensive flying programme by helicopter and only fog during last 3 days prevented visual shots into outlying Victor Hugo Island which was fixed by Hydrodist only.
3. Aerial photography of islands achieved. Aircrew survival exercise exercise on Argentine Islands 20th-23rd Feb. No ill effect except sun tan.
4. Bismark Strait and approaches French Passage clear of ice on most days.
5. Survey party camped in hut close to base camp since 15th Feb. Continuing boat soundings of approaches to Argentine Islands despite delays caused by shifting pack ice and damage to boat.

/6. Argentine SAN MARTIN

CONFIDENTIAL

CONFIDENTIAL

(Page 4 to Annexe A to the Commanding Officer, HMS PROTECTOR's
letter No. 263/13 dated 23rd April, 1965.)

6. Argentine SAN MARTIN sighted 18th Feb in Bismark Strait presumed on routine patrol. Chilean PILOTO PARDO returning from visit to Adelaide Island and further south encountered on 21st Feb. Helicopters cross operated and Chilean pilots entertained onboard. American Icebreaker EDISTO left Arthur Harbour 28th Feb. leaving wintering party at new base christened Palmer Station.
 7. Sailed Argentine Islands 28th Feb. to investigate helicopter landing sites for future retriangulation of Cape Kater area. Low cloud and poor visibility 1st March prevented more than cursory reconnaissance but achieved aerial photography of islands off Chilean base Cape Legoupil. Surveyors from PILOTO PARDO observed working tellurometers in this area.
 8. 4th March. Arrived Leith South Georgia berthed alongside Japanese KASHIMA MARU in thick fog and falling snow. Embarked entire Admiralty stock of 536 tons WFO sailed PM for Royal Bay.
 9. 5th March anchored Moltke Harbour, Royal Bay recovered Combined Services Expedition by helicopter in flat calm conditions. Returned Grytviken for farewells and to collect mail. Sailed 6th March for Montevideo.
 10. Marines ashore in Falkland Islands throughout period, and just completing weeks training for local Defence Force.
-

CONFIDENTIAL

CONFIDENTIAL

(Annexe B to the Commanding Officer, HMS PROTECTOR's letter
No. 263/13 dated 23rd April, 1965.)

(i) VISIT TO MONTEVIDEO - 2ND-9TH FEBRUARY, 1965

1. The Mid season visit to MONTEVIDEO took place between 2nd-9th February, 1965. Owing to the ship's earlier departure from the United Kingdom there was a heavier storing commitment than usual and to economise in Furnace Fuel Oil and Avgas stocks at PORT STANLEY these had been rundown onboard as low as possible and were fully replenished at MONTEVIDEO.

2. The ship's Detachment of 29 Royal Marines had been left behind in the Falklands causing the ship to be distinctly short handed so that some of the usual recreational activities had to be cancelled. This included the camping parties at LAGUNA DEL SAUCE which would have been doubly difficult with no ship Land Rover. The wreathlaying ceremony was postponed.

3. It proved possible, however, to grant 48 hours local leave to each watch which was as popular as usual.

4. The Uruguayan officials and people seemed particularly friendly throughout this visit. I suspect that Sir Winston Churchill's death and funeral had crystalised pro British feeling in the country. There had been an impressive remembrance service in the Cathedral the day before the ship arrived and the President of Uruguay was the only South American Head of State to attend the funeral. It was doubly sad, therefore, that he should die of a heart attack two days after his return from England.

5. Port Officials were entertained in the Wardroom one forenoon and the Vice President of the National Ports Administration attended. After suitable lubrication the assistant Trade Attache from the Embassy soon had them in fits of laughter and although the Spanish was too swift for most of the hosts it transpired that he had been persuading them to accept a British tender for building 6 Merchant vessels. We were therefore gratified to read some weeks later that the contract worth \$14,000,000 had been landed by Cammel Lairds. I like to think that HMS PROTECTOR's whisky played some small part in this success.

(ii) VISIT TO MONTEVIDEO - 12TH-13TH MARCH, 1965

1. Owing to the admirable arrangements made by the Naval Attache and the Consulate the relief Royal Marine Detachment and their stores were embarked satisfactorily on 12th March without any embarrassment.

2. On 13th March the ship anchored in the Anteport and embarked the Detachment's ammunition from SS WINCHESTER CASTLE. Meanwhile I laid a wreath at the monument to ARTIGAS supported by the new Detachment manfully struggling with the ship's Number 4 rifles. The ceremony was well attended and, apart from one Marine who had a heart attack in the 'bus, went without a hitch. The ship sailed on completion.

CONFIDENTIAL

CONFIDENTIAL

1131



FROM THE SECRETARY OF STATE FOR THE COLONIES

C.O. Ref: DEF 67/07

SAVINGRAM

CIRCULAR 254/65

22nd June, 1965.

VISITS OF H.M. SHIPS

Copies of a questionnaire, an Introductory Note; and the text of a letter from the Ministry of Defence concerning the value of visits of H.M. Ships to countries throughout the world are enclosed.

2. A detailed reply to all the questions is not necessary as these papers are intended for world-wide distribution to British posts. It is suggested that you reply only to those points on which you have specific comments to make; including, if necessary, any general points you may wish to make which are not covered by the enclosed papers.

3. It would be appreciated if you would reply as soon as possible in order that your comments may be given full consideration by the Ministry of Defence, before their next programme of visits is drawn up. An early reply would also be appreciated from those with no comments.

4. This circular is addressed to all Governors; all Administrators and the High Commissioners for Aden and the Western Pacific.

SECR.

Reply at 1134

The Officer Administering
the Government of
the Falkland Islands

CONFIDENTIAL

VISITS OF H.M. SHIPS

INTRODUCTORY NOTE

The Ministry of Defence have sought our guidance on the value of visits by H.M. Ships, a copy of their letter is attached. To assist in assembling views the Ministry of Defence have prepared the attached questionnaire. We should be grateful for your considered views on the points raised in the Ministry of Defence letter, and for your replies to the specific questions in the questionnaire, some of which may not be relevant to Colonial territories.

2. For the most part the questions speak for themselves. It may be worth adding that:

a. the most important question where your analysis will be particularly valued is question 2. The Ministry of Defence are also most anxious to assess the importance of special squadron visits, such as that made to South America in 1964. Such ventures are difficult to organise and involve a concentration of resources at the expense not only of normal visiting but of more military activities as well. Special attention will therefore be given to your answer to question 5A.

b. the idea behind question 3 is to provoke comment on whether the traditional lines on which ships' visits are organised are the right ones, or whether you think it would be a good thing for less orthodox activities to be included in the programmes.

c. behind question 4 is the thought that ships may, in the past, have visited the same port or ports on a number of occasions - e.g. because they are either the seats of governments or the most important, or the most easily accessible ports in the country. It may be that other equally important centres have been neglected.

6

DRAFT QUESTIONNAIRE

1. What visits have you received in recent years? (The last 3 years should suffice, unless visits have been very rare).
(Specify ship, date, duration, port. State also whether the visit was for any particular purpose or occasion).

2. Impact of visits

A. In what way have these visits affected national interests?

(i) By supporting internal security

(ii) By demonstrating:-

(a) to the inhabitants of the territory;

(b) to other countries;

our readiness to support the territories visited

(iii) By fostering a tradition of good relations with local authorities and inhabitants.

(iv) By strengthening links between navies.

(v) By carrying political significance for our relations with the Government of the country visited.

(vi) By encouraging trade - e.g. by contributing to the impact of particular trade promotion activities.

(vii) By encouraging sales of arms and naval equipment.

(viii) In any other way.

B. What would be the effect on these interests if the number of visits was increased/reduced?

C. How does the impact of visits by foreign ships compare?

3. Activities during visits

A. What do you think of the various activities commonly engaged in during visits?

Type of Activity	Good and should continue as a feature in future	Of limited value but should continue	Could be omitted without detriment
Sporting events			
Ceremonial			
Wreath laying ceremonies (where appropriate)			
Open ship			
Childrens' parties			
Luncheon parties			
Press conferences			

3. (contd).

B. Are there any activities not featured in ships' programmes at present which you would rather see included?

4. Choice of Ports

Which port would you like to see visited more/less/not at all?

5. Type of visit

A. Which do you regard as the most effective use of resources: visits by single ships or a visit by a squadron?

B. Does the size or type of ship matter?

C. Are the best results obtained by visits planned to coincide with special occasions?

6. General

Have you any other ideas for ship visits in future or criticisms of past visits?

For some time we have been trying to assess the real value of visits by HM ships to countries throughout the world. The Navy has traditionally supported the peace-time policies of the Government in this way but in this day and age it may be that the efforts involved no longer produce a worthwhile return. Moreover, our operational commitments are making it more and more difficult for us to meet the many competing bids for ship visits which we receive. For these reasons we think the time has come to re-assess the policy and to ask whether the old concepts and values still hold good.

2. Ship visits fall broadly into four categories:-

- a. Visits arranged on their own initiative by Commanders in Chief within their own Commands. These are undertaken for a variety of naval, as opposed to political or commercial reasons; co-operation with other Navies, provisioning, refuelling, and rest and recreation for the crews. These visits are, of course, arranged in consultation with the appropriate diplomatic representative; prior approval from London is only needed in certain politically sensitive cases. Such visits will continue to be a "must" for us, and of course there is a two-way traffic: many foreign and Commonwealth ships visit us on the same basis.
- b. Visits arranged by Commanders in Chief abroad at the request of some other overseas authority. These requests usually come through the Naval Attaché with the backing of the Ambassador or High Commissioner. The Commander in Chief has full discretion except in the politically sensitive cases already mentioned.

/c. Visits

Sir Hilton Poynton, GCMG

c. Visits made at the request of other Departments in Whitehall or by personal representation from Ambassadors and Trade Fair Organisers to the Minister RII, Chief of Defence Staff or First Sea Lord. At this point we begin to have serious doubts. We are bound to assume that the object of these visits is to boost Trade or raise British prestige. But we believe that in terms of hard results it would be very difficult to show that ceremonies with ships present are invariably more successful than the rest or that satisfactory Trade Agreements cannot be negotiated without the Navy taking a hand (e.g. exports to USSR, Cuba, etc.). Moreover, the volume of the requests we receive is such that visits of this kind can often only be made at the direct expense of our fighting efficiency.

d. Major ventures. These are comparatively rare but from time to time we do find it possible to assemble a number of ships to make an extended visit in force to a Continent or sub-Continent. The objects of these visits cover not only Trade and spreading goodwill, but also the sale of arms and naval equipment, as well as prestige and co-operation with other Navies. The itinerary is always planned to include exercises with foreign Navies and opportunities to visit ports at great distances from the hub of our normal naval activities. The recent visit of the Special Squadron to Latin America is a good example.

3. We are clear that visits under category a. must continue and of course they will produce dividends in political, cultural, defence and trade fields. But we are less clear about the other three categories. Even to maintain our present level of visiting means a considerable diversion of effort and, although it may not be obvious, we are only meeting a small proportion of the requests put to us.

4. I should be most grateful for your guidance on this. What we need to know, cutting out sentiment and tradition alike, is whether in these days any real value, whether short term or long term, results from ceremonial or flag-showing visits. As a special category we should also like to know what criticisms or repercussions might flow from dropping visits which have become more or less annual routine. Another aspect of the same problem is whether it will be worthwhile making a special effort (by dropping out some of our present regular Ports of call) to visit certain areas which are rarely if ever visited now. Examples are the West Coasts of Canada and America, Australia and New Zealand, and the West Coast of Africa. The easiest way to answer this might be for us, on your advice, to set out in some kind of priority for these places which it is most important to visit. In the same vein, there may be other kinds of "Flag-showing" which you think we ought to be doing but which our present pattern of visiting precludes.

/5. I realise,

5. I realise, of course, that we cannot expect to cut out flag-showing visits altogether. But for operational reasons alone we must reduce the list to those that are really essential, and make sure that these are properly dealt with. To this end it is most important that we should have the longest possible notice of commitments that Departments would like us to consider seriously. Visits for the whole of the following year are normally programmed in early December and it is only with great difficulty that we can cope with commitments at less than three months' notice; and indeed at that notice we usually have to cancel something else.

6. It occurs to me that before letting us have considered views on all this you might like to consult some of your representatives in foreign posts. If so, my people would gladly co-operate with yours in drawing-up a suitable questionnaire. I hope that this, while eliciting answers to the specific points listed above would also give scope for criticism of the present arrangements and constructive suggestions for the future.

SAVING TELEGRAM

From: The Officer Administering the Government of the Falkland Islands

To: The Secretary of State for the Colonies

Date: 13th August, 1965

No. 123 Saving

CONFIDENTIAL

VISITS OF H.M. SHIPS

1131

Arising out of your Circular Savingram 254/65 of 22nd June, 1965, the following answers are supplied to the Questionnaire enclosed with your savingram.

1. Visits received during the past three years.

An average of five visits yearly by H.M.S. "Protector" between November and March for several days at a time to Port Stanley, and an average of two visits yearly during the same period to outlying farm settlements in the Falklands archipelago. The visits made to Port Stanley were for refuelling, provisioning and recreation. The visits to outlying settlements were for recreation and to show the flag.

In addition to these regular visits by H.M.S. "Protector", the Commander-in-Chief South Atlantic and South America Station visited Port Stanley in H.M.S. "Jaguar" in January 1964, and H.M.S. "Lynx" visited Port Stanley and outlying settlements in October, 1964, having been detached from the special squadron which at that time was in South American waters.

2. Impact of Visits

- A. The visits have demonstrated both to the inhabitants of the Falkland Islands and to neighbouring South American countries Great Britain's readiness to support the integrity of the Colony. These visits have served to foster the tradition of good relations with the people of the Falkland Islands which has been maintained uninterrupted for the past 132 years.
- B. If the number of visits were to be increased this would be extremely welcome locally. If the number of visits were to be decreased there would be considerable despondency in the Falkland Islands, whose inhabitants would regard such a decrease as an indication that Great Britain was in some measure withdrawing support from the Colony.
- C. Foreign warships have not visited the Falkland Islands in recent years. The rare visits of Russian fishery research ships have been the occasion of polite interest by a limited section of the public and of mild suspicion by the remainder.

3. Activities during Visits

- A. The activities commonly engaged in by the Royal Navy have been appropriate. In particular H.M.S. "Protector" has a special relationship with Port Stanley and the ship's company have long since established friendly liaison with many Stanley families. This relationship has continued from one commission to the next and Stanley shares in some degree the attributes of a home port.
- B. No comment

CONFIDENTIAL

4. Choice of Ports

The present arrangements are satisfactory.

5. Type of Visit

- A. Single ship visits are adequate.
- B. The size or type of ship is immaterial.
- C. Visits are always popular; if they can coincide with special occasions locally, such as Remembrance Sunday or the anniversary of the Battle of the Falkland Islands (8th December), this is doubly appreciated.

6. General

No comment.

1132

(This minute to be brought forward on ^{8 Nov. 1965.} arrival of H.M.S. Protector)

Work to be done at South Georgia. When Protector is in ask her Captain to survey the South Georgia jetty and motor boat

In respect of the motor boat Protector should be put in the picture concerning Coleman's personal attitude

W.I.

C.S.

30th July 1965
0625/XV
LS

XIV 1311

1133

Cs.

Please see herewith reply to 1131.

LW 13/8

CONFIDENTIAL

a

HMS PROTECTOR,
at Southampton.

12th July, 1965.

No. 261/17

The Second Permanent Under-Secretary of State (Royal Navy),
Ministry of Defence,
Whitehall,
London, S.W.1.

H.M.S. PROTECTOR - PROGRAMME 1965/66

References:- A. The Antarctic Treaty, Article VII, Clause 5.
B. The Report of the First Antarctic Treaty
Consultative Meeting, Recommendations 1 - V1.

1. Be pleased to inform the Admiralty Board of the Defence Council
the detailed information required by reference B.

2. The paragraph numbers which follow correspond with those in
reference B.

- (1) HMS PROTECTOR. Ice Patrol Ship, one twin 4" gun mounting,
four 3 pounder saluting guns, two twin 20mm machine guns,
sundry small arms. Two Whirlwind helicopters.
- (2) The following programme has been planned but will be subject
to ice, weather conditions and other factors:-

23 November	Arrive Port Stanley, Falkland Isles.
30 November - 8 December	Establish and support Hydrographic Survey in South Orkney Islands.
9 - 18 December	Geological survey in vicinity of South Shetland Island and South Orkney Islands using Seismic methods.
21-31 December	at Port Stanley.
4 January	re embark hydrographic survey party from South Orkneys.
6 - 18 January	Reconnaissance of triangulation points in Cape Kater Area. Support and move geomorphologists and biologists in South Shetlands.
21 - 28 January	In Port Stanley
12 - 15 February	In Port Stanley
18 February - 5 March	Hydrographic survey in Argentine Islands area and visit to bases on West Coast of Grahamland. Continue reconnaissance of triangulation in Cape Kater Area.
8 - 14 March	At Port Stanley.

CONFIDENTIAL (3)

CONFIDENTIAL

(Page 2 of the Commanding Officer, HMS PROTECTOR's letter No.
261/17 of 12th July, 1965

- (3) Not Applicable.
- (4) HMS PROTECTOR's complement consists of 21 Officers and 240 ratings. A nominal list of Officers is attached as Enclosure 1.
- (5) Nil, other than private shot guns.
- (6) As listed in (2) above.
- (7) Hydrographic equipment, explosive charges for Seismic work, standard ship meteorological equipment, sea gravimeter may be fitted.
- (8) Two Whirlwind helicopters. H.F., V.H.F., radio equipment.
- (9) Helicopters; boats; trained mountain rescue team.
- (10) Not applicable.

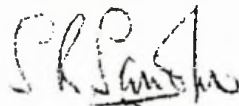
3. In accordance with previous practice, reference has been made to areas such as the Falkland Islands which is not strictly in the Antarctic Treaty Area.

4. The Ship's detailed programme is forwarded as Enclosure 2 to this letter. It has been discussed in outline with the Commander-in-Chief, South Atlantic and South America and representatives from the British Antarctic Survey and the Hydrographer.

I have the honour to be,

Sir,

Your obedient Servant



(S.R. SANDFORD)
Captain, Royal Navy.

Enclosures: 1. List of Officers.
2. Detailed programme of H.M.S. PROTECTOR.

Copy to:- The Commander-in-Chief,
South Atlantic and South America.

