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443

DEF/NVI/4#3

SECRETARIAT

(Formerly)

O625/XVI

O625/XVI

VISITS OF H.M. SHIPS.

CONNECTED FILES.

NUMBER

196

✓ C.S.

O. i/c BAS Stanley

S.

For an appropriate file *plan*.

16

183.

17 / 3/67

H.M.S. Protector

The following very provisional arrangements are planned for next season.

HMS Protector is probably due back in Stanley on 25th November 1967 and would remain in port until 29th or 30th. She would then carry out hydrographic survey work in Falkland Islands waters and might include a visit to South Georgia in mid December.

After spending Christmas in Stanley she would leave early in the New Year for the first of two southern patrols.

When the Anita Dan has been converted into a naval vessel, her fuel requirements here will be affected because she is diesel powered. This may involve the necessity of cleaning out one of the two Admiralty tanks at the Camber. I gather that one of these has a great deal of sludge at the bottom of it. This task would have to be undertaken by people sent here by the Ministry of Defence. It is expected that Protector will continue to come here for at least two more southern seasons so there is adequate time for the arrangements to be made. A point which should be remembered is that heavy oil becomes extremely immobile in the low temperatures of winter and therefore a cleaning operation might have to take place during the southern summer months.

Ind
Spec
to

to CS

Bu 31.10.67 to KIV

11.11.67

DECODE.

CS ! to 1/4

197

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 31/3/67

Time 1632

Received: 31/3/67 Time p.m.

SECRET

71

Naval Visit.

Understand you have requested CINCSASA to deploy a ship to call Darwin Island Beagle Sound for one day during June visit of ~~SPECIAL~~ squadron. Grateful if you would let us have some background to this request.

Cypher

See 198 & 199

I suppose that this had better go on G.4 file i.v.o.
Subject but I should be content if you can find
an appropriate home for it at Secretariat.

DECODE.

CS 1/4

198

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 1/4/67

Time: a.m.

Received:

Time:

SECRET

64

197

Your telegram 71. Naval Visit.

Darwin East Falklands.

Letter follows.

199

Cypher

CS pl. note 61.

199

SECRET

/ April 1967

Would you please refer to Commonwealth Office Secret telegram 71 of 31st March to which I replied in my telegram 64. 197

When Captain Sandford paid his final visit to Stanley in Protector last month, I suggested to him that it would be appropriate if during the naval visit in June one of H.M. Ships could call at Darwin Harbour at the head of Choiseul Sound, East Falkland. Darwin, with the neighbouring settlement at Goose Green, is the Falkland Islands Company's principal establishment in the camp. 198

Darwin is seldom visited by H.M. Ships and I thought it was time that this should be done. The children at the Darwin Government boarding school would also certainly enjoy being invited to spend an hour or two on board. Captain Sandford kindly undertook to explain my request to CINC SASA.

Darwin Island in the Beagle Channel south of Tierra del Fuego is, I understand, Chilean territory.

6

A. St.J. Sugg Esq., C.M.G.

SECRET

BU 31.10.67

CS

14/4

200

3 April 1967

S.
14/4

You will remember that during Protector's final call at Stanley Harris asked me to produce a short foreword for the ship's magazine and he suggested that about 150 words would be an appropriate length.

200 a

For what it is worth, I now enclose my effort and hope that it will meet the bill.

If I have got any of my naval expressions wrong I hope that you will make appropriate amendments.

We followed with interest your encounter with Chichester, since when we have rather lost touch with Protector's movements but we hope that by the time you receive this letter you will have completed a very pleasant homeward voyage.

Stanley at the moment is, for a day or two, quite a busy communications centre. Our two new Beavers have arrived; they flew from Toronto to Punta Arenas and came across from there to Stanley in 3 hours 20 minutes. We have in port four ships: Shackleton, the A.E.S., the Akademik Knipovich and Darwin. The latter is due to sail this morning and being Freddie White's last voyage in command, the ship is likely to receive a good send off.

Captain S.R. Sandford, R.N.

BU 31.10.67

FOREWORD

by

His Excellency Sir Cosmo Haskard, K.C.M.G., M.B.E.