CONFIDENTIAL

CONFIDENTIAL

Enclosure No. 1 to the Commanding Officer,
H.M.S. PROTECTOR's letter No. 261/17 dated 12th July, 1965

LIST OF OFFICERS

<u>NAME AND RANK</u>	<u>SPECIALISATION</u>	<u>SENIORITY</u>
CAPTAIN S.R. SANDFORD	X.	31.1.65
LIEUTENANT COMMANDER V.D.R. LENTAIGNE	X	1. 2. 60
LIEUTENANT COMMANDER D. WOODHOUSE	ENG(M)	1.12.62.
LIEUTENANT COMMANDER L.V.G. HONEY	S	1.2.62.
LIEUTENANT COMMANDER R.R. EDWARDS	X (P)	1.3.65.
LIEUTENANT ^{Comdr} N.S. FOSTER ^(helicopter)	X (F)	19.11.57.
INSTRUCTOR LIEUTENANT I.R.W. HAMILTON		6.4.58.
LIEUTENANT H.L. PEERS	X(N)	1.3.59.
LIEUTENANT (SD)(CD) A.D. McLAUGHLAN		1.4.59.
LIEUTENANT R.F. RYAN	X(O)	1.9.59.
LIEUTENANT G.R.M. DIPPIE ^(Secretary)	X	1.1.60.
SURGEON LIEUTENANT ^{Comdr} J.R. JOHNSON, M.A., LMSSA.		7.10.60.
LIEUTENANT P.R. SUTERMEISTER	X	1.3.63.
ELECTRICAL LIEUTENANT (SL) D.F. SMITH	L	16.1.64.
LIEUTENANT (SL)(O) A. FINNES	X(O)	1.2.64.
SHIPRIGHT SUB-LIEUTENANT R.E. SLEEP		18.6.62.
ENGINEER SUB-LIEUTENANT ^(SD) (ME) D.P. HARRIS	E	12.11.62.
MIDSHIPMAN M. FRENCH	X	1.9.65.
MIDSHIPMAN D.A. HALL	E	1.9.65.

P.T.E.
Lieutenant Alleshire
Lieutenant Pingu(?)
(ADMAR)
F. Jaxey

Hydrographic Survey
Argentine Navy
Birmingham University
(magnetometer)

CONFIDENTIAL

CONFIDENTIAL

Enclosure No. 2 to the Commanding Officer,
H.M.S. PROTECTOR's letter No. 261/17 dated 12th July, 1965

H.M.S. PROTECTOR - PROGRAMME 1965/1966

1. PROTECTOR leaves United Kingdom on Monday 11th October, 1965 and is due to arrive at Port Stanley on Tuesday 23rd November.
2. FIRST PATROL - 27th November - 21st December
 - (a) Sail Stanley on 27th November for South Orkneys to establish Survey Party.
 - (b) Assist Survey party installing Hifix Shore stations and extending triangulation westwards from 30th November - 8th December.
 - (c) R/V with R.R.S. SHACKLETON 8th December, South Orkneys.
 - (d) 9th - 18th December, two ship SEISMIC work with SHACKLETON in vicinity of South Orkneys as Ice permits.
 - (e) Return Port Stanley 21st December.
3. From 21st - 31st December in Falkland Islands.
4. SECOND PATROL - 1st January - 21st January
 - (a) Sail Stanley on 1st January for South Orkneys to re-embark Survey Party on 4th January.
 - (b) Reconnaissance of Cape Kater Area.
 - (c) Support and move geomorphologists and biologists in South Shetlands.
 - (d) Visit bases in British Antarctic Territory as convenient.
 - (e) R/V JOHN BISCOE on 18th January to transfer Survey party to Argentine Islands.
 - (f) Return to Port Stanley 21st January.
5. 21st - 28th January maintenance and paint ship period in Port Stanley. Sail for Montevideo 28th January.
6. Storing visit in Montevideo 1st - 8th February
7. 12th-15th February in Port Stanley. Commander-in-Chief, South Atlantic and South America embarked
8. THIRD PATROL - 15th February - 8th March (C.in C. S.A.S.A. is likely to be embarked for part of this patrol).
 - (a) Sail Port Stanley 15th February,
 - (b) 18th - 21st February in South Shetlands area.
 - (c) Support Survey party in Argentine Islands if ice conditions permit.
 - (d) Complete Cape Kater recce if necessary
 - (e) Visit bases as convenient
 - (f) Return to Port Stanley 8th March.
9. On 14th March sail for U.K. via South Africa.

CONFIDENTIAL

From: Captain S. R. Sandford, Royal Navy



CH 26/9

1135
H.M.S. Protector,
B.F.P.O.,
Ships.

31st August, 1965.

His Excellency Sir Cosmo Haskard, KCMG. MBE,
Government House,
Falkland Islands,
South Atlantic.

Dear Sir Cosmo,

Thank you very much for your kind letter of
the 22nd July.

I am much looking forward to visiting the
Falkland Islands in Protector, particularly as this is
a part of the world that I have not previously visited.

a I have pleasure in enclosing a draft copy of
our programme which I hope will be of interest to you.

Yours Sincerely,

Sefton Sandford

Reply at 1136

CS. 1136
When you have seen WTS, would you please
return to Miss Bickick (if I am away) as
I want her to do some work on it.

26 September, 1965

S. J
W

1135
Many thanks for your letter of
31st August enclosing a draft copy of H.M.S. Protector's
programme for the coming season.

I look forward to your arrival in Stanley
on Tuesday, 23rd November. Nearer the time, I suggest we
arrange by signal the details of your first 24 hours in Stanley.
The arrangements on Protector's arrival last season seemed to
work satisfactorily and unless you have other views I would
suggest that we follow the same procedure this year.

If during Protector's time in Falkland Island
waters in the coming season you should be willing to visit some
of the outlying settlements in the Camp (as the countryside here
is called), I am sure that this would be much appreciated by
farm managers. As the southern summer is the busiest time on
the sheep farms I would suggest that short visits to several
settlements would be preferable to more prolonged visits to one
or two places.

CH

Captain S.R. Sandford, R.N.,
H.M.S. Protector,
B.F.P.O.
Ships

BU 8.11.65 (60.1132)

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : ? 27/10 Time : 1620 Received : 1030 Time 28/10/65

PRIORITY

CONFIDENTIAL

97
No??

Following telegram October 26th from Foreign Office addressed Montevideo 190 and Governor Falkland Islands. Begins.

Admiralty Board have agreed to our proposal that Uruguayan naval officer should be invited to accompany H.M. Ship Protector on her present voyage to Antarctic.

2. The officer would embark in Protector at Rio Grande do Sul, Brazil, between November 15th and November 19th, and would leave her in Montevideo on February 2nd. His expenses from Montevideo to Rio Grande do Sul would be paid by Foreign Office and his messing costs on Protector by Navy Department.

3. Navy Department would require confirmation Uruguayan national security clearance for officer selected and there would also be limitations on what he would be allowed to see and have explained to him.

4. If comments of Governor Falkland Islands (from whom an early reply by telegram is requested) are favourable, please extend an invitation through Uruguayan Ministry of Defence. Ends.

CYPHER "E": EB

CS. Reply being prepared at 9.44
1137
28/10
D. 28/10

Reply at 1138.

BU 2.11.65 (60.1132)

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 28/10/65 Time: 1600 Received: Time:

CONFIDENTIAL

No. 116

Addressed Secretary of State repeated Ambassador Montevideo.

Your telegram 27th October number indecypherable.

Uruguayan Naval Officer.

Delighted to welcome him Falkland Islands.

CY-HER: EB

BU 8.11.65 (No. 1132)

0625/XV ✓
D/22/59

1139

5th November, 65.

To: Administrative Officer,

From: The Colonial Secretary,

SOUTH GEORGIA

H.M.S. PROTECTOR

H.M.S. Protector is not scheduled to visit South Georgia this season, unless perhaps in March en route to South Africa: but this is very doubtful.

W H. THOMPSON

COLONIAL SECRETARY

FA

22
Recd 8/11/65 (1132)

0025
DECODE.

TELEGRAM.

1140

OK
17/4

From Governor, Stanley.

To Commanding Officer, H.M.S. Protector.

Despatched : 2th November, 19 65 Time : 1530

Received : 19 Time :

GTC. Suggest Benrose accompanies you first patrol
as Billett will still be ashore Falkland Islands.

Governor

G.P.C. : 18

10

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

1141
04/11

PRECEDENCE—ACTION Priority	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP	MESSAGE INSTRUCTIONS
FROM PROTECTOR			PREFIX GR
TO Governor Falklands			SECURITY CLASSIFICATION
			CONFIDENTIAL
INFO			ORIGINATOR'S NUMBER

With your agreement and in accordance my new proposed
directive, I would like to embark 12 marines and one NCO for
duration ships first patrol.

2. Request instruct Officer Commanding Royal Marines to make
necessary arrangements.

081430Z Gwn
Nov

Page..... of..... pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL No.
FOR OPR'S USE	DATE	TIME	SYSTEM	OPERATOR
R				D
RELEASING OFFICER'S SIGNATURE				RANK

DECODE.

TELEGRAM.

From Commanding Officer, H.M.S. Protector

To Governor, Falkland Islands.

Despatched : 15th November, 19 65 Time : 1400

Received : 15th November, 19 65 Time : 0930

Intend following programme for ourselves arrival November
23rd read in two columns

0900 Anchor Stanley fire salute
0945 Captain land by boat and land rover to
call H.E. at 1000 — *we will send 9. & car*
1130 H.E. calls by helicopter.
1830 - 2000 Cocktail party on board for 60 guests
boats from 1815.

Commanding Officer Royal Marines has been instructed issue
invitations.

Captain.

P/L : IM.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			17.11.65

To

COMMANDING OFFICER HMS PROTECTOR

Hoa/c

Your Programme admirable but will send car meet you at
jetty of your choice at 0955 repeat 0955 stop Cocktail
party Government House 1845-2000 Wednesday 24th stop
Dinner party Government House 1945 Friday 26th stop
Time for discussions to be agreed after your arrival

Governor

FA

Copy sent to Captain Benrose

Time

GOVERNMENT TELEGRAPH SERVICE

1144

FALKLAND ISLANDS**SENT**

P1677 P4416 8/64

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

Stanley

17.11.65.

To

COMMANDING OFFICER HMS PROTECTOR

Hos/c

Your 081430Z necessary arrangements made

Governor

FA

Bu 20/11/65
(1132)

Time

CLASSIFIED MESSAGE

S 1320 h (Rev. July 1963)

NO UNCLASSIFIED REFERENCE OR REPLY

CONFIDENTIAL

IN. B*CAST *SA* TOR...1052.Z. MORGAN. 19.11.65.

DIST.....M1, S2, GOVERNOR, LOGS.
ACT.....NO.

ROUTINE.....190847.Z.

FROM ... C in C S.A.S.A.

TO ... PROTECTOR.

CONFIDENTIAL.

PLEASE PASS FOLLOWING TO GOVERNOR FALKLAND ISLANDS.

I PLAN TO VISIT PORT STANLEY IN PROTECTOR 12th TO 15th FEB TO PAY MY RESPECTS AND TO SEE AS MUCH AS POSSIBLE OF THE FALKLAND ISLANDS. BEFORE JOINING PROTECTOR AT MONTVIDEO I HOPE, SUBJECT TO DIPLOMATIC CLEARANCE, TO HAVE VISITED PUERTO MONTVIDEO AND BUENOS AIRES, I COULD THEREFORE DISCUSS ANY POINTS YOU MIGHT WISH TO MAKE WITH OUR AMBASSADOR.

2.. AFTER LEAVING PORT STANLEY ON 15th FEB I HOPE TO MAKE A SHORT VISIT TO THE SOUTH SANDWICH ISLANDS, TRANSFERRING TO H.M.S. JAGUAR AT DECEPTION ISLAND 20/21 FEB FOR SUBSEQUENT CALLS ON THE WEST COAST OF SOUTH AMERICA. IF YOU AGREE H.M.S. JAGUAR'S PROGRAMME WOULD INCLUDE A CALL AT PORT STANLEY 16th TO 18th FEB ON HER WAY SOUTH TO COLLECT ME.

D.M.G....190847.Z.

CLASSIFIED MESSAGE

CONFIDENTIAL

DECODE.

TELEGRAM.

From C.O. Protector.

To Colonial Secretary, Stanley.

Despatched : 20th November, 19 65 Time : 0027

Received : 20th November, 19 65 Time : 0900

Your 171500Z request car at Public Jetty.

CO Protector

PL:TB
(INTLD) HLB

KIV 1132

Pa

1146

CA
27/11

S.

zzh

1143

DECODE.

TELEGRAM.

From GOVERNOR FALKLANDS

To PROTECTOR

Despatched : 24/11/ 19 65

Received : 19

Time :

Time :

CONFIDENTIAL

Please pass following to CINC SASA

Thank you for your 190847 Z.

I look forward very much to your February visit and will endeavour to arrange that you see as much as possible of the Falkland Islands. My wife and I hope that you will stay at Government House while in Stanley.

A visit by H.M.S. Jaguar from 16th to 18th February will also be welcome.

Cl. Handed to house
hippre
11/25/11

1147

Si
25/11

1a

C.S.

1148

This morning I discussed with Lieut. Cheshire the hydrographic survey programme for H.M.S. Protector. It is just possible that Protector may have time to undertake further hydrographic survey work in the central part of the Falkland Sound, i.e. roughly between Fox Bay and Swan Island.

2. This being so, I think that it would be appropriate if you could warn F.I.C., Packe Brothers, K.W. Luxton, and D.M. Pole-Evans that later in the summer surveying may take place and that we would get in touch with them nearer the time, should it be necessary to ask for parties from Protector to land or to set up marks on private property.

Ln
N /11/65

29th November, 65

Dear Sir,

This is to let you know that it is just possible that H.M.S. Protector will have time to undertake further hydrographic survey work in the Falkland Sound before she departs in 1966.

If something definite comes off I will let you have the appropriate information.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

The Manager,
Falkland Islands Company Ltd.,
STANLEY.

D.M. Pole-Evans, Esq., J.P.,

K.W. Luxton, Esq., J.P.,

The Manager,
Packe Brothers.

DECODE.

TELEGRAM.

From Commanding Officer, H.M.S. Protector

To Governor, Falklands.

Despatched : 3rd December, 19 65 *Time* : 2045

Received : 4th December, 19 65 *Time* :

CINC SASA approves proposed programme.

CO Protector

P/L : LS

1150

S.
4/12

OK
6/12

DECODE.

No. 2.

TELEGRAM.

From.....H.M.S. Protector.....

To Governor, Falkland Islands.

Despatched : 9th December, 19 65 Time : 1200

Received : 19 Time :

Would be grateful for latest news of Darwin and chances of mail arriving Stanley before ships departure 1st January.

P/L : LS

Reply at 1153

1152

13/12

1152

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

1152
13/12

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			10.12.65

To

etat COMMANDING OFFICER HMS PROTECTOR

HOA/c

1152 Yourtel 9th December mails stop Due to general strike in Montevideo
situation obscure but Captain White hopes to make Stanley for
Christmas

Colonial Secretary

LS

Time

Pa

DECODE.

TELEGRAM.

1153

From Commanding Officer, H.M.S. Protector.

To Governor, Falkland Islands.

51

Despatched : 15th December, 19 65 Time :

Received : 15th December, 19 65 Time :

Intend visiting Beauchene Island pm Friday 17th December.

2. Delighted if you would join us. Helicopter would collect you 0900 Friday at football ground Stanley.
3. Ship will anchor Stanley am Sunday 19th returning via Falkland Sound.
4. Bemrose instructed to inform and organise Strange and Edwards.
5. Programme would be delayed by 24 hours in event of bad weather.

CO Protector

Phoned P.S. 12.35 15th.
2am

P/L : LS

CS.G.V have replied that I can not go on Friday morning but that if weather bad on Friday I could participate in postponed programme.
12) People will be surprised, perhaps, to see Protector in Falkland Sound back in Stanley 2 days early we should include something in Friday newsletter. Let 15/12 in

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

1154

76 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
257	Marine Protector	52	21/12	18.12.68
To				
Governor Falklands Stanley				

W1

7/12

bad weather has delayed ship stop Visit Beuchene postponed 24 hrs
 stop Delighted Lady Maskard joins party helicopter 0900 Saturday
 18th at Football Ground ship anchoring Stanley Sunday 1.11.

Time

Inc

PHD.

CS in file

fa

16/12

JAMES LOVEGROVE WALDRON.
LIMITED.

Telegraphic Address:
HOWARD, FOXBAY, FALKLANDS.
BENTLEY'S CODE USED.



The Colonial Secretary,
Stanley.

1155
*Port Howard.
West Falkland Islands.*

December 6th. 1965.

61

2/12

Dear Sir,

Thank you for your letter 0625.

Should the personnel of H.M.S. Protector be surveying any of the coast of this farm we shall be pleased to give them any assistance possible.

Yours faithfully,

JAMES LOVEGROVE WALDRON LTD.

John P. Evans
..... FALKLAND MANAGER.

PACKE BROS. & COMPANY, LIMITED

Directors : ~~H. C. Harding~~, K. W. Luxton, A. G. Barton, C.B.E., Mrs. C. Luxton

U.K. Registered Office :
120 Pall Mall, S.W.1

BENTLEY'S CODE

FALKLAND ISLANDS,
SOUTH ATLANTIC

Telegrams : "PACKE, FOX BAY"

7th. November, 1965.

Dear Sir,

114 Thank you for your No.0625, of the 29th. November, informing me that the H.M.S. Protector may be undertaking further hydrographic survey work in the Falkland Sound.

With regard to the last paragraph of your letter, there is no need-unless you ~~particularly~~ particularly wish to do so- to advise us of the H.M.S. Protector's Survey party entering our station, for this is wasting your time, for we realize that the Royal Navy has a job of work to do, and if it lay within our power to help them in any way, we would lend any assistance possible.

Yours faithfully,

A. H. Clement

The Hon. The Colonial Secretary,
Stanley.

CS f. yi + retention 1187

1/14 10/12

lee
S.

PROTECTOR'S OUTLINE CHRISTMAS PROGRAMME.

TUES	21	DEC	AM ARRIVE.	FUEL PFO.
WED	22		AVGAS.	CILS.
THURS	23		FUEL PFO.	STANLEY SHIELD.
FRI	24		CAROL SINGING.	
SAT	25		CHRISTMAS DAY.	
SUN	26		CHURCH.	
MON	27			
TUES	28		STANLEY RACES.	
WED	29		JUNIORS TO GOVERNMENT HOUSE.	CRICKET.
THUR	30		EXPED.	FLYING. MARINES.
FRI	31		GOVERNORS BALL.	
SAT	1	JAN	PM SAIL.	

la



With the compliments of
FIRST SECRETARY,
HEAD OF CHANCERY,
H. M. CONSUL



BRITISH EMBASSY
MONTEVIDEO

BRITISH EMBASSY,

MONTEVIDEO

(1212/65)

11 November, 1965

21/4/1

Further to our telegrams Nos. 156 and 157 of 9 November (not to all) I write to confirm that the Uruguayan Navy duly accepted the invitation to send an officer with H.M.S. "Protector" to the Antarctic this season, and nominated Teniente de Navio (Lieutenant) Adhemar Pigni. His National Security Clearance (signed by the Inspector-General of the Uruguayan Navy) is enclosed herewith for favour of transmission to the Director of Naval Intelligence. He seems a pleasant young man and has a reasonable command of English.

2. We have arranged for Lieutenant Pigni to go up by bus on 17/18 November to Rio Grande del Sur (there are no regular commercial air services). We have explained to him that, as we do not know whether the Brazilian Navy have ever asked for or received a similar invitation, it might be best for him to join the ship fairly unobtrusively, if he can. We gave a joint 'briefing' lunch-party for him and Lieutenant-Commander Costa (who made the trip in 1963/4) so that he is fully in the picture (I hope) on administrative arrangements.

3. I am sending copies of this letter to the Naval Attaché in Buenos Aires and to the Colonial Secretary, Port Stanley.

(K. H. Jones)

C. R. Wrigley Esq., M.B.E.,
American Department,
Foreign Office,
London, S.W.1

DECODE.

No. 5.

TELEGRAM.

From Governor, H.M.S. Protector.

To Colonial Secretary, Stanley.

Despatched : 19th December, 19 65 Time :

Received : 19 Time :

Following for Thompson. Shall be remaining onboard until after dinner. Would you please inform Government House that car should be at public jetty from 2230.

Governor

P/L : LS

NFA

(VTF)

20/12/65

8-1159 transferred to 23411E.

CONFIDENTIAL

CONFIDENTIAL

EST 24/396/62
I

BY AIR

Mr. Suss
? Yours.
J. R. Downie
2860

5th November, 1965

DS.5

D/DS.5/351/7

Sir,

Inspection of US Antarctic Base on Anvers Island

- References: a. Ministry of Defence letter No. D/DS.5/351/7 dated 8th October, 1965.
b. Commanding Officer, HMS PROTECTOR's letter No. 294/6 dated 19th October, 1965.

I am directed to forward instructions for the inspection of the US Antarctic Base on Anvers Island and supporting papers, an official document of appointment and a copy of an informal report of a similar inspection in 1963.

2. The document of appointment should be presented to the station leader on your arrival at the base.
3. The inspection should follow the same procedure as that described in the informal report on the inspection of the McMurdo Base in 1963. There is no objection to members of the ship's company going ashore at Palmer Station, but the operation of inspection should be a separate and more formal occasion. It is recommended that the inspection party should consist of at least three officers.

I am, Sir,
Your obedient Servant,

(Sgd) R. J. C. ABRAHAM

Commanding Officer, HMS PROTECTOR

Copies to:- Commander-in-Chief, South Atlantic and South America*
C.R. Wrigley, Esq., Foreign Office *
J.R. Downie, Esq., Colonial Office*

* Less all enclosures except instructions

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

INSPECTION OF U.S. ANTARCTIC BASE AT ANVERS
ISLAND UNDER THE TERMS OF THE ANTARCTIC TREATY -
INSTRUCTIONS TO THE UNITED KINGDOM INSPECTION TEAM

In the course of the coming Antarctic Summer (1965-66) you are to inspect the United States Palmer Station at Arthur Harbour, Anvers Island (Lat. 64°46'S., long. 64°04'W.) at some time convenient to yourself during the third patrol between 15 February and 8 March, 1966. For this purpose you and four of your officers will be designated as Antarctic Treaty Observers.

2. The inspection will be carried out under the terms of the Antarctic Treaty (copy attached and your attention is drawn specifically to Article VII(1-5), Article VIII(1), Article IX(3) and Recommendation I-VI of the Report of the First Antarctic Treaty Consultative Meeting (copy attached), which should be read as an amplification of Article VII(5) of the Treaty.

3. The object of the inspection is to ensure that there are no indications of activities contrary to Article I of the Treaty. You will see that Article VII(5) calls for the United States to inform us of "Any military personnel or equipment intended to be introduced by it into Antarctica subject to paragraph 2 of Article I of the present Treaty" and that Recommendation I-VI amplifies the military aspects in paragraphs (1), (4), and (5). A copy of this information for Palmer Station covering 1964-65 is attached. A copy of the information covering 1965-66 will be sent to you at the earliest opportunity. You should compare what you find at Palmer Station with this information.

4. Insofar as you are able, you should attempt to verify that the scientific work carried on at the station is for peaceful purposes. You should also ascertain whether there is any unnecessary killing or molesting of wild life contrary to the spirit and purpose of the Agreed Measures for the Conservation of Antarctic Fauna and Flora (Recommendation III-VIII of the Third Antarctic Treaty Consultative Meeting, 1964. Copy attached.) Please note, however, that the Agreed Measures are not yet in force.

5. If there are United States vessels or aircraft present during the period of your inspection you should request permission to inspect them under the terms of Article VII(3).

6. You should submit a formal, written Report on your inspection, separate from your voyage report. Inspectors' reports are normally communicated to other Treaty Governments.

7. In 1963-64 the United States carried out an inspection of our stations at Deception Island and Argentine Islands. A copy of their report is attached. (There is no objection to the report referred to in paragraph 6 above following the same pattern as the U.S. report.)

8. The preservation of friendly relations is of greater importance than the last word in inspection perfection. The idea of inspection under the Treaty is only in its infancy and needs careful nursing. It is extremely unlikely that you will find any object or activity significantly contrary to the spirit and purpose of the Treaty. This inspection was, in fact, requested by the Americans in order that the principle of inspections should be maintained and not fall into disuse. It is regarded as an important provision of the Antarctic Treaty.

/9. You should....

CONFIDENTIAL

~~CONFIDENTIAL~~

CONFIDENTIAL

9. You should be aware that Palmer Station is situated within the British Antarctic Territory and that the U.S. Government does not recognize British Sovereignty over any part of Antarctica. The question of sovereignty over Palmer Station should be avoided in contacts with U.S. personnel. Article IV of the Treaty protects our position sufficiently. (11)

10. Notwithstanding the freedom conferred on you under Article VII(2) you are not to visit any Argentine or Chilean stations in your capacity as Antarctic Treaty Observer. This does not forbid you visiting such stations in a different capacity in any other connection, if the need should arise, within the period that you are designated an Antarctic Treaty Observer.

CONFIDENTIAL

CMW/ADM/CCB(K)

Her Majesty's Government in the United Kingdom have appointed the following officers as Observers under the terms of Article VII of the Antarctic Treaty signed at Washington on the 1st of December, 1959:-

Captain Sefton Sandford, Royal Navy

Lieutenant-Commander Victor Lentaigne, Royal Navy

Lieutenant-Commander Derek Woodhouse, Royal Navy

Surgeon Lieutenant-Commander Joseph Johnson, Royal Navy

Lieutenant David Smith, Royal Navy.

Their appointment will date from the 15th of February to the 8th of March, 1966 inclusive.



Foreign Office,
London.

CONFIDENTIAL

Saving

Our Ref: FST.24/396/02

459
1160

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 19 NOV 1965

No. 115 Saving



H.M.S. PROTECTOR:
Inspection of American
Base on Anvers Island.

at
--- b The Captain of the PROTECTOR is being instructed to inspect this American base in accordance with Article VII of the Antarctic Treaty between the 15th February and the 8th March 1966. The attached copies of the letters of appointment of officers or observers and of instructions are for your information.

SECEP.

CONFIDENTIAL

Copy for CS. 1/6/65
file in
S. 31/12
31 December, 1965

When Protector returns to Stanley from Montevideo on 12th February the Commander in Chief, Vice Admiral J.M.D. Gray, will be on board and after a couple of days in Stanley it is proposed that Protector should briefly visit a few settlements.

Christopher Bonner has kindly indicated that a visit to San Carlos would be acceptable, though I have not yet got in touch with him regarding details.

It is proposed that the Admiral should arrive at San Carlos in Protector in time for lunch on Monday, 14th February, and then fly by helicopter to Port Howard for tea, finally arriving in Protector at Fox Bay in time for dinner.

The anchorage at Port Howard is considered too restricted for Protector, otherwise I should have liked the ship herself to have visited that settlement in Waldrons' centenary year.

On Tuesday, 15th, Protector would call at North Arm before returning to Stanley in time for the Commander in Chief to give a

/cocktail party....

The Hon. Mr A.G. Barton, C.B.E., J.P.

made 1/6/65

cocktail party on board that evening. The North Am visit would have to be between approximately 7 and 10 a.m. Camp time.

I should be most grateful for your advice as to whether the programme outlined above is likely to be convenient to the farms concerned.

Please do not bother to reply in writing; a telephone call would be quite sufficient.

Ch

DECODE.

1162

TELEGRAM.

From Commanding Officer, H.M.S. Protector

To Governor, Falkland Islands.

Despatched : 6th January, 19 66 *Time :* 1200

Received : 6th January, 19 66 *Time :*

Jaguar engine propose to fire salute to you
flag at 0900 on February 16th before anchoring.

CO Protector

G.T.C. : LS

CONFIDENTIAL



Our Ref: DEF.67/101

S A V I N G

From the Secretary of State for the Colonies

To the Officer Administering the Government of FAULKLAND ISLANDS

Date 14 DEC 1965

No. 130 Saving

Visits of H.M. Ships

We have recently been informed that the Commander-in-Chief South Atlantic and South America proposes to pay a formal visit to Buenos Aires on the occasion of the 150th Anniversary of Argentine Independence which falls on the 9th July 1966. This visit will be preceded by two preparatory visits earlier in the year.

2. The possible difficulties of a visit by the Royal Navy to the Argentine at this time have been considered and it is believed, on balance, that subject to any reconsideration nearer the time, the visits should take place as proposed. It has been suggested that the Commander-in-Chief might visit Port Stanley on his way to, or from Buenos Aires in July next year, if the visit does in fact materialise.

3. Meanwhile the Commander-in-Chief proposes to visit Port Stanley in February 1966, during the course of the preparatory visits to Puerto Belgrano and Buenos Aires. The programme on this occasion involves H.M.S. Jaguar and H.M.S. Protector. The Commander-in-Chief will be aboard H.M.S. Jaguar for the visits to Puerto Belgrano and to Buenos Aires from 24th January to 7th February. Still aboard Jaguar he will go to Montevideo where he will be joined by H.M.S. Protector. He will then leave Montevideo for Port Stanley aboard Protector and expects to stay at Port Stanley from the 12th to 15th February. The Commander-in-Chief then proposes to visit Deception Island on the 20th February.

4. In addition to the visit referred to above, H.M.S. Jaguar will call at Port Stanley from the 16th to 18th February and will then proceed to Deception Island where she will rendezvous with H.M.S. Protector and the Commander-in-Chief will transfer to H.M.S. Jaguar.

5. The Commander-in-Chief South Atlantic and South America is Vice Admiral J.M.D. Gray, C.B., O.B.E., and H.M.S. Jaguar will be under the command of Commander T.C. Cotton and carries a complement of 12 officers, 46 CPO's/PO's and 155 ratings.

SECEP

CONFIDENTIAL

Copy filed in 0625/5.

BU 1.6.66 to KIV

GOVERNMENT TELEGRAPH SERVICE

1164

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			21.1.66

To

etat BONNER SAN CARLOS

HOA/c

Captain Sandford regrets cannot lunch Sunday but says thank you all
the same stop Letter follows

Thompson

LS

Time

22nd January,

1165
66.

From: Colonial Secretary,

To: The Adjutant,

F.I.D.F.,

STANLEY.Salutes.

In addition to the salute to be fired on the arrival of Vice Admiral Gray in H.M.S. Protector, a further programme of salutes will be fired on the arrival of H.M.S. Jaguar at 0900 hours on 16th February.

The programme will be:

H.M.S. Jaguar salutes Governor	17 guns	*
F.I.D.F. return salute	17 guns	
H.M.S. Jaguar salutes C. in C.	15 guns (?)	
H.M.S. Protector reply	15 guns (?)	

All these will have to be fired between entry through the narrows and anchor drop and a tight schedule it is.

Will you please arrange to collect the extra ammunition required and discuss with Number One the exact drill to be followed.

Will you please collect the C. in C.'s car flag at the same time.

(Sgd.) W. H. Thompson.

COLONIAL SECRETARY

* I may be wrong and if my knowledge of this sort of thing is relied upon everything will be wrong.

Copy on : 0625/B

TB.

Reply at 1168

25th January,

66

Dear Sir,

Formal Calls H.M.S. Jaguar

The Commanding Officer has been informed that you
will call upon him at 12 noon on the 16th February.

I trust this suits you.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

W.H. Young, Esq.,
STANLEY.

25th January,

66

Dear Sir,

The Commanding Officer of H.M.S. Jaguar has asked that your launch be hired for the shipboard cocktail party on the 16th February, for the childrens party and for the period which the ship is open to visitors.

Will you please make your launch available, and also make the necessary contacts and arrangements with H.M.S. Jaguar when she arrives.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

The Manager,
Falkland Islands Company Limited,
STANLEY.

Copies to: CO HMS Protector
S/Education

No. _____

MEMORANDUM

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

26th January, 19 66.

To: Colonial Secretary, _____

From: Adjutant, F.I.D.F. _____

STANLEY. _____

Stanley, Falkland Islands.

SUBJECT:-

Salutes.

1165 I refer to yours 0625/XV of the 22nd January.

I contacted Number One this morning. Protector will fire 7 guns only on arrival of Jaguar and I suggest FIDF do likewise.

Arrangements have been made to collect 96 rounds from Protector on Friday morning. 96 fired cases will be given in exchange.

C. in C.'s flag will arrive with him and will likely come ashore in the boat with him. Would you please direct the G.H. driver to be at the Jetty in good time and to collect the flag from the Coxswain while C. in C. is inspecting the Guard.

I have to discuss Bounties, Uniforms, and Training Camp with you at your convenience and perhaps we could confirm above then or by telephone.

[Signature]
ADJUTANT.

Duty Platoon laid on

*Correct.
we acknowledge
only.*

1165



H. M. S. PROTECTOR.

Port Stanley

26th January

The Colonial Secretary,
Falkland Islands.

Dear Mr Thompson I have just returned from Branic Bay
Berkley Sound where we spent 5 days surveying,
and I would like to thank you and Mr Grierson
very much for making "Philomet" available to assist us.
In very reasonable weather we
were highly successful completing the boat sounding
work as well as giving the sailors a welcome
break from life onboard. It worked admirably
using "Philomet" as our base and I am most grateful
to the Captain and crew for their willing assistance
and co-operation in everything we did. They could not have
been more hospitable to us onboard and helpful in the
various jobs we undertook and it was largely due to their
generous manner that we enjoyed such a successful time.

Yours sincerely

Ant. Isers. Lieutenant.

DECODE.

No. 4.

TELEGRAM.

1168

From Commanding Officer, H.M.S. Protector.

To Colonial Secretary, Stanley.

Despatched : 29th January, 19 66 Time : 1203

Received : 29th January, 19 66 Time :

From Jaguar. Request arrange supply 1000 gallons
OMU 112 as convenient on arrival.

CC Protector

G.T.C. : FA
LS

Inc. informed (Tair)
W. 3/1

KIV 1168/A

Minute

I have checked with the Navy and Captain Goss and it is quite clear that when Protector arrives and fires a salute to the Governor we return a 15 gun salute to the Admiral on board. When Jaguar arrives and fires a salute to the Governor we do not return salute but fire an acknowledging 7 rounds.

I have laid this on with all concerned.

S1

C.S.

31st January, 1966.

Copy on 0625/B

TB.

31st January, 66.

To: The Officer in Charge of Police,

From: Colonial Secretary,

STANLEY.Visit of Commander in Chief.

The Commander in Chief South Atlantic Vice Admiral Gray will be landing at the Public Jetty on Saturday the 12th of February, 1966, at 10 hours precisely. It may even be that he will land a few minutes earlier. Please make sure that the duty constable is present on the jetty and whilst the Admiral is inspecting the guard of honour the duty constable will obtain from the Officer in Charge of the Admiral's launch the Admiral's car flag which will be put on the Government House car. There will be room for the constable to move behind the guard of honour during the inspection.

(Sgd.) W. H. Thompson

COLONIAL SECRETARY

DECODE.

TELEGRAM.

119

From Commanding Officer, H.M.S. Protector.

To Governor, Port Stanley.

Despatched : 11th February, 19 66 Time :

Received : 11th February, 19 66 Time :

Your 101115. Landrovers should be OK for Canopus.

2. Fruit embarked.

3. Marines Smith and Draper will arrive Government House 1130 Sunday to assist.

4. Ship anchoring as planned 0900 Saturday.

CO Protector

Phoned to P.S. 2.55
D.H.

P/, : LS
(Intld) HLB

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

P1676 P4416 8/64

120

Number	Office of Origin	Words	Handed in at	Date
	Stanley			14.2.66
To				
	etat CO HMS PROTECTOR			HOA/c

Have classified mail for you three covers please arrange collection by
officer

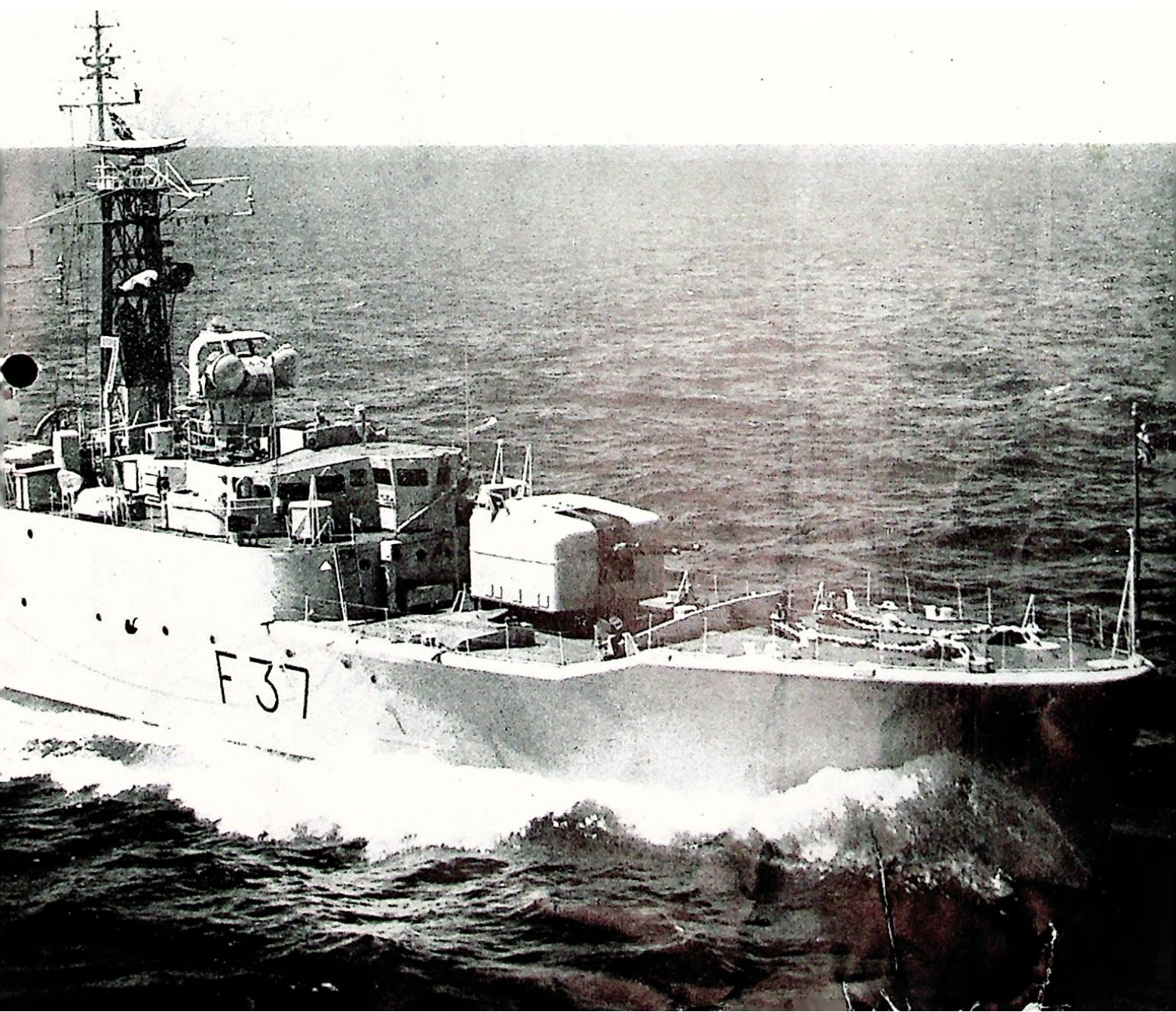
Colonial Secretary

Time LS



**H.M.S.
JAGUAR**

meet the
ROYAL NAVY



The Captain, Officers and Men of H.M.S. Jaguar welcome you on board and hope that you will enjoy your visit.