200a

The annual visit of H.M.S. Protector to southern waters is such a regular feature of each year that a young generation already exists in the Falkland Islands which can not recollect a time in which the ship's characteristic silhouette did not appear at the narrow entrance to Port Stanley to mark the start of the summer season.

The association between these islands and the Royal Navy dates back well over two centuries and H.M. Ships have throughout that long period played an historic role. Today, the accent is on research and discovery and in this H.M.S. Protector has to her credit a fine record of scientific achievement.

She has now completed yet another successful season. Although over 30 years of age, this will not be her final voyage and all of us here in the Falkland Islands and in the Antarctic look forward to welcoming her back again.

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HMS PROTECTOR

at Sea

26th March 1967

Si LW
24/4
8/4

No. 263/13

The Commander in Chief South Atlantic and South America

Sir,

HMS PROTECTOR - REPORT OF PROCEEDINGS
.. ANTARCTIC SEASON 1966/1967

1. I have the honour to submit a report of the proceedings covering HMS PROTECTOR's twelfth season in Antarctic waters between the 7th December 1966, and the 15th March 1967. Details of the ship's activities are given in my signalled sitreps numbered 1 to 3, copies of which are forwarded as Annex A.

GENERAL

2. During the period ice conditions varied from extremely good in the BRANSFIELD STRAIT early in the season to very poor in the SOUTH ORKNEYS at the same time. Further South the ice break up was late and resulted in the SOUTH ORKNEYS being almost ice free in February when the ship was operating in the area late in the season.

3. The weather experienced was excellent and during operations in the BRANSFIELD STRAIT over a period of twelve days no flying time was lost due to bad conditions. In general the passages to and fro across the DRACE PASSAGE were remarkably calm. This good weather must be largely accounted for by good fortune since other ships working in the same area met very severe weather on several occasions.

4. The completion of the CAPE KATER survey after many years of work was most satisfactory, even at the cost of one helicopter, and I am certain that the end of this commitment will give the ship more freedom in planning her programme during the coming seasons.

5. Co-operation with the British Antarctic Survey has again been good and I feel that more joint planning has gone into the co-ordination of the various ships' movements than in previous years. The Royal Navy can do much for the British Antarctic Survey and vice versa.

SURVEY PARTY

6. The Royal Naval Antarctic Survey Party, again lead by Lieutenant Commander P.J.E. CHESHIRE, Royal Navy, made a good start to the season by completing the CAPE KATER survey by mid-January assisted by three civilian surveyors, provided by the Director of Overseas Survey and the British Antarctic Survey, specially flown out from the United Kingdom for this project. The extra number of surveyors available enabled full use to be made of the ideal weather conditions.

7. By the third week in January the survey party had been established at COPPERMINE COVE, ROBERT ISLAND, to carry out a survey of the ENGLISH STRAIT which was completed by the end of February.

2. / 8. At present

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8. At present the party is working in co-operation with the RRS JOHN BISCOE on soundings of the FRENCH PASSAGE approach to the ARGENTINE ISLANDS.

9. A report of proceedings for the Royal Naval Antarctic Survey Party from the 7th December to 20th February is attached as Annex B. A further report will be forwarded when the party have returned to the United Kingdom at the end of May in the RRS JOHN BISCOE.

SHIP'S FLIGHT

10. During the 1966 refit the Flight was re-equipped with two Mk IX Whirlwind helicopters and the additional load carrying capacity of these aircraft contributed significantly to the early and successful completion of the CAPE KATER project.

11. Unfortunately one aircraft had a complete engine failure whilst returning to the ship after landing a survey party on CAPE KATER in January, and was forced to ditch some eight miles from the ship. Both aircrew were safely recovered by the other aircraft in a few minutes and the ditched aircraft was back onboard HMS PROTECTOR within one hour and twenty minutes thanks to the over useful crane.

12. Subsequent investigations have indicated that the engine failure was caused by frozen snow entering the air intake after a landing on a snow covered survey point. The possibility of modification to the air intake has not yet been discussed, but I feel that any limitation on the aircraft landing on snow would seriously prejudice its further use in the Antarctic, and should be avoided if at all possible.