*The Jaguar's Captain:
Commander T. C. Cotton, R.N.*

Commander T. C. Cotton joined the Royal Navy from New Zealand as a Cadet in 1941. He served during the last war in the battleship King George V in the Atlantic and Mediterranean, the cruiser Euryalus and the aircraft carrier Victorious in the Indian Ocean and the Pacific. Since then he has been First Lieutenant or Commanding Officer of several destroyers and frigates. Since his promotion to Commander in 1960, he has commanded the frigate H.M.S. Wizard, training Cadets and Midshipmen from the Royal Naval College, Dartmouth, and he has also served in the Ministry of Defence. Commander Cotton is married and has two children. Their home is Calve Island, in Argyll, on the west coast of Scotland. He also has close relatives in England and in New Zealand.



H.M.S. *Jaguar* is one of four Leopard Class frigates designed for the anti-aircraft and anti-submarine protection of convoys. She was built by Wm. Denny & Bros. Ltd., at Dumbarton, Scotland, and launched on the 30th July, 1957, by Her Royal Highness Princess Alexandra of Kent. The *Jaguar* first commissioned in December, 1959.

The ship is of all-welded construction and displaces 2,490 tons at standard load. She is 340 feet long with a beam of 40 feet. Eight turbo supercharged high speed diesel engines each developing 1,940 b.h.p. are fitted, enabling the ship to steam for long distances without refuelling. The *Jaguar* steamed non-stop from Simonstown to the Falkland Islands earlier this year. Her two inwardly rotating variable pitch propellers make her very manoeuvrable.

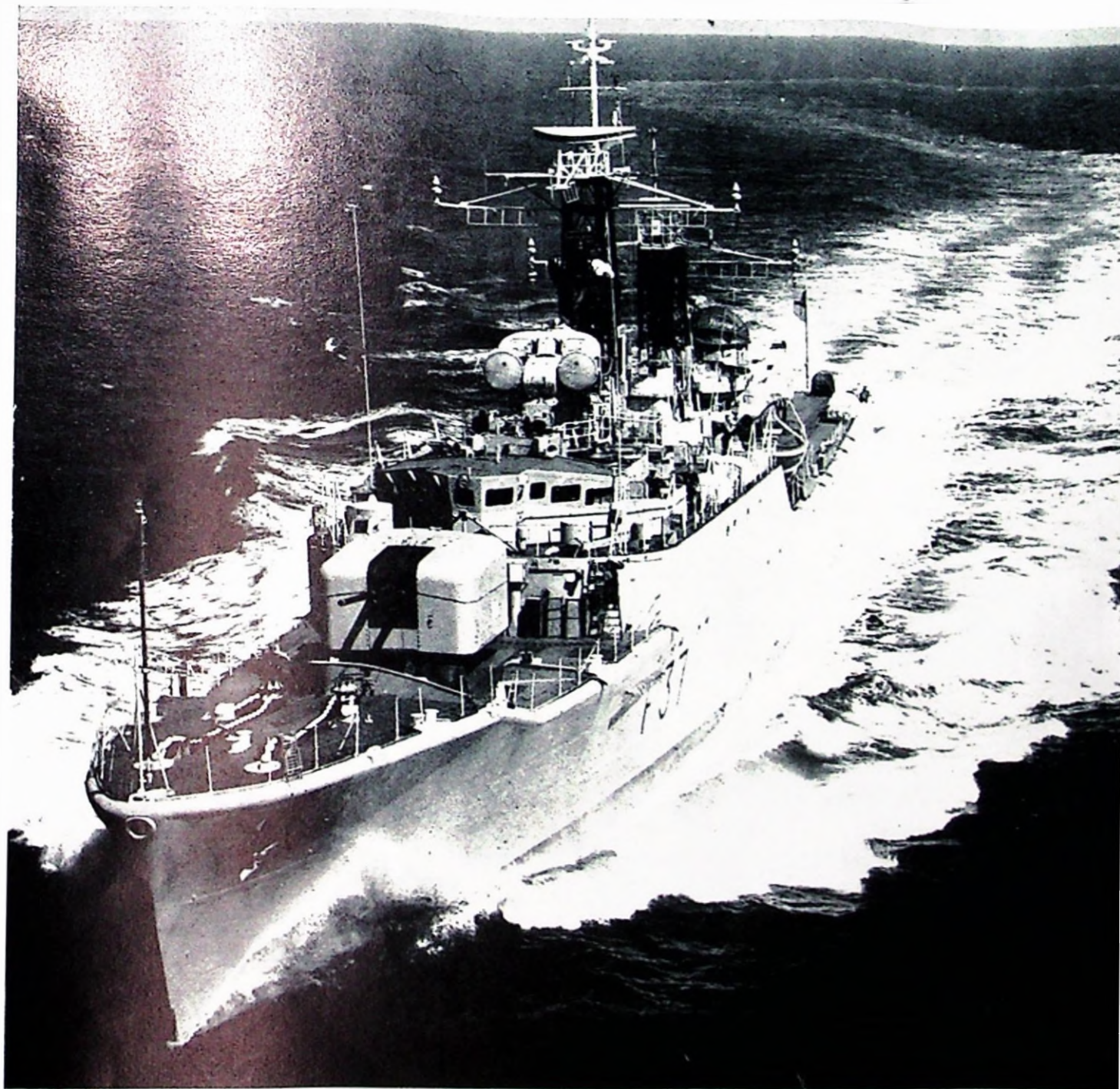
The gunnery armament consists of four 4.5 inch guns and one 40 mm. anti-aircraft gun. The fire control systems associated with these weapons can engage high speed aircraft or shore targets. In addition the ship is fitted with Sonar (underwater detection) equipment to hunt submarines, and a triple-barrelled anti-submarine mortar to attack and sink them with.

3 { After commissioning in 1959, the *Jaguar* spent 18 months in the Home Fleet; during this period the name was changed for a few days to H.M.S. *Terrier* for the filming of "Watch your Stern", a naval comedy starring Sid James and Eric Barker. The *Jaguar* left the United Kingdom in September, 1961 for a year's service in South Africa. During this time the ship escorted the Royal Yacht *Britannia* during Her Majesty the Queen's West African tour in November, 1961. The *Jaguar* returned to Chatham to refit in September, 1962, having steamed 46,000 miles during her time abroad.

After 'working-up' at Portland in March, 1963, the *Jaguar* represented the Royal Navy at "Keiler Woche", the German equivalent of Cowes Week.

The ship left Chatham in August, 1963, and spent the next four months in the Persian Gulf and Indian Ocean. From the Middle East the ship went on to South Africa in December, 1963. The following seven months were spent 'showing the flag' on the South Atlantic and South America Station and working with the South African Navy.

A port bow view of H.M.S. Jaguar, exercising in Home Waters

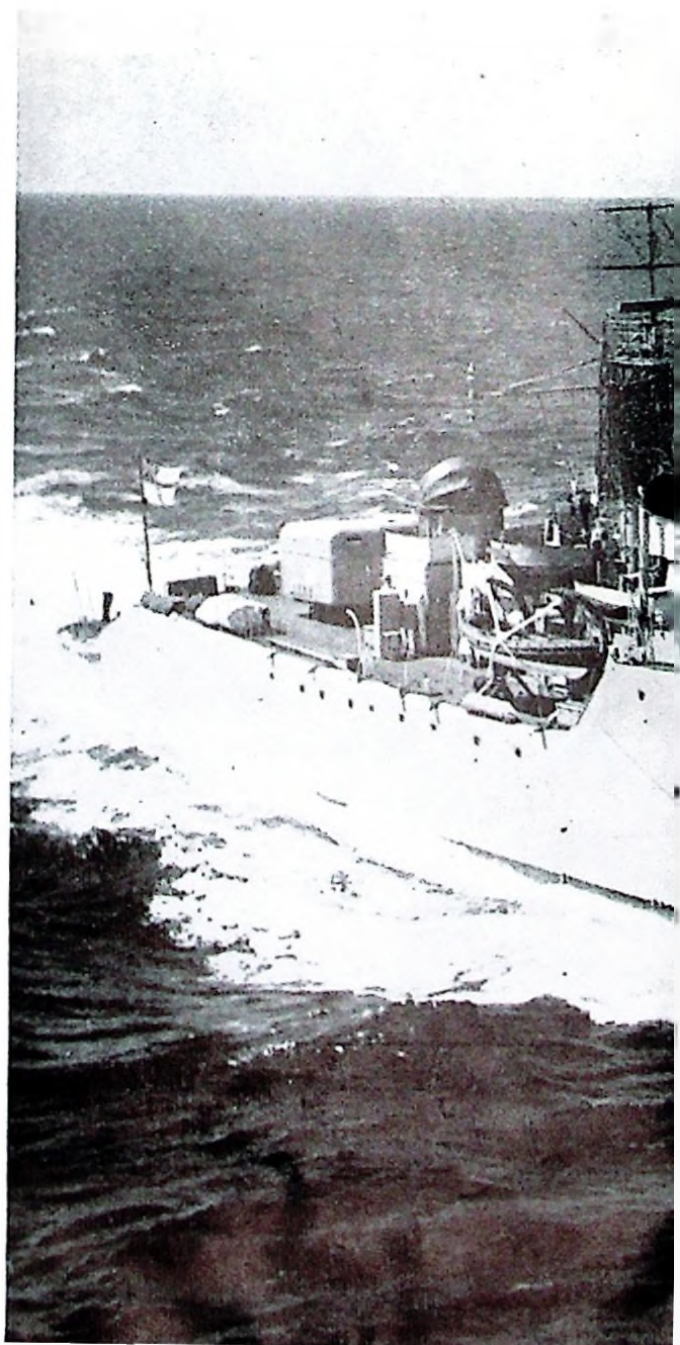


2 { **Historical Note**—The *Jaguar* is the second ship in the Royal Navy to bear the name. The first *Jaguar* was launched in 1938 and gained battle honours during the last war at Dunkirk, in the Atlantic, at the battles of Spartivento and Matapan, at Crete, Libya, and on Malta Convoys. She was torpedoed and sunk off Tobruk in 1942.



A Leading Sick Berth Attendant with his wife and child at Gibraltar

A starboard bow view of the Jaguar, showing bridge detail



CONFIDENTIAL

HMS JAGUAR
at Simonstown

25th November 1965

No. 979/8

The Secretary to His Excellency
the Governor of the Falkland Islands

HMS JAGUAR - INFORMAL VISIT TO PORT STANLEY

1. HMS JAGUAR under my command will pay an informal visit to Port Stanley from 16th to 18th February 1966.

2. Arrival and Departure HMS JAGUAR will arrive from Uruguay, and anchor off Port Stanley at 0900 Local Time on the 16th February. The ship will sail for Deception Island at 1100 Local Time on the 18th February.

3. Details of HMS JAGUAR are as follows :-

- a. Dimensions : Length 340 feet
Beam 40 feet
Draught 16.5 feet
Tonnage 1095 net reg.
- b. Complement : Officers 15
C.P.O. 22
P.O. 18
Ratings 156

4. Official Calls I would appreciate the following calls to be arranged as convenient, preferably during the forenoon of our arrival.

His Excellency the Governor
Colonial Secretary
The Manager of the Falkland Island Company

5. I would like to give a small luncheon party onboard JAGUAR on the 16th. It is requested that His Excellency the Governor, the Colonial Secretary, and the Manager of the Falkland Island Company are included on the Guest list, and up to 7 other dignitaries of the Island. This could be the return call for those I call on during the forenoon.

I, and my Officers would like to give a Cocktail Party on the evening of arrival for up to 75 guests, provided the weather is likely to be suitable for use of the upper deck with awnings and screens.

6. The ship can be open to visitors if desired on one afternoon of the visit, and a childrens party for up to 50 under-privileged or other children can be arranged on any convenient day, preferably the 17th.

7. It would be appreciated if replies to the general questions in Appendix A be forwarded direct to HMS JAGUAR to arrive prior to her departure from Buenos Aires on the 7th February, or preferably signalled direct as early as convenient.

(T.C. COTTON.)
COMMANDER-IN-COMMAND

Enclosures : Appendix A
Photograph of HMS JAGUAR
Press Handout
Commanding Officer's Invitations
Ship's Invitations - Envelopes not included - to defray cost of postage.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX A

1. Is the information in the Guide Book, dated May 1965, still up-to-date?
2. Local currency to the value of £1000 Sterling delivered on arrival would be very much appreciated.
3. Request arrangements be made to supply the ship with 70 tons DIESO as convenient on arrival. The ship does not anticipate any requirement for Lubricating Oil.
4. Teams for the following sports are available in the ship, and it is hoped that some games may be arranged.

Soccer
Rugby - not the same day as Soccer
Cricket
Squash
Hockey
Rifle Shooting
Golf

There are also some members of the Ship's Company who are very keen on fishing and game shooting.

5. It is understood that HMS PROTECTOR will be visiting Port Stanley from Montevideo a few days before JAGUAR's visit, and it is presumed that she will take all mail. If it is desired that JAGUAR should bring mail or any stores, etc. from URUGUAY, I will be glad to do so.
6. Officers would be most grateful if arrangements could be made for them to purchase locally made sheepskin coats. Subject to quality and price, approximately 16 will be required. There may also be a requirement for some of the Ship's Company.
7. What local time is kept?
8. Request permission to transmit on the following frequencies :-

4176, 4178, 6264, 6267, 8282, 8356, 8352, Kc/s

12424, 12528, 12534, 16564, 16712, 16704 Kc/s

CONFIDENTIAL

14 30/12 1922

es
H.M.S. JAGUAR

1 { H.M.S. JAGUAR is the last of the Royal Navy's Type 41 Anti-Aircraft Frigates, the other ships of the class being LYNX, PUMA and LEOPARD. JAGUAR was built by Denny Brothers of Dumbarton, Scotland at a cost of about three and a quarter million pounds. She was launched by H.R.H. Princess Alexandra in 1957 and first commissioned in December, 1959.

4 { The ship is of all welded construction, displacing 2,490 tons at standard load. She is 340 feet long and 40 feet in breadth. Eight Turbo supercharged high speed deisel engines of 1,940 B.H.P. each, are fitted; all these engines are connected up to the propellers when full speed is required. For cruising speeds any desired number of engines can be coupled up.

5 { Being deisel driven, JAGUAR can steam for long distances without refuelling; this is one reason why ships of her class are employed on the widespread South Atlantic Station.

6 { The engines drive propellers of a novel design; the pitch of the propeller blades can be altered while the ship is under way to give different ahead and astern speeds. This means that the deisel engines can be run more efficiently, and there is no need for astern gears.

7 { The armament consists of four 4.5 inch guns and one bofor 40 mm gun. The Gunnery control systems are the latest type and can engage high speed aircraft, ships or shore targets.

8 { The ship is fitted with Asdics to hunt Submarines and a Mortar to attack and sink them with. She also has several kinds of radar, one of them capable of detecting aircraft at very long ranges.

9 { The men live in Messdecks decorated to their own choice. JAGUAR carries an enormous amount of electronic equipment below decks, so the messdecks are necessarily small. However, every effort has been made to make them comfortable, and about a third of the Ship's Company sleep in bunks, the remainder in hammocks.

10 { H.M.S. JAGUAR is commanded by Commander T.C. COTTON, Royal Navy, and has a complement of 15 officers of whom 5 are under training. She has a total of 189 men of whom 22 are Chief Petty Officers and 20 Petty Officers.

11 { Commander T.C. COTTON joined the Royal Navy from New Zealand as a Cadet in 1941. He served during the last war in the battleship H.M.S. KING GEORGE V in the Atlantic and Mediterranean, followed by the cruiser H.M.S. EURYALUS and the aircraft carrier VICTORIOUS in the Indian Ocean and the Pacific. Since then he has been First Lieutenant or Commanding Officer of several destroyers and frigates. Since his promotion to Commander in 1960, he has commanded the frigate H.M.S. WIZARD, training Cadets and Midshipmen from the R.N. College Dartmouth, and he has served in the Ministry of Defence.

12 { Commander COTTON is married, and has two children. Their home is Calve Island, in Argyll, on the west coast of Scotland. He also has close relatives in England and in New Zealand.

13 { Most of the Ship's Company have volunteered to serve in JAGUAR, about 20 of them have war experience, but none of them served in the first ship of the name. The first JAGUAR gained battle honours at Dunkirk, in the Atlantic, at the battles of Spartivento and Matapan, also in the Mediterranean at Crete, Libya and the Malta Convoys. After three very active years of war she was sunk off Tobruk in 1942 by a U-boat's torpedo. There is a picture of this ship in the present JAGUAR'S C.P.O. Mess, presented by three surviving Officers of her predecessor.

14 { The Ship's Company play as many games as they can and are able to produce one or two teams for practically every kind of sport.

JAGUAR has a keen liaison with the car firm of the same name. They have been very generous in inviting members of the Ship's Company up to their factory, and in presenting the ship with various trophies and decorations.

CONFIDENTIAL

123

0625/XV

HMS JAGUAR
at Simonstown

25th November 1965

No. 979/8

The Secretary to His Excellency
the Governor of the Falkland Islands

HMS JAGUAR - INFORMAL VISIT TO PORT STANLEY

1. HMS JAGUAR under my command will pay an informal visit to Port Stanley from 16th to 18th February 1966.

2. Arrival and Departure HMS JAGUAR will arrive from Uruguay, and anchor off Port Stanley at 0900 Local Time on the 16th February. The ship will sail for Deception Island at 1100 Local Time on the 18th February.

3. Details of HMS JAGUAR are as follows :-

- a. Dimensions : Length 340 feet
Beam 40 feet
Draught 16.5 feet
Tonnage 1095 net reg.
- b. Complement : Officers 15
C.P.O. 22
P.O. 18
Ratings 156

4. Official Calls I would appreciate the following calls to be arranged as convenient, preferably during the forenoon of our arrival.

His Excellency the Governor
Colonial Secretary -- away in SG
The Manager of the Falkland Island Company

5. I would like to give a small luncheon party onboard JAGUAR on the 16th. It is requested that His Excellency the Governor, the Colonial Secretary, and the Manager of the Falkland Island Company are included on the Guest list, and up to 7 other dignitaries of the Island. This could be the return call for those I call on during the forenoon.

Not really possible as C & M will be here.

6. I, and my Officers would like to give a Cocktail Party on the evening of arrival for up to 75 guests, provided the weather is likely to be suitable for use of the upper deck with awnings and screens.

ask how many below decks? signal again

7. The ship can be open to visitors if desired on one afternoon of the visit, and a childrens party for up to 50 (under-privileged or other) children can be arranged on any convenient day, preferably the 17th.

8. It would be appreciated if replies to the general questions in Appendix A be forwarded direct to HMS JAGUAR to arrive prior to her departure from Buenos Aires on the 7th February, or preferably signalled direct as early as convenient.

(T.C. COTTON.)
COMMANDER-IN-COMMAND

Enclosures : Appendix A
Photograph of HMS JAGUAR
Press Handout
Commanding Officer's Invitations
Ship's Invitations - Envelopes not included - to defray cost of postage

CONFIDENTIAL

CONFIDENTIAL

APPENDIX A

1. Is the information in the Guide Book, dated May 1965, still up-to-date?

✓ 2. Local currency to the value of £1000 Sterling delivered on arrival would be very much appreciated.

FIC 3. Request arrangements be made to supply the ship with 70 tons DIESO as convenient on arrival. The ship does not anticipate any requirement for Lubricating Oil.

4. Teams for the following sports are available in the ship, and it is hoped that some games may be arranged.

- ✓ Soccer
- ✗ Rugby - not the same day as Soccer
- ✓ Cricket
- ✓ Squash
- ✗ Hockey
- ✓ Rifle Shooting
- ✗ Golf

✓ There are also some members of the Ship's Company who are very keen on fishing and game shooting.

Mail 4/6
5. It is understood that HMS PROTECTOR will be visiting Port Stanley from Montevideo a few days before JAGUAR's visit, and it is presumed that she will take all mail. If it is desired that JAGUAR should bring mail or any stores, etc. from URUGUAY, I will be glad to do so.

Ans. Smiley
6. Officers would be most grateful if arrangements could be made for them to purchase locally made sheepskin coats. Subject to quality and price, approximately 16 will be required. There may also be a requirement for some of the Ship's Company.

SPT
7. What local time is kept?

8. Request permission to transmit on the following frequencies :-

4176, 4178, 6264, 6267, 8282, 8356, 8352, Kc/s

12424, 12528, 12534, 16564, 16712, 16704 Kc/s

SPT

CONFIDENTIAL

DECODE.

124

TELEGRAM.

From Naval Officer, H.M.S. Jaguar

To Colonial Secretary, Stanley

Despatched : 16th February, 19 66 *Time :*

Received : 16th February, 19 66 *Time :*

Phoned from R/T 1140 16th.

1. Our childrens party Thursday 17th at 1500.
2. Understand from schoolmaster that this is expected
and boat transport arranged.
3. Can you confirm that boat transport is arranged
for our cocktail party tonight. FIC representative has
not yet called to arrange details.

P/L : LS

125

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS
SENT

PI676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			16.2.66
To	etat Officer Commanding Jaguar (Conf. copy phoned R/T 1145 16th)			HQA/c

Boat transport arranged for cocktail party 1830 this evening

Colonial Secretary

Time LS

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

126

P1676 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			16.2.66
To	etat OC JAGUAR (Conf. copy 'phoned R/T 1.35 p.m. 16th)			HOA/c

Reference itinerary stop Grateful you advise when Jaguar will be open
to public stop Please reply earliest

Colonial Secretary

Time LS

By kind permission of the Commanding Officer, H.M.S. Jaguar
will be open to visitors until 4.30 p.m. today Wednesday.
A boat will leave from the Public Jetty at 3.30 p.m.

'Phoned to the Studio at 2.45 p.m. 16th February, 1966

LS

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

128

P1676 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			16.2.66
To				
etat CO JAGUAR	(Conf. copy 'phoned R/T 15.15 16th)			HOA/c

Have arranged boat transport for public wishing to visit ship at 1530
from Public Jetty

Colonist Secretary

Time LS

Pa

From Commander T.C. COTTON, Royal Navy

129

0625/XIU



HMS JAGUAR
at Port Stanley

H. M. S. JAGUAR 18th February 1966

Dear Mr Thompson,

P.C. 18h

May I, on behalf of my Officers and Ship's Company thank you most sincerely for allowing them the use of the launch PHILOMEL yesterday. It was a rare opportunity to see the penguin rookeries, and, from all reports, the trip was very much enjoyed.

As is so often the case, our visit has been all too short, though very interesting.

I hope I will be able to see your paintings one day -

Yours most sincerely,

Tom Cotton

The Honourable Mr. W.H. Thompson
Colonial Secretary
Port Stanley
Falkland Islands

DECODE.

130

TELEGRAM.

From Commander Cotton, R.N.S. Jaguar.

To Colonial Secretary, Falklands.

Despatched : 18th February, 19 66 *Time :* 1541

Received : 19th February, 19 66 *Time :*

Thanks you very much indeed for the hard work that you and all your colleagues wearing your many hats have put into make our all too short time here so thoroughly enjoyable. In hope we will meet again somewhere some time.

Commander Cotton

P/L : LS
(Intld.) HLB

*Pls. May I please have the
relevant file so as to
dictate a few "lessons learned".* *HC.*

131

Ref.No. 0625

14 18/2
January 1966

Off. S.

As we discussed, I have the following points on the Commander in Chief's programme.

Serial 1202: This will be a 15 gun salute. The ammunition should have been collected by now.

Serial 1204: A Guard of Honour of the Falkland Islands Defence Force will be available. The Commander in Chief will be met at the Public Jetty by the Assistant Colonial Secretary and the A.D.C. to His Excellency the Governor.

You are supplying a car flag and I have asked Captain Goss to collect it.

Serial 1212: Protector's land rovers will be required.

Serial 1214: Time will be 20.00 and not 20.30 hours. Mess dress with decorations.

Serial 1301: Church ashore will not be practicable.

Serial 1303: Fishing has been arranged at Swan Inlet and I understand a guide will be available on arrival there.

Serial 1403: Mr Bonner will be asking the Commander in Chief, his Flag Lieutenant and two officers of H.M.S. Protector to lunch.

Serials 1409 to 1412: As I understand it the exclusion of Fox Bay will not alter any other times.

Serial 1506: The dress will be as for the cocktail party, which is No.5 Rig.

Serial 1603: Captain Goss will be tying this up with you and the Stanley saluting guns will return H.M.S. Jaguar's first salute. Again, you are supplying us with ammunition.

/.....

Captain S.R. Sandford, R.N.
H.M.S. Protector

Serial 1607: It is likely that the Colonial Secretary will be away from the Colony and if this is so the serial number will be deleted.

Serial 1608: If the Colonial Secretary is absent, the call on the Colonial Manager of the Falkland Islands Company will be made at 10.20 hours.

Serial 1608A: 11.45 hours. A new serial number. Captain R.V. Goss, A.D.C. to H.E., calls on H.M.S. Jaguar.

In reply to your telegram of 20th January I confirm that a launch will be hired from the Falkland Islands Company for Jaguar's cocktail party, children's party, and when the ship is open to visitors.

The A.D.C. to His Excellency the Governor will be returning Jaguar's call in accordance with Serial 1608A above. I will ask Mr W.H. Young to discuss his return call with you.

I will let you know later about a dinner party on the 16th after Jaguar's cocktail party ends.

DECODE.

No. 7.

TELEGRAM.

132

From Britain, Punta Arenas, Chile.

To Colonial Secretary, Stanley

Despatched : 25th February, 19 66 Time : 1700

Received : 19 Time :

" Please pass following message to Protector begins on instructions from Britnavat Seaman Stanley Coultham remained P Arenas to rejoin Protector 5 March his wife much better and progressing well."

Britain

P/L : LS

SI
✓
3/3

PK

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

133

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			1.3.66
To	etat CO PROTECTOR	(Conf. copy 'phoned Post Office 16.15/28th)		HOA/c

Following received from Britain Punta Arenas quote on instructions from
Britnavat Seaman Stanley Coultham remained P Arenas to rejoin Protector
5 March his wife much better and progressing well unquote

Colonial Secretary

Time

IS

DECODE.

TELEGRAM.

From GOVERNOR FALKLANDS

To C.O. PROTECTOR

Despatched : 2/3/66 19

Time : a.m.

Received : 19

Time :

Grateful confirmation your ETA Stanley.

GOVERNOR

PL: EB

134.
CS
la
2/3
WI.
/

Ra

0625/YV

CONFIDENTIAL

Our Ref: DEF.67/101

SAVING

From the Secretary of State for the Colonies

To the Officer Administering the Government of FALKLAND ISLANDS

Date

14 DEC 1965

No. 130 SavingVisits of H.M. Ships

We have recently been informed that the Commander-in-Chief South Atlantic and South America proposes to pay a formal visit to Buenos Aires on the occasion of the 150th Anniversary of Argentine Independence which falls on the 9th July 1966. This visit will be preceded by two preparatory visits earlier in the year.

2. The possible difficulties of a visit by the Royal Navy to the Argentine at this time have been considered and it is believed, on balance, that subject to any reconsideration nearer the time, the visits should take place as proposed. It has been suggested that the Commander-in-Chief might visit Port Stanley on his way to, or from Buenos Aires in July next year, if the visit does in fact materialise.

3. Meanwhile the Commander-in-Chief proposes to visit Port Stanley in February 1966, during the course of the preparatory visits to Puerto Belgrano and Buenos Aires. The programme on this occasion involves H.M.S. Jaguar and H.M.S. Protector. The Commander-in-Chief will be aboard H.M.S. Jaguar for the visits to Puerto Belgrano and to Buenos Aires from 24th January to 7th February. Still aboard Jaguar he will go to Montevideo where he will be joined by H.M.S. Protector. He will then leave Montevideo for Port Stanley aboard Protector and expects to stay at Port Stanley from the 12th to 15th February. The Commander-in-Chief then proposes to visit Deception Island on the 20th February.

4. In addition to the visit referred to above, H.M.S. Jaguar will call at Port Stanley from the 16th to 18th February and will then proceed to Deception Island where she will rendezvous with H.M.S. Protector and the Commander-in-Chief will transfer to H.M.S. Jaguar.

5. The Commander-in-Chief South Atlantic and South America is Vice Admiral J.M.D. Gray C.B., O.B.E., and H.M.S. Jaguar will be under the command of Commander T.C. Cotton and carries a complement of 12 officers, 46 CPO's/PO's and 155 ratings.

SECEP

CONFIDENTIAL

X is of interest

LA 1072

Copy for
original is being
filed & will come
forward etc

S.

W.

✓ H. with
W. AS refusal

On the
file at
G.H.
D.H.
5.3.66

0075
DECODE.

TELEGRAM.

From C.O. Protector

To Governor

<i>Despatched :</i>	R/T telephone	19	<i>Time :</i>
<i>Received :</i>	4/3/66	19	<i>Time :</i>

Due to delay in arrival of passengers at Punta Arenas,
ETA Stanley 0800 Wednesday, 9th March.

Much regret disrupting social engagements Tuesday.

C.O. Protector.

PL/EB

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

137

P1676 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			8.3.66
To				
etat OPERATOR FOX BAY				HOA/c

Please inform Mr Miller that Protector's helicopters will be flying over West Falkland today stop You may pass this information to everyone else this ensuring no one will be alarmed if helicopters appear

Colonial Secretary

Time LS

DECODE.

TELEGRAM.

From GOVERNOR

To PROTECTOR

Despatched : 14/3/66 19

Time : a.m.

Received : 19

Time :

Many thanks for all you have done for us while in these waters.
Your assistance with mails has been particularly appreciated by all.
Best wishes for a happy voyage home. We look forward to seeing you again
next season.

PL/EB

CS
LA
14/3
13
14/3
12.

Signal despatched
on ship's departure

la

C.S.

139

31 March 1966

S
7/4
pcc

On 11th March Captain Sandford, Dr Adie and I discussed Protector's possible programme for 1966/67. I realise of course that at this stage such plans must be largely tentative but it would be as well to record now my understanding of the position.

I shall be sending a copy of this letter to Captain Sandford and two copies to you as you may wish to pass one on to Dr Adie. I shall also be giving copies to the Colonial Secretary and the O.I/c B.A.S., Stanley.

It appears that Protector's dates are likely to be as follows :-

- 1st October: Leave United Kingdom for Stanley via the west coast of South America.
- 26th November: Arrive Stanley.
- 30th November: Leave Stanley on first patrol.
- 2nd December: Arrive South Orkneys.
- 21st December: Arrive Stanley, having called at South Georgia on the return journey from the South Orkneys.
- 1st January: Leave Stanley on second patrol.
- 22nd January: Return Stanley.
- 3rd February: Leave Stanley for Montevideo.
- 7th February: Arrive Montevideo.
- 14th February: Leave Montevideo
- 18th February: Arrive Stanley and carry out a patrol in Falkland Island waters until 10th March.
- 10th March: Arrive Stanley.
- 15th March: Leave Stanley for United Kingdom, arriving there early in May.

Sir Vivian Fuchs

/Among the.....

Among the tasks which Protector might carry out are the following:

- Seismic sounding;
- Gravity survey;
- Support of the Decca Hifix hydrographic survey in the South Orkneys and perhaps Argentine Islands;
- Temperature measurements of ice using drilling method;
- Air photography of parts of Sigvy Island;
- Coastal air photography of parts of Coronation Island;
- Photographs of South Georgia glaciers in connection with the International Hydrographic Decade;
- Hydrographic survey in Falkland Island waters;
- Support by air and sea of possible geological survey in the Falkland Islands;
- Support by air and sea of possible biological survey in the Falkland Islands.

A suggestion which I made to Captain Sandford was that perhaps time could be found for a Naval party to be put ashore at Deception Island in order to assist in the removal of at least some of the more unsightly ruins of the old whaling station.

As far as work in Falkland Island waters is concerned I do not think that any specific programme has been considered but I am anxious that Protector should spend a little time next season visiting Camp stations. The best time for this is during Protector's final patrol before departure because, until towards the end of February, all farmers are busy with shearing and visits to farms are inconvenient to the farmers. If flag showing visits can be combined with support for scientific studies, so much the better. I should be glad in due course to learn your views.

/s/

CS

141

6 April 1966

S.

214

re.

I hope that this letter will be awaiting your arrival on your return home. I hope that you will have had an interesting and enjoyable voyage back to the United Kingdom. We shall look forward to hearing details from you next season.

Meanwhile, I am enclosing for your information a copy of a letter which I have written to Sir Vivian Fuchs on the subject of Protector's next programme. There is obviously a good deal to be thought out ~~for~~ a worth while cruise in Falkland Island waters is to be arranged for February/March 1967 and I hope that you will be seeing Sir Vivian fairly soon after your return home.

Martin and his men seem to have settled down quite happily here.

Mention of the Royal Marines reminds me that although I have not visited their old camp myself since they left, I am told that it was handed over in very good order and I should be glad if you would pass on to Bemrose my thanks for seeing that this was so.

We look forward to seeing you here in November. If in the meantime there are any interesting developments as far as Protector is concerned, I should be glad if you would drop me a line.

6

Captain S.R. Sandford, R.N.

Pa

CONFIDENTIAL

Saving

Our Ref: DEF 67/010

From **Secretary of State for the Colonies.**

To the **Officer Administering the Government of** FALKLAND ISLANDS

Date 14 MAY 1966

No. 27 **Saving**



Our savingram No. 130 of 14th December, 1965.

Visit of H.M. Ships.

The Commander-in-Chief S. Atlantic and S. America is visiting Buenos Aires in H.M.S. PUMA on July 9th for Argentine Independence Day.

We were told of this intended visit some time ago and asked whether it would be possible for the C.-in-C. to visit Stanley either before or after his visit to the Argentine. Our request has received full and sympathetic consideration but as the visit to Buenos Aires must be fitted in between an essential maintenance period and an important operational commitment, a visit to Stanley will unfortunately not be possible.

You will readily appreciate that the Buenos Aires celebrations are an exceptional occasion and the absence of one of H.M. Ships would be very noticeable.

SECR.

CONFIDENTIAL

pa



H.M.S. PROTECTOR,
at Sea.

1st April, 1966.

No. 263/13

The Commander-in-Chief,
South Atlantic and South America Station.

WA 18/6/66

Sir,

HMS PROTECTOR - REPORT OF PROCEEDINGS - ANTARCTIC
SEASON 1965/66

1. I have the honour to submit a report of the proceedings covering HMS PROTECTOR's eleventh season in Antarctic waters between the 24th November, 1965 and the 14th March, 1966. Details of the ship's activities are given in my signalled sitrops numbers 1 to 3, copies of which are forwarded as Annex A.

GENERAL

2. 1965/1966 has been, in general, a year of excellent ice conditions, although the early break up further south resulted in there being a large number of icebergs and some pack ice in the South Orkney's area in December, which considerably hampered work during the first patrol. The weather has been generally good and fewer gales were experienced than I expected. Fog and snow, although often present, did not interfere with the programme to a great extent, and I feel that this season PROTECTOR has been able to achieve work which has been outstanding for some years. In particular the conditions in Marguerite Bay would seem to have been the best for nine years.

3. The survey party has had a good season, and the co-operation of the British Antarctic Survey Ships, particularly the Royal Research Ship JOHN BISCOE, has played a major part in any success which it may have had.

4. Co-operation with the British Antarctic Survey has been good, and, although at times ships may have appeared to have been pursuing each other around Antarctica, the co-ordination of the various programmes has been satisfactory. Last minute changes to plans are inevitable when one takes into account the nature of the environment and the distances involved.

SURVEY PARTY

5. The ship's survey party lead by Lieutenant P.J.E. CHESHIRE, R.N., after a frustrating start in the South Orkneys' area due to bad weather, has had a most successful season, and must count itself fortunate to have had excellent conditions during the latter part of the season which permitted the maximum amount of work to be progressed.

6. In early December the party was landed on SIGNEY ISLAND, South Orkneys' to progress the survey started the previous season. Only minimal helicopter support was possible due to bad weather and the presence of much ice. However the base camp was eventually established in time although I could have wished to have been able to do more for the party prior to PROTECTOR departing for a seismic programme with the R.R.S. SHACKLETON.

7. For a period of approximately one month up to the 4th January, 1966 the party worked in co-operation with the R.R.S. JOHN BISCOE, fitted with Decca HiFix equipment, and 650 miles of soundings were achieved together with some inshore boat soundings, although the survey launch NIMROD was out of action for a considerable time during the period.

/8. In early

p.a.

CONFIDENTIAL

CONFIDENTIAL

- 2 -

8. In early January, 1966 the survey party was re-embarked in PROTECTOR and the area of operations changed to the BRANSFIELD STRAIT, in particular the CAPE KATER peninsular. During a period of 5 days some one hundred and twenty miles of coastline were reconnoitred and permanent rock stations, both on the coast and on the offshore islands, were chosen and marked for a subsequent triangulation scheme between CAPE HERSCHTEL and CAPE LEQUOUIL.

9. We were most fortunate in having two glorious days at the start of this period which enabled a large proportion of the work to be completed. At all times the helicopters were operating at their maximum limits, and the follow up triangulation scheme will certainly require good weather if any degree of success is to be gained in a reasonable time.

10. On the 14th January the survey party and launch were transferred to the R.R.S. JOHN BISCOE who then proceeded south to MARGUERITE BAY. Up to the middle of March, operations in this area have progressed under ideal conditions and over two thousand miles of HiFix soundings have been achieved together with much inshore boatwork. HMS PROTECTOR spent three days in support of the survey during the latter part of February, using the helicopters to lift personnel onto some of the more inaccessible high stations.

11. A feature of this season's activities has been the very considerable period that the R.R.S. JOHN BISCOE has devoted to working with the RN Survey Party and there is no doubt that this co-operation, coupled with good weather and ice conditions, has produced most satisfactory results. The survey party and launch will be returning to the United Kingdom in the R.R.S. JOHN BISCOE at the end of the season.

SEISMIC

12. In mid-December a successful seismic programme was carried out in conjunction with the R.R.S. SHACKLETON. Although hampered by bad weather throughout the seven day period, 225 miles of Seismic shots were run and 210 charges amounting to 5 tons of explosive were fired. The drill used throughout was one which has now been approved by HMS VERNON, and no difficulties were experienced. Co-ordination between the two ships was good and there was no doubt that the scientists involved appreciated the difficulties of the ship's seismic team who have to work long hours under bitter conditions. Whether the dropping of depth charges is good for a ship of PROTECTOR's age seems to be open to doubt, but I personally was always glad when the depth charge runs were over.

SEA GRAVITY METER

13. During the 1965 refit an ASKANIA Sea Gravity Meter, on loan from Cambridge University, was fitted in PROTECTOR, with F. DAVEY, Esquire from Birmingham University in charge. Despite many forebodings of failure to work in heavy weather the gravity meter has, in fact run extremely well and will have recorded over twentyfive thousand miles of gravity readings by the time PROTECTOR returns to Portsmouth. Of this mileage some six thousand will have been in British Antarctic Territories.

14. On many occasions when foul weather has precluded any other sort of activity it has been found possible to run gravity lines, and this has given PROTECTOR an added sense of purpose. It is hoped that it may be possible to retain the gravity meter onboard for another season, and discussions towards this end are under way.

SHIP'S FLIGHT.

15. The Ship's Helicopter Flight has been most ably led by Lieutenant Commander R.R. EDWARDS, RN, and has successfully accomplished all the many tasks it has been required to undertake. A full report of the activities of the Flight will be forwarded after the ship's return to the United Kingdom.

CONFIDENTIAL

/16. It is

16. It is most gratifying to know that the Flight will be re-equipped with Whirlwind Mark IX aircraft during the summer of 1966. The present aircraft have given noble service, but there have been many occasions this season when lack of power has hindered operations, or has necessitated the use of two aircraft when one could have done.

17.. Both aircrew and ground personnel have worked long hours under cold and arduous conditions to achieve all that has been done this year, and much of the credit for a successful season must go to them. It is hoped that with new and better aircraft some of the present limitations on work in the Antarctic will be removed.

ROYAL MARINES

18. In view of the threat of some sort of action by Argentinian extremists, with or without Government support, HMS PROTECTOR's Royal Marine Detachment wintered ashore in the Falkland Islands, and were, I am sure, glad to see the ship again at the end of November. In agreement with His Excellency The Governor, elements of the detachment were embarked on each of PROTECTOR's trips away from the islands. Whilst at MARGUERITE BAY one officer and eighteen other ranks were put ashore for twenty hours for training which proved interesting and beneficial.

19. On our final departure from Port Stanley on the 14th March the entire detachment was embarked for passage to Portsmouth. A training team consisting of one officer and five other ranks, which had flown from the United Kingdom to PUNTA ARENAS and had then taken passage to STANLEY in PROTECTOR, now remains in the islands to continue the training of the Falkland Island Defence Force.

20. During their stay in the Colony the Royal Marine Detachment have acquitted themselves with distinction, and have maintained excellent relations with the local residents, three other ranks having married local girls.

21. I am in no doubt that maintaining the standard of training of the Falkland Islands Defence Force requires considerable tact and effort, and that their lack of enthusiasm has, at times, been disappointing to the Royal Marine instructors. It is true to say that the spirit of co-operation is far greater in the outlying camps than in PORT STANLEY. However even in the camps seasonal activities such as sheep shearing and dipping, and peat cutting may well take priority over weapon training.

22. I do not feel that the Falkland Islands Defence Force will ever become fully effective on its own, particularly due to the lack of numbers and continual skilled training, and also to the need for experienced and effective leadership which is not easy to find in such an island community. I am sure, however, that it is well worth while having a small professional training team in being in the Colony which will at least maintain the status quo.

THE ANTARCTIC TREATY

23. The co-operation and friendliness of the various Nation's ships and bases in Antarctica continues to bear out the effectiveness of the Antarctic Treaty. Under Article VII of the Treaty I and four of my officers carried out an official inspection of the United States base on ANVERS Island, known as PALMER Station, in February. We were received with great cordiality and given every opportunity to examine all the base facilities. The United States Coastguard Icebreaker EASTWIND was present at the time and a party of her officers were entertained onboard. A separate report of this inspection has been forwarded.

24. The ship's helicopters have cross operated with those from the Chilean Survey Ship PILOTO PARDO and have also landed on the Argentinian military transport ship BAHIA AGUIRRE. Officers from both these ships were entertained onboard PROTECTOR in POTTER COVE, KING GEORGE ISLAND, and I later dined onboard the BAHIA AGUIRRE together with some of my officers.

CONFIDENTIAL

- 4 -

25. Early in January we were pleased to entertain onboard Baron G. DE GERLACHE together with some Chilean Naval Officers. The Baron, a Belgium whose father achieved fame in the Antarctic in 1898, was at the time embarked in a Chilean Naval Ship, the YELCHO, as an official inspector on behalf of the Belgium Government.

26. With my Navigating Officer I visited the Chilean base ARTURO PRAT at DISCOVERY BAY. We were received in a friendly manner and spent an hour looking around the base and its surrounds. Whilst there we were presented with a section of the fuselage of one of PROTECTOR's helicopters which had been left in the snow on the hills above the base in 1961, having overturned when landing.

27. The British bases at SIGNIFY, DECEPTION ISLAND, ADELAIDE ISLAND and STONINGTON were visited during the season.

28. At no stage during any of our visits were there any indications that the Antarctic Treaty was being abrogated in any way whatsoever.

RAISED BEACHES.

29. During the months of January and February the ship's helicopters were able to give considerable assistance to the British Antarctic Survey in moving a party of two geomorphologists and two biologists between various sites in the SOUTH SHELLAND ISLANDS. This party, who were examining numerous raised beaches in the area, were a most spirited team and it was a pleasure to be able to assist them.

VISITS.

30. During the season HMS PROTECTOR visited MONTEVIDEO and PUNTA ARENAS in addition to the routine visits to PORT STANLEY. Separate reports of visits to the first two places are forwarded as Annexes B and C.

MATERIAL.

31. The ship has given very little trouble throughout the season despite having spent one hundred and two days at sea to date since leaving PORTSMOUTH for a total of twenty one thousand miles. There is little doubt that this is largely due to the good contract refit in 1965. However considerable labour and expense will, in my opinion, be required annually to keep the ship going efficiently.

PERSONNEL.

32. The behaviour, morale and health of the Ship's Company has been good throughout the season. There has, in particular, been very little disciplinary trouble, and to date only one case of drunkenness has occurred. Relationships with the local population in PORT STANLEY have been most friendly.

CONCLUSIONS.

33. The 1965/1966 season has been a successful and interesting one, and has again proved the value of HMS PROTECTOR operating in the BRITISH ANTARCTIC TERRITORIES.

/ 34. When.....

34. When re-equipped with new helicopters HMS PROTECTOR should be able to more than meet any demands that may be put on her as the Royal Navy's Ice Patrol Ship during the next few years.

35. The programmes of HMS PROTECTOR and the two Royal Research ships operated by the British Antarctic Survey are becoming more and more interdependent, and considerable forward planning is required if the maximum value is to be obtained from all three ships during the short Antarctic summer.

I have the honour to be,

Sir,

Your obedient Servant.

(S.R. SANDFORD)
Captain, Royal Navy.

Annexes: A. Sitreps No. 1 - 3
B. Visit to Montevideo, 1st - 8th February, 1966.
C. Visit to Punta Arenas, 5th - 7th March, 1966

Copies to: His Excellency, the Governor of the Falkland Islands.
The Naval Attache, British Embassy, Buenos Aires.
The Naval Attache, British Embassy, Santiago.

CONFIDENTIAL

CONFIDENTIAL

(Annex A to the Commanding Officer, HMS PROTECTOR's letter No. 263/13
dated 1st April, 1966.)

DEFERRED 202300
FROM PROTECTOR
TO C IN C SASA
INFO MOD (NAVY)

SITREP NO. 1

1. Sailed Stanley 27th November. Proceeded South Orkneys to land and establish Survey Party. Bad weather on arrival 30th delayed landings so ship ran gravity meter line to north of islands.
2. Aerial reconnaissance of Inaccessible Islands p.m. 1st December ship skirted round many icebergs to south of South Orkneys and arrived off Signey Island a.m. 2nd December.
3. 2nd to 7th December landed survey party, boat and stores close to Base Camp on Signey Island. When visibility permitted helicopters supported in establishing Triangulation marks and HiFix Stations.
4. In falling visibility and increasing winds on 4th December, ship forced to make for open sea 20 miles south of Signey and spent 3 days riding out gale. Presence of many icebergs and damage to plumper block which hampered steering made this uncomfortable time. 7th December returned Signey and completed landing survey stores, leaving same day to avoid pack ice which threatened to block departure.
5. 9th December rendezvous SHACKLETON for double ship Seismic programme to north of South Orkneys.
6. 9th to 13th December. Ship completed 3 reversed seismic lines. Scientists reported good results. Ship organisation and equipment well but disappointing weather curtailed programme.
7. 14th December departed South Orkneys area in gale which continued until arrival in Falkland Islands p.m. 17th December.
8. 18th December embarked His Excellency the Governor, Lady Haskard, local ornithologist and television cameraman for visit Beauchene Island. Excellent conditions made visit to remarkable nature reserve great success. 40 members of ship's company landed by helicopter. Returned to Stanley p.m. 19th December.
9. Survey Party report HiFix sounding commenced 16th December with JOHN BISCEE. Damage to survey boat delaying inshore work.
10. 12 Royal Marines embarked for Patrol. Remainder employed training local Defence Force and Peat cutting.
11. No other ship movements except as reported in my 111140Z and 131100Z November.

CONFIDENTIAL

CONFIDENTIAL

(Page 2 to Annex A to the Commanding Officer, HMS PROTECTOR'S letter ...
263/13 dated 1st April, 1966)

DEFERRED 201541Z
FROM PROTECTOR
TO C IN C SASA
INFO MOD NAVY

SITREP NO. 2 - All dates January.

1. Sailed Stanley 1st arrived South Orkneys 4th. Helicopters recovered Hifix station west side Signey Island made inaccessible by pack ice. Hifix Station transferred JOHN BISCOE on east side Signey.
2. 4th re-embarked survey party and survey boat NIMROD which was damaged and non operational throughout survey. Using JOHN BISCOE survey party achieved 650 miles sounding covering 230 square miles.
3. Before sailing Signey Medical assistance given to Base member and two sick ratings transferred JOHN BISCOE for hospitalization Stanley.
4. Fog delayed passage to English Strait South Shetlands. Arrived p.m. 6th embarked Geomorphologists making study of raised beaches this area. Transferred mail SHACKLETON enroute Punta Arenas.
5. 6th - 8th scientists taken to 8 raised beach sites North of South Shetlands and reported excellent value and interesting discoveries.
6. 9th - 13th reconnaissance of proposed triangulation stations for future survey Cape Kater area. Exceptional weather permitted heavy flying programme and task successfully completed in good time. All stations except two Snow Stations permanently marked and lines of sight proved. Full photographic cover of stations achieved. Helicopters flew 70 hours during patrol.
7. Completed brief survey task Admiralty Bay 14th. Rendezvous JOHN BISCOE carrying His Excellency the Governor of the Falkland Islands. Survey party and NIMROD transferred JOHN BISCOE who then sailed South. Depending on Ice conditions Survey Party will work on Hifix survey of Argentine Islands on Marguerite Bay. Indications are that latter may be possible.
8. Ship landed recreational parties in Admiralty Bay a.m. 15th close to old base hut. Superb weather and magnificent scenery made this welcome break. p.m. re-embarked Geomorphologists.
9. All day 16th visited raised beach sites. Geomorphologists returned to camp Marian Cove. Anchored Potter Cove, King George Island in Company Chilean PILOTO PARDO and Argentine BAHIA AGUIRRE employed re-stocking respective bases. Officers from both ships entertained onboard. Sailed midnight.
10. Entered Deception Island a.m. 17th to collect mail before sailing Stanley. All day 18th carried out intensive investigation Antarctic Convergence Zone. 19th full power trial. 20th arrived Stanley.
11. Many shore gravity readings taken and throughout patrol much useful information obtained from ship's gravity meter.
12. Good weather enjoyed throughout patrol enabling maximum helicopter support particularly in Cape Kater recce, but they were taxed to utmost when placing single surveyor on elevated position in nil wind.

CONFIDENTIAL

CONFIDENTIAL

(Page 3 to Annex A to the Commanding Officer, HMS PROTECTOR's letter No. 263/13
dated 1st April, 1966)

ROUTINE 111725
FROM PROTECTOR
TO C IN C SASA (FLAG)
C IN C SASA (REAR LINK)
INFO MOD NAVY

SITREP NO. 3 - All dates February unless otherwise stated)

1. Sailed Stanley p.m. 16th. CinC visited San Carlos Water and Port Howard by helicopter before ship cleared Falkland Sound p.m. 17th.
2. Arrived off South Shetlands p.m. 19th. Flew CINC ashore to recce Islands and see wild life. A.M. 20th collected geomorphologists from Fildes Peninsular. Then taken to 4 more raised beaches and base camp moved onboard.
3. JAGUAR arrived South Shetlands 20th with Dr. Adie, Deputy Director B.A.S. and 2 other B.A.S. personnel onboard. C in C and Staff transferred JAGUAR p.m. 20th in Potter Cove.
4. Arrived Deception Island a.m. 21st to deliver mail, B.A.S. personnel and geomorphologists. Continued Southwards reaching Palmer Base New American Station a.m. 22nd.
5. Five Officers appointed Inspecting Officers in accordance with Antarctic Treaty visited base and met with full co-operation. My letter 296/5 refers. U.S. Coastguard Icebreaker "EASTWIND" sighted off Palmer Station.
6. P.M. 22nd and all day 23rd ship proceeded Southwards down Lon 70 west avoiding innumerable icebergs. P.M. 23rd crossed Antarctic Circle and entered Marguerite Bay a.m. 24th to find clearest Ice conditions for 9 years.
7. 24th - 26th excellent weather and visibility allowed survey party to be flown to all intended triangulation stations. Mail delivered to R.R.S. JOHN BISCOE, Adelaide and Stonnington bases and survey personnel changed round. Marines landed 20 hours Ski training, reported good value and no injuries.
8. Survey party report that survey Neny Bay on Scale 1 in 25000 completed Ship survey Dio Islands to Neny Island on Scale 1 in 75000 progressing well. 2100 miles sounding completed. Boat working in shoal water this survey. Hope to complete.
9. 27th February to 3rd March to Cape Horn overcast. Drake passage lived up to it's reputation. Gales 2nd March prevented investigation suspected shoal patch. p.m. 3rd March entered Beagle Channel and anchored Puerto Williams. Exchanged hospitality with Chilean Naval Base and frigate CAVADONGO.
10. With Chilean Naval Pilot onboard, proceeded up Beagle Channel arriving PUNTA ARENAS a.m.m. 5th March. New R.M. Training Team embarked, ship sailed 7th March after exhausting visit.
11. P.M. 8th March reconnaissance flights over West Falklands to familiarize new O.C.R.M. with conditions and meet farmers. Arrived Stanley on 9th March.

CONFIDENTIAL

CONFIDENTIAL

(Annex B to the Commanding Officer, HMS PROTECTOR'S letter No. 263/13
dated 1st April, 1966)

VISIT TO MONTEVIDEO - 1st - 8th FEBRUARY.

1. The half term visit to MONTEVIDEO took place between the 1st and 8th February, 1966, and was a most enjoyable interlude to patrols in the Antarctic.
2. 48 hours local leave was granted to each watch, and many of the ship's company availed themselves of this opportunity to forget the ship for a short period.
3. All arrangements made for this visit were admirable and the friendliness and hospitality shown towards the ship by both the British Community and the local Civil and Service officials will long be remembered by all on board.
4. Apart from the relaxation of such a half term visit, there is no doubt the ship materially benefits from being able to collect many much needed naval as well as victualling stores prior to the final Antarctic patrol.
5. Your Flag was hoisted on the 4th February and the ship sailed for Port Stanley on the 8th February, 1966.

CONFIDENTIAL

CONFIDENTIAL

(Annex C to the Commanding Officer, HMS PROTECTOR's letter No. 263/13
dated 1st April, 1966)

VISIT TO PUNTA ARENAS - 5th - 7th MARCH

1. HMS PROTECTOR arrived at PUNTA ARENAS on Saturday 5th March for a two day operational visit, the main object of which was to embark a Royal Marine training team of one officer and five other ranks due to winter in the FALKLAND ISLANDS. This party flew out from the UNITED KINGDOM via SANTIAGO and arrived onboard on Sunday 6th March for passage to PORT STANLEY.
2. Good weather prevailed for the whole visit, which was much enjoyed by all onboard. Many arrangements were made by both the local British Community and the Chilean Service Authorities, and friendships were renewed with the Chilean Antarctic Ships PILOTO PARDO and YELCHO who were in harbour at the time.
3. The Royal Marine guard were paraded at a ceremony in the city square after church on Sunday 6th March when the Chilean National Flag was hoisted. All concerned were most impressed by the fact that the Officer Commanding Royal Marines was mounted on a horse, which he controlled with great dignity.
4. It may be of interest that after sailing from PUNTA ARENAS at 1100 on Monday 8th March and steaming at 14 knots the ship was operating helicopters in the West Falklands by 1600 the next day. Perhaps the FALKLAND ISLANDS are not so remote as one imagines.

CONFIDENTIAL

6 July 1966

Thank you for your letter AS/179/4 of 27th May about the programme for H.M.S. Protector in the coming season.

I have had a copy of your letter made for the O. i/c B.A.S. Stanley and I shall be giving him a copy of this reply.

I have not heard from Captain Sandford since the meeting you held with him and others on 26th May and we shall not be getting an inward mail until 22nd July.

Subject to any views Captain Sandford may express, I am willing to forego part of the third patrol of Protector in order to make possible the work which you have sketched out in the suggested programme. The details can be sorted out nearer the time. I am sorry to hear that H.M. Dockyard are behindhand with the refit of Protector and I hope that she will not be too much delayed in reaching Stanley in November.

When Captain Sandford was here last season he mentioned that he hoped that there might be an opportunity for Protector to call at South Georgia at some stage during her time in these waters. I too am keen that this should be fitted in if possible and, having seen from your letter that Protector may not now come via the west coast of South America, I shall be writing to Captain Sandford by this mail asking him to bear South Georgia in mind in case he has an opportunity to call there on his way to the Falklands. If calls by B.A.S. ships to South Georgia are to be reduced, I am naturally anxious to take advantage of any opportunity which might occur of Protector being able to call there.

Ch

Sir Vivian Fuchs.

Copy: O. i/c B.A.S. Stanley

145
6 July 1966

A letter from Sir Vivian Fuchs written just after your meeting with him on 26th May caught the last incoming mail to Stanley which we received on 10th June. Our next inward mail is on 22nd July.

I see from Sir Vivian's letter that it may be necessary to share between the Falkland Islands and the two-ship seismic work, the time which Protector has available for her third patrol. The details of this can I think be worked out nearer the time. I have an interest in both programmes and I am sure that we can work out a satisfactory plan between us, *all*.

When you were here last season you mentioned that you hoped that an opportunity might occur for Protector to visit South Georgia. I understand that you may not after all be coming south via the west coast of South America and in this case it occurs to me that you might have time to call in South Georgia on your way to the Falklands, rather depending of course on your outward route. A visit there by Protector would most certainly be greatly appreciated. *Not possible
on 21/11/66*

Incidentally, I expect that by now you will have heard that the itinerary for R.M.S. Darwin for the rest of this year has been changed as a result of the shipping strike in the United Kingdom. If you have not received a copy of the new itinerary from the Falkland Islands Company you may think it worth while writing to 120 Pall Mall and asking them to send you the revised itinerary.

With mid winter behind us we are already beginning to think in terms of the coming season. So far the weather has been pretty reasonable on the whole. We have had some very calm days and lots of sunshine. During the last couple of weeks there has been a certain amount of snow and on our return from South Georgia last week Port William was a fine sight with the hills snow-covered down to the water's edge and a bright blue sea.

I am sending a copy of this letter to Sir Vivian Fuchs for his information.

LM
Captain S.R. Sandford, R.N.,
H.M.S. Protector

✓ Copy: C.S.

146
C.S.

144

139 Attached is a copy of a letter I have written to Sir Vivian Fuchs about Protector's next season in these waters. I had asked in a letter dated 31st March 1966 that Protector should spend a little time visiting camp stations. I said - "The best time for this is during Protector's final patrol before departure because, until towards the end of February, all farmers are busy with shearing and visits to farms are inconvenient to the farmers. If flag showing visits can be combined with support for scientific studies, so much the better".

2. The "scientific studies" which I had in mind were the possibility of hydrographic survey work in the Falkland Sound and support by air and sea of possible visits by geological surveyors or biologists to various outlying areas, including the Crown land Jason Islands.

3. Would you please put these papers on an appropriate file and mark them "To be brought up on 1st October".

6 17/66

noted. S.
21/11

Bu 1/10/66

29th August, 1966.

Dear Sir,

1474

I refer to our recent conversation and append herewith a list of Royal Naval vessels calling at Stanley during the years 1963, 1964 and 1965.

The complements, where known, are shown in parenthesis.

Yours faithfully,

(Sgd.) H.L. Bound.

ACTING COLONIAL SECRETARY

The Reverend Millam,
Senior Chaplain,
Christ Church Cathedral,
STANLEY.

IM.

Bu/19/66

1963

1479

21st January	H.M.S. Protector	arrived
25th January	H.M.S. Protector	sailed
9th February	H.M.S. Protector	arrived a.m.
9th February	H.M.S. Protector	sailed p.m.
20th February	H.M.S. Protector	arrived
26th February	R.F.A. Wave Chief	arrived (68)
27th February	H.M.S. Protector	sailed
4th March	R.F.A. Wave Chief	sailed
11th March	H.M.S. Protector	arrived
15th March	H.M.S. Protector	sailed
27th November	H.M.S. Protector	arrived
1st December	H.M.S. Protector	sailed
3rd December	H.M.S. Protector	arrived
4th December	H.M.S. Protector	sailed
8th December	H.M.S. Protector	arrived
15th December	H.M.S. Protector	sailed
24th December	H.M.S. Protector	arrived

1964

1st January	H.M.S. Protector	sailed
21st January	H.M.S. Protector	arrived
24th January	H.M.S. Protector	sailed
8th February	H.M.S. Protector	arrived
8th February	H.M.S. Jaguar	arrived
10th February	H.M.S. Jaguar	sailed
11th February	H.M.S. Protector	sailed
25th February	H.M.S. Protector	arrived
29th February	H.M.S. Protector	sailed
6th March	R.F.A. Wave Knight	arrived (68)
16th March	R.F.A. Wave Knight	sailed
19th October	H.M.S. Lynx	arrived
3rd November	R.F.A. Wave Chief	arrived (68)
7th November	H.M.S. Lynx	sailed
5th November	H.M.S. Protector	arrived
9th November	H.M.S. Protector	sailed
9th November	R.F.A. Wave Chief	sailed
19th November	H.M.S. Protector	arrived
24th November	H.M.S. Protector	sailed
23rd December	H.M.S. Protector	arrived

1965

1st January	H.M.S. Protector	sailed
20th January	H.M.S. Protector	arrived
29th January	H.M.S. Protector	sailed
13th February	H.M.S. Protector	arrived
16th February	H.M.S. Protector	sailed
16th March	H.M.S. Protector	arrived
20th March	H.M.S. Protector	sailed
24th March	R.F.A. Wave Baron	arrived (75)
30th March	R.F.A. Wave Baron	sailed
23rd November	H.M.S. Protector	arrived
27th November	H.M.S. Protector	sailed
19th December	H.M.S. Protector	arrived
1st January 1966	H.M.S. Protector	sailed

*Cs. Please mark for BU to
Mr Thompson on his return*

148

by 9/9

S. 9

September 1966

held

2/11

I am writing to mention that I expect to be in London for consultations at the Commonwealth Office between 17th September and 8th October.

The main purpose of this letter is to mention that it is expected that Bishop Tucker who lives in Buenos Aires but whose cathedral is in Stanley - a slightly complicated arrangement - is likely to want to come down here for the 75th anniversary of the consecration of the cathedral which falls on 21st February next year.

The probable dates of R.M.S. Darwin do not appear to fit in particularly well and I wonder whether it would be possible, if the need arose, for Protector to bring the Bishop down here after your storing visit to Montevideo in mid season.

I am not of course at the moment quite certain as to your expected dates but it would appear that perhaps your southbound voyage might be suitable if you were willing to allow the Bishop to take passage with you.

Perhaps you could drop me a line c/o A. St.J. Sugg, Commonwealth Office, Church House, Great Smith Street, S.W.1?

If an opportunity occurs for us to meet while I am in London that would be very pleasant but at the moment I do not know to what extent I am going to be involved on what days. The Commonwealth Office has, however, agreed to me paying a visit to Ireland on the weekend of 24th/25th September.

Cs. I regret that when I met Capt. Sandford in London I omitted to mention the Bishop to him. by

21/11/66

by

S. 2/11

Rec 15/10/66 (146)

Captain S.R. Sandford, R.N.

DECODE.

149

TELEGRAM.

From Commanding Officer H.M.S. Puma

To Governor, Stanley

Despatched : 10th October, 19 66 *Time :* 1325

Received : 10th October, 19 66 *Time :* 1215

Arrived South Georgia

Commanding Officer

P/L : ER

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	STANLEY			10.10.66
To	etat Commanding Officer HMS Puma			NOA/c

For social and sporting purposes grateful information possible length
of stay in Stanley

Officer Administering Government

Time ER

PUBLIC NOTICE

H.M.S. Puma arrived at South Georgia this morning

Colonial Secretary's Office,
Stanley,
Falkland Islands.

10th October, 1966.

ER

Bu 15/10/66 (146)

152

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

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

STANLEY

11.10.66

To

etat Commanding Officer Puma

HQA/c

Have already arranged cocktail party for you and your officers Friday 1845
suggest yours saturday stop Lunch Saturday accept with pleasure stop
Reply regarding soccer later shooting very doubtful stop Dance Friday
bracket Tramps Ball bracket and Saturday stop Please call half hour after
arrival car will meet you public jetty stop Please dispose with any other
ceremonial on entering port

Officer Administering Government

RR

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			12.10.64
To	et al Commanding Officer Puna			10/10/64

Sorry no touch with

Officer Administering Government

Time

ER

KIV 146

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

154

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			12.10.66
To	etat Commanding Officer Puna			HOA/c

Falklands currency stop Please state when you will collect which can be at any time of the day or evening stop Sport understand various clubs have made direct approaches to you

Officer Administering Government

KU146

Time

ER

DECODE.

TELEGRAM.

From.....Commanding Officer, H.M.S. Puma

To.....Governor Falkland Islands

Despatched : 12th October 19 66 Time :

Received : 13th October, 19 66 Time : 0950

Revised eta 13th 1300 Quebec at Engineer Point will fire
17 gun salute at this time. Etd 170500

Quebec

P/L : ER

DECODE.

TELEGRAM.

From..... Commanding Officer H.M.S. Puma.....

To..... Governor Falkland Islands.....

Despatched : 13th October, 19 66 Time :

Received : 13th October, 19 66 Time : 0950

Grateful to know when Colonial Secretary returns

P/L : ER

L p 13 158

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

P1676 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			13.10.66
To	Commanding Officer Puma			HOA/c

Reference salute on entering harbour please proceed on now arrange
acknowledgement

Officer Administering Government

Time

Phoned Post Office 9.40 a.m. 13. 10. 66

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			
To	etat Commanding Officer Puna			11/1/6

Governor returning Sunday 16th Colonial Secretary 5th November

Officer Administering Government

Time

11/1

KIV 146

la

DECODE.

TELEGRAM.

157

From FUJA

To C.A.G. Falkland Islands

Despatched : 11/10/66 19 Time : 1640Z

Received : 12/10/66 19 Time : a.m.

RESTRICTED

Your telegram 11th October. My programme still appears fluid but departure likely a.m. 16th October or a.m. 17th October at best.

CYTHOR: EB

DECODE.

TELEGRAM.

From

To Governor, Falkland Islands

①

②

Copy to Battle Day
file. S. 14/11

Despatched : 12th November, 19 66 Time : 1816

Received : 14th November, 19 66 Time : 0900

Your 091405 paragraph C ^A Royal Marines only available
paragraph D certainly

B

Protector 121100Z

P/L : ER
Copy to OIC R.M.

14/11/11
1c. This refers to the 8 Dec
A. Parade. We shall have
a marine detachment sent
for the Navy.

B. Capt Sandford will
accompany you as on
former occasions. S. 14/11
PA

DECODE.

TELEGRAM.

From PUMA

To GOVERNOR FALKLANDS

Despatched : 11/10/66 19 *Time :* 1500

Received : 11/10/66 19 *Time :*

RESTRICTED

E.t.a. either p.m. 13th or a.m. 14th dependent on
weather fuel port side tank from Admiralty stocks 0900 11th

CYPHER: EB

This message corrupt: Puma asked "Yourtel NR2 of 11th not clear. Please repeat after port".

DECODE.

TELEGRAM.

From PUMA

To GOVERNOR PORT STANLEY

Despatched : 11/10/66 19 Time : 1400

Received : 11/10/66 19 Time :

RESTRICTED

Request following a.m. Friday 14th October

- (a) 15 gallons fresh milk if available;
- (b) 1000 pounds in Falkland Islands notes;
- (c) from Falkland Islands Company 190 tons light gas oil from Admiralty stocks;
- (d) pump for use embarking.

CYIPHER: EB

DECODE.

TELEGRAM.

From..... Commanding Officer H.M.S. Puma.....

To..... Governor, Falkland Islands.....

Despatched : 11th October, 19 66 *Time :* 1164

Received : 11th October, 19 66 *Time :*

Officers and I delighted to give small cocktail party for yourself and up to forty guests on Friday at 1830. And also I would like to give lunch party for you and five other guests on Saturday.

2. Sport. A. Soccer, ships second eleven versus local team p.m. Friday. Ships first eleven versus local team p.m. Saturday. B. Soccer either versus local team or two ships teams a.m. Saturday. C. Shooting versus Defence Force Friday evening.

3. Request information whether there will be a dance on Friday and Saturday.

4. Request you arrange my calling programme

P/L : ER

DECODE.

TELEGRAM.

From Commanding Officer, Puma

To Officer Administering Governor, Stanley

Despatched : 13th October, 19 66 *Time :* 1144

Received : 13th October, 19 66 *Time :*

Many thanks your cocktail party Friday. Will arrange ours Saturday. Will collect money on arrival in boat with C.O. Look forward meeting you shortly

P/L : ER

DECODE.

TELEGRAM.

From

To

Despatched : 19 Time :

Received : 19 Time :

From Puma to Governor Falkland Islands

Restricted.

Request following a.m. Friday 14th October.

Noisy

- (a) 15 gallons fresh milk if available
- ✓ (b) 1000 pounds in Falkland Islands notes.
- ✓ (c) from F.I.C. 190 tons light gas oil from Admiralty stocks
- ✓ (d) pump for use embark

Pa

Falkland Islands.



REF. FST. 24/396/02

With the compliments of the



Commander of the

COLONIAL OFFICE

GREAT SMITH STREET, LONDON, S.W.1

30.9.66.

CONFIDENTIAL
CENTRAL MAIL OFFICE

8 AUG 1966

OLD ADMIRALTY BUILDING
S.W. 1.

No. 261/17

2654

The Second Permanent Under-Secretary of State,
(Royal Navy),
Ministry of Defence.

HMS PROTECTOR
at Portsmouth

20th July, 1966.

HMS PROTECTOR - PROGRAMME 1966/67.

- References:-
- A) The Antarctic Treaty, Article VII Clause 5.
 - B) The Report of the First Antarctic Treaty Consultative Meeting, Recommendation I-VI.

1. Be pleased to inform the Admiralty Board of the Defence Council the detailed information required by reference B.

2. The paragraph numbers which follow correspond with those in reference B.

- (1) HMS PROTECTOR. Ice Patrol Ship. One twin 4" gun mounting, four 3 pounder saluting guns, two twin 20 mm machine guns, sundry small arms. Two Whirlwind helicopters.
- (2) The following programme has been planned, but will be subject to ice, weather conditions and other factors.

5 December	Arrive Port Stanley, Falkland Islands.
12-20 December	Establish and support Hydrographic Survey in South Orkney Islands.
23 December - 1 January	At Port Stanley.
4-19 January	Support Hydrographic Survey party in triangulation of Cape Kater area.
22-29 January	In Port Stanley.
15-18 February	In Port Stanley.
21 February - 3 March	Geological survey in vicinity of South Shetland Islands using Seismic Methods.
6-11 March	West Falklands area.
11-15 March	At Port Stanley.
- (3) Not Applicable.

CONFIDENTIAL

Copy of this page sent to C/SAS 13/12/66

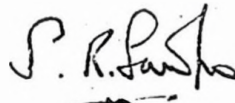
RECEIVED
DEFENCE SECRETARY
- 6 SEP 1966
DUPLICATE
OF LETTER
OR ENCLOSURE
LOCATION

CONFIDENTIAL

- (4) HMS PROTECTOR's complement consists of 20 officers and 240 ratings. A nominal list of officers is attached as enclosure 1.
- (5) Nil, other than private shotguns.
- (6) As in paragraph (2) above.
- (7) Hydrographic equipment, explosive charges for Seismic work, standard ship's Meteorological equipment.
- (8) Two Whirlwind helicopters, HF, VHF radio equipment.
- (9) Helicopters, boats, trained mountain rescue team.
- (10) Not Applicable.

3. In accordance with previous practice, reference has been made to some areas, such as the Falkland Islands, which are not strictly in the Antarctic Treaty Area.

4. The ship's detailed programme is forwarded as enclosure 2. to this letter. It has been discussed in outline with the Commander-in-Chief, South Atlantic and South America, representatives from the British Antarctic survey, and the Director of Meteorological and Oceanographical Surveys (Navy).



(S. R. SANDFORD)
CAPTAIN, ROYAL NAVY.

Enclosures:- 1. List of officers.
2. Detailed programme of HMS PROTECTOR.

Copy to:- The Commander-in-Chief,
South Atlantic and South America.

CONFIDENTIAL

CONFIDENTIAL

Enclosure No. 1. to the Commanding Officer, HMS PROTECTOR's letter
No. 261/17 of 20th July, 1966.

LIST OF OFFICERS HMS PROTECTOR, AUGUST 1966 - MAY 1967

SANDFORD Sefton R.	Captain	Captain
TAYLOR Malcolm H.	Lt. Cdr. (X)(TAS)	First Lt.
HYDE-PRICE Geoffrey	Lt. Cdr. Eng. (R)(ME)	Engineer Officer
JOHNSON MA LM SSA. Joseph R.	Surgeon Lt. Cdr.	Medical Officer
FOSTER Neil S.	Lt. Cdr.	O.C. Flight
HAMILTON Ivan R.	Inst. Lt. Cdr.	Inst. Officer
MARTIN Ian C.	Captain RM	OCRM.
CHESHIRE Peter J.E.	Lt. (X)(H)	Hydrographic Officer
KAY Hugh S.	Lt. (S)	Supply Officer
LE PLA Patrick	Lt. (X)(N)	Navigating Officer
RYAN Richard F.	Lt. (X)(O)	Air Op's Officer
WOODHEAD Anthony P.	Lt. (X)(P)	RM Air Training Officer
STAFFORD Christopher S.	Lt. (X)	Captains Sec.
SMITH David F.	Elect Lt. (SL)	Electrical Officer
FINNES Anthony	Lt. (SL)(O)	Staff Officer
FORD Peter J.	S/Lt. (SD)(TAS)	TAS Officer
SLEEP Raymond E.	Shipt. Officer	Shipt. Officer
HARRIS David	Eng. S/Lt. (ME)	Senior Engineer
PENNY John P.M.	S/Lt. (SI)(X)	Gunnery Officer

CONFIDENTIAL

CONFIDENTIAL

Enclosure No. 2 to the Commanding Officer, HMS PROTECTOR's
letter No. 261/17, dated 20th July, 1966

HMS PROTECTOR - PROGRAMME 1966/67

1. HMS PROTECTOR is due to leave the United Kingdom on Thursday 27th October, 1966, arriving at Port Stanley on Monday, 5th December.
2. FIRST PATROL, - 7-23 December, 1966.
 - a) Sail Stanley on 7th December.
 - b) Establish survey party 10-20 December in South Orkneys. Assistance will be rendered in establishing Hifix stations on shore.
 - c) Return Stanley 23rd December.
3. From 23rd December to 1st January in Falkland Islands.
4. SECOND PATROL 1-22 January.
 - a) Sail Stanley on 1st January.
 - b) Carry out CAPE KATER triangulation project 4-19 January, tying in and improving on existing surveys.
 - c) Visit bases in British Antarctic Territory as convenient.
 - d) Return Stanley 22nd January.
5. The period 22-29 January will be spent in Port Stanley progressing maintenance and painting ship. Sail for Montevideo 29th January.
6. Storing visit to Montevideo 2-9 February.
7. Return to Stanley on 15th February, having carried out a 2 day investigation of the Antarctic Convergence Zone on passage. ?
8. THIRD PATROL 18th February - 11th March.
 - a) Sail Port Stanley 18th February.
 - b) 21 February - 3rd March, two-ship seismic work with R.R.S. SHALKLETON in vicinity South Orkneys and South Shetlands.
 - c) On completion return to Falkland Islands and patrol and visit West Falklands area as required by His Excellency the Governor of the Falklands.
 - d) Return Stanley 11th March.
9. On 15th March sail Stanley, returning to the United Kingdom via the West coast of South America and the Panama Canal.

CONFIDENTIAL

DECODE.

TELEGRAM.

From Admiral Youngsfield

To Governor Falkland Islands

Despatched : 17th October, 19 66 Time : 1500

Received : 18th October, 19 66 Time : 0945

From Puma request you contact me on 8326 and 8107 at
1230Z 2030Z and 0030Z

Admiral 171420Z Youngsfield

P/L : ER
Intld. H.L.B.

DECODE.

TELEGRAM.

From Commanding Officer Puma

To Governor Falkland Islands

Despatched : 18th October, 19 66 Time : 1130

Received : 18th October, 19 66 Time : 1200

We have greatly enjoyed our brief visits to Grytviken and Port Stanley and are most grateful for the hospitality and many kindnesses shown to us in particular the dances and sporting fixtures thank you all very much indeed we shall also miss our feather and flipper fitted friends in southern waters

Commanding Officer

P/L : ER
Intld. H.L.B.

P.G.

DECODE.

TELEGRAM.

From.....Admiral Youngsfield

To.....Governor, Falkland Islands

Despatched : 20th October, 19 66 Time : 1145

Received : 21st October, 19 66 Time :

RT Your 131400Z approved

Admiral 190930Z Youngsfield

P/L : ER
Intld. H.L.B.

There is for
Capt Martin.
He has a copy.
J.E.

CR ?

OK
24/10

P.G.

See to line
W.

14/11

DECODE.

TELEGRAM.

From Admiral Youngsfield, Capetown

To Governor, Falkland Islands

Despatched : 26th November, 19 66 Time : 1940
Received : 28th November, 19 66 Time :

Unclassified for Naval Party 8901 following repeats
Protector 261620Z to Naval Party 8901 begins

1143 Propose following programme 7th December 0855 salute
to H.E. 0900 anchor 1030 Captain call on H.E. by boat and
taxi 1153 heli at football pitch for H.E. return call O/C
H.E. return G.H. by air 1830 cocktail party on board for
guests — *9th party next evening*

*Leave jetty
1025 - taxi
as from 1020*

2. Request you discuss with H.E. and confirm and
issue necessary invitations
3. Intend sailing for first patrol a.m. 10 December ✓
4. Hope to bring Falkland Islands mail from Montevideo
ends

Admiral 261730Z Youngsfield

P/L : ER
Copy to OIC RM

DECODE.

TELEGRAM.

From Admiral Youngsfield

To Governor Falkland Islands

Despatched : 28th November, 19 66 Time : 1204

Received : 28th November, 19 66 Time :

For Naval Party 8901 following repeat Protector
271210 Zulu to Naval Party 8901 begins

Service my 261626 Zulu correct to read 1830
cocktail party on board for 70 guests ends

Admiral 271645 Zulu Youngsfield

P/L : ER
Intld. H.L.B.
Copy to OC RM

DECODE.

TELEGRAM.

172

From GOVERNOR STANLEY

To PRODROME MONTEVIDEO

Despatched : 25/11/66 19 Time :

Received : 19 Time :

Please pass to Protector quote Governor and Lady Haskard
invite yourself and officers cocktail party 1845 local time
Wednesday 7th stop Yourself and Number One dinner Government House
Thursday 8th followed by Defence Force dance town hall unquote.

173
CS. Captain Martin has sent a signal
- of which a copy will be produced -
agreeing to 170 except that there will
be a G.H. cocktail party at 1845
on Wednesday 7th and a Protector
cocktail party, Martin has suggested
at 1845 on Friday 9th. The Colony
Club supper is, I believe, being postponed
until 16th December. LHS 29/11

handed
to 1/12

681
29/11

173

To : Admiral, Youngsfield

From : Naval Party 8901

Info : Governor Falklands. ✓

Unclassified pass to PROMOTOR.

1. Reference your 261620Z arrangements satisfactory except as follows. 170

2. Cocktail Party arranged by H.M. 1845 local time 7 December (.). Suggest ship holds party 1845 local time 9 December.

Naval Party 8901 291422Z

DECODE.

174

TELEGRAM.

From Protector

To Governor Falkland Islands

Despatched : 28th November, 19 66 Time : 2002

Received : 29th November, 19 66 Time : 0900

RTT For Antarctica request summary of ice conditions
from ships and bases in South Orkney Deception and
Argentine Islands areas

Protector 281230Z

Answered by B.A.S.

7.12.66

1.12.66

P/L : ER
Copy to B.A.S.

DECODE.

TELEGRAM.

From Admiral Youngsfield

To Governor, Falkland Islands

Despatched : 30th November, 19 66 Time : 1830

Received : 1st December, 19 66 Time : 0900

PRIORITY

For Port Stanley Radio/VPC following repeats Protector
301200Z to Cape Naval Radio begins pass to Port Stanley
Radio/VPC request times and frequencies of schedules for
1966/67 season ends

Admiral 301446Z Youngsfield

CS

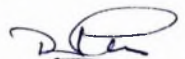
12.30 GMT VPC 8107.5

GXVN ON 8326

P/L : ER
Intld. H.L.B.

00.30 GMT VPC 4030

GXVN 4192


1.12.66

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

Wt. P2809 5/61

176
Lb
7/12

Number	Office of Origin	Words	Handed in at	Date
	Stanley			1.12.66
To	etat ADMIRAL YOUNGFIELD CAPTAIN	PRIORITY		10A/o

Your 310446Z stop times frequencies as follows 12.30 GMT WPC 3107.5
GMT on 2326 0030 GMT WPC 4030 GMT 4132

Governor

Time ER

Pa

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS**SENT**

177

Wt. P2809 5/61

Number

Office of Origin

Words

Handed in at

Date

Stanley

6.12.66

To

etat Commanding Officer HMS Protector

HQA/c

Would appreciate assistance your diving team on arrival tomorrow
to bolt rudder stock to rudder of Philomel

Secretary

Time

ER

Reply at 178

DECODE.

TELEGRAM.

178

From.....C.O. Protector.....

To.....Colonial Secretary, Stanley.....

Despatched : 7th December, 19 66 *Time :* 0300

Received : 7th December, 19 66 *Time :*

177
Reference your telegram yes. Glad to be of assistance

Commanding Officer

P/L : ER
Intld. H.L.B.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

179

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Stanley			9. 12. 66.
To	Confirmatory copy - phoned R/T Station 0909			
CO PROTECTOR				Hoo/c

Grateful arrange collection classified mail

Colonial Secretary

Time FA

RCh

LIST OF OFFICERS H.M.S. PROTECTOR AUGUST 1966 to MAY 1967

Name	a. Rank b. Seniority c. Date of Birth.	Duty.	Date of Joining.	Expected changes in next 6 months
Sefton R. SANDFORD	a. Captain (X) b. 30. 6.65 c. 23. 7.25	Captain	24.5.65	
D. Giles SHERRARD	a. Lt Cdr (X) (TAS) b. 16.8.58 c. 25.6.28	First Lt. Pres W.R. Junior Officers Training.	12.9.66.	
Geoffrey HYDE-PRICE	a. Lt. Cdr Eng (M) (ME) b. 1.5.63. c. 27. 6.25	Engineer Officer	25.7.66	
Joseph R. JOHNSON MA LM SLA	a. Surgeon b. 7.10.65 c. 13.11.21	Medical Officer Editor Antarctic News	2.9.65	
Neil S. FOSTER.	a. Lt. Cdr (X) (F) b. 19.11.65 c. 1.12.34.	O.C. Flight D.O. Air Dept. Wardroom Mess Sec	8.6.65	
Ivan R. HAMILTON P.Sc	a. Inst Lt. Cdr. b. 6.4.66. c. 16.6.33.	Inst. Officer ma rdrom Mess Treasurer		



for

Peter J.E. CHESHIRE	a. Lt. Cdr (X) (H) b. 16.8.66 c. 31.3.35	Hydrographic Officer	16.9.65	
Ian C. MARTIN, MBE	a. Local Acting Captain b. 1.10.63 (as Lt.) c.	OCRM NP 8901 Falkland Is. Childrens Party Officer	3.1.66	
Hugh S. KAY	a. Lt. (S) b. 1.1.59 c. 28.3.36	Supply Officer Welfare Com Treasurer Wardroom Food Caterer	20.5.66	To be promoted Lt. Cdr 1.1.67
Patrick Le PLA	a. Lt. (X) (N) b. 16.4.59 c. 9.12.36	Navigating Off. Wardroom Wine Caterer Communications Press Liaison Mail Ops	23.5.66	To be promoted Lt Cdr 1.4.67
Richard F. RYAN	a. Lt. (X) (O) b. 1.9.59 c. 15.12.36	Air OP's Officer Photographic Safety Eq. Flight Safety SRE Officer	8.6.65	
Anthony F.D. WOODHEAD BREWSTER	a. Lt. (X) (P) b. 1.10.64 17.2.62 c. 20.2.36	Ship's Flight Visits Information Off. RM Air Training Off. Hanger & Fire Diary Air Stores	1.7.66 1.12.66	

Christopher S. STAFFORD	a. Lt. (X) b. 1.2.62 c. 30.1.38	Captains Sec. Seamanship Training Sea Cadet Liaison	22.8.66
David F. SMITH	a. Elect Lt. (SL) b. 15.1.64 c. 27.1.39	Electrical Officer	31.8.65
Anthony FINNES	a. Lt. (SL) (O) b. 1.2.64 c. 11.11.41	Ship's Flight C.B. Officer Recognition Security & Intelligence Flight Statistics Air Compass Officer	8.6.65
Peter J. FORD	a. S/Lt. (SD) (TAS) b. 13.11.61 c. 17.1.33	TAS Officer Net Deck D.O. Laundry Armament Stores Accounting Diving Exped	27.7.66
Raymond E. SLIFF	a. Shipt. Officer b. 18.6.62 c. 11.3.32	Shipwright Officer Sports	5.7.65
David HARRIS	a. Eng. S/Lt. (ME) b. 12.11.62 c. 29.8.35	Senior Engineer	6.8.65

John P.M.
PENNY

- a. S/Lt. (SL) (X)
- b. 1.9.65
- c. 11.1.43

Gunnery Officer
F.X. D.O.
Cable Officer
W.R. Mineral Caterer
Boats
Transport Officer

6.6.66

To be promoted
Lt. 18.10.66

Paul R.
ANDERSON

- a. Mid (X)
- b. 1.9.66
- c. 11.11.47

J
PEROWNE

- a. Mid (X)
- b. 1.9.66
- c. 29.7.47

16th December,

66.

Dear Sir,


As you are well aware both nights of the Stanley Sports Association dance after Christmas are, of tradition, noisy and often very alcoholic affairs, and on this occasion you have always kindly ordered extra patrols and pickets to supplement our meagre force for law and order both in town and at the dance.

May I once more request your willing help.

Yours sincerely,

(SGD.) W.H. THOMPSON

COLONIAL SECRETARY

 Commanding Officer,
H.M.S. PROTECTOR.

Copy to: OI/c, Police

PA

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

WT P2809 5/61

182

Number	Office of Origin	Words	Handed in at	Date
NR3	HMS PROTECTOR	7 1135 3	=	
To	COL SEC	VPCRAPIO	=	

BEAUCHENE PARTY LANDED =

CO PROTECTOR/GXVN #

6/31 *12. for*
W. 31.

pu S. th

Time

19th January, 1967.

Dear Mr. Davis,

I am writing to let you know that on or about Thursday, 9th March, it is expected that H.M.S. Protector will be on passage from Punta Arenas to Stanley and the opportunity will arise for a visit to be paid to New Island, should you be agreeable.

Since his return to Stanley, the Governor has spoken to the Commanding Officer, Captain Sandford, about the possibility of such a visit and Captain Sandford would be very glad to arrange for the ship to spend about 24 hours at New Island.

His Excellency has explained to Captain Sandford that you are particularly concerned to ensure that the wild life of New Island is not disturbed by visitors and, if you agree to a visit being paid parties going ashore would be instructed to observe your wishes in this matter.

Perhaps if you are agreeable to a visit being paid by H.M.S. Protector, you would kindly let me know, so that appropriate arrangements can be made.

Yours sincerely,

(W.H. THOMPSON) C.S.

Mr. J.J. Davis,
NEW ISLAND.

TH.

Copy to Captain S.R. Sandford.

DECODE.

TELEGRAM.

184

From Davis New Island

To Colonial Secretary, Stanley

Despatched : 20th January, 19 67 Time : 1450

Received : 20th January, 19 67 Time :

Have met Captain Sandford. Answer yes hope
longer if possible

Davis

P/L : ER
Intld. H.L.B.

164
28/1
T.K. J.Y.
I will write Capt Sandford
today
S.L.
23/1

Cl. to you file 186
51
6/6 25/2 29/1/67

Charthouse.
H.M.S. Protector.
19th January 1967.

Revised Programme from 9th February.

<u>Arrive.</u>	<u>Place.</u>	<u>Depart.</u>
	Montevideo.	9th February.
14th February.	Stanley.	17th February.
20th February.	South Orkneys.	26th February.
A.M. 1st March.	Stanley.	P.M. 1st March.
2nd March.	Sedge Islands. Jasons.	2nd March.
4th March.	Punta Arenas.	8th March.
P.M. 9th March.	New Island.	A.M. 10th March.
11th March.	Stanley.	

P.L.P.
19/1

186

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			24.1.67

To

etat GO PROSECUTOR

HOA/c

My letter to Davis New Island copied to you refers stop Davis has
replied saying you are very welcome and hopes you will stay longer
if possible

Secretary

ER

19.

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

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

Stanley

24.1.67

To

etat CO HMS PROTECTOR

HQA/c

Grateful if Lt. Commander Foster could discuss helicopter visits
East Falkland with me when he is next ashore

Colonial Secretary

ER

Time

Pa

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			11.2.67
To	CO HMS PROTECTOR			NOA/c

Grateful you signal eta

Secretary

ER

Time



GOVERNMENT TELEGRAPH SERVICE

189

FALKLAND ISLANDSSENT

P1677 P4416 8/64

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

Stanley

15.2.67

To

LTF CO PROTECTOR

HQA/c

Government House car will meet Bishop Tucker at Public Jetty
at 9.30 if this be convenient

Secretary

ER

Time

Pa

GOVERNMENT TELEGRAPH SERVICE

190

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			14.2.67

To

etat GO HMS PROTECTOR

Please arrange collection eight items classified mail

Secretary

BR

Time

12

DECODE.

TELEGRAM.

From Private Secretary Govt House

To Davis New Island

Despatched : 3/3/67 19 Time :

Received : 19 Time :

Governor has today received telegram from Protector regretting time on return voyage from Punta Arenas will not now permit visit to New Island. Very sorry about this and hope that cancellation will not have caused you too much inconvenience.

Clear. Message passed via Edith.

191

CS
Si
No
2/3

DECODE.

192

TELEGRAM.

From Commanding Officer, H.M.S. Protector

To Governor, Port Stanley

Despatched : 4th March, 19 67 Time : 1500

Received : 5th March, 19 67 Time :

Affirm publication will be on same lines as 1964/65.
Would be most grateful if forwarded could be ready by 15th
March

foreword

Commanding Officer

P/L : ER
Intld. H.L.B.

✓ *CS. Understood. They
asked me to write
a foreword to main
publication.*

per nfer to 6/3

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	ST/HLST			6.3.67
To	etat COMMANDING OFFICER HMS PROTECTOR			HCA/c

Have classified mail for you please arrange collection

Secretary

Time

MR

pa

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			9.3.67
To	etat CO HMS PROCTOR			NOA/c

Please inform soonest when will helicopter call San Carlos

Secretary

Time

ER

pa

DECODE.

TELEGRAM.

From COMMANDING OFFICER HMS PROTECTOR

To H.E. THE GOVERNOR STANLEY

Despatched : 10th March, 19 67 Time : 1345

Received : 10th March, 19 67 Time :

We have no civilian passengers for Stanley

CC Protector

Closed see Vol.
XVI

P/L : ER
Intld. H.E.
W.H.T.

Ra

195