13. Valuable experience has been gained in the operation of gas-turbine powered helicopters under conditions of ice and snow and a full report of the activities of the Flight will be forwarded after the ships return to the United Kingdom.

ROYAL MARINES

14. On arrival at PORT STANLEY on the 7th December the Royal Marines Detachment onboard was re-united with the training team of one officer and five other ranks who had wintered in the FALKLAND ISLANDS and from that time only small elements of the Detachment were left ashore during the absence of HMS PROTECTOR on patrols and visits.

15. The training team has certainly done all that was required of them and their presence in PORT STANLEY on the 28th September 1966, when an ARGENTINE DC4 landed on the racecourse may well have been instrumental in avoiding any acts of violence between the locals and ARGENTINE extremists aboard the aircraft.

16. The above incident certainly stimulated interest in the FALKLAND ISLAND Defence Force but I feel that they will never prove to be a viable unit. Local factions are at work within the framework of the Force and there are many who will not join because of those who already have; much effort and money is now being spent on this unit whose useful future must be in doubt.

17. A new Royal Marines Detachment of one officer and thirty one other ranks was embarked at PUNTA ARENAS, CHILE, on Sunday the 5th March and this unit is now wintering in the FALKLAND ISLANDS, based in PORT STANLEY. Accommodation problems ashore have resulted in a quantity of stores being shipped to the islands and I consider that a second Royal Marine Officer is necessary during the winter months, whilst HMS PROTECTOR is absent, in order to relieve the Officer Commanding Royal Marines of some administrative load. This has been represented

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3. / in my letter

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in my letter 230/05 of the 20th March 1967.

18. Regrettably the Royal Marines have had little opportunity to train under Antarctic conditions and every effort will be made in planning the 1967/1968 season to try and incorporate a period during which they will be able to land and live ashore on the ice.

SEISMIC

19. In late February a week's seismic programme was carried out in the SOUTH ORKNEYS area in conjunction with the RES SHACKLETON and scientists from BIRMINGHAM University. Weather conditions were poor but ice conditions were excellent and as a result, two forty mile lines were shot South of the SOUTH ORKNEYS in an area normally inaccessible to the ship. A total of one hundred and ninety three miles were run and six tons of explosive dropped.

20. Despite the value of the seismic programme I have doubts as to whether it is a proper use of HMS PROTECTOR. Throughout the firings no flying can take place, and no support can be given to the Royal Naval Antarctic Survey Party, thus minimising the effectiveness of the Royal Navy in the ANTARCTIC for a period of two weeks annually. In addition the firing of two hundred pound charges and depth charges has caused minor material damage on several occasions. I intend raising this point at the next meeting with the British Antarctic Survey on the 26th May.

OCEANOGRAPHY

21. Considerable time has been spent on investigations of the ANTARCTIC and SUB-TROPIC convergences which it is hoped will help to chart these meetings of warm and cold currents more accurately.

22. Continuous echo-sounder recordings have been kept since leaving the United Kingdom and five hundred and seventy two bathythermograph readings have been taken.

THE ANTARCTIC TREATY

23. As in previous years there were no signs of the terms of the Antarctic Treaty being abrogated in any way whatsoever. During the season parties were landed at the following bases:- DECEPTION (UK), ESPERAZA (Argentina), BERNARDO O'HIGGINS (Chile), ARTURO PRAT (Chile). Visits were made to the ARA BAHIA AGUIRRE (Argentina), the Chilean ships LIENTUR and PILOTO PARDO and the American Icebreaker EASTWIND.

24. All these visits were well received and no doubt exists that all the Nations concerned in the Antarctic are working together in close harmony and to a common purpose.

25. It was a pity that due to the ship's programme it was only possible to visit one British base, and efforts should be made in future to allocate more time to the British Antarctic Survey bases.

MATERIAL

26. The season has been marked by the large number of electrical defects which have developed since leaving PORTSMOUTH. At times loss of the use of radar hampered operations and failure of fans whilst in the tropics raised temperatures inside the ship to almost intolerable limits. The ship's small staff have been kept busy and credit is due to them for keeping the ship operational.

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27. Mechanically very little trouble has been experienced and the ship has been at sea on one hundred and two out of one hundred and thirty nine days since leaving PORTSMOUTH for a total of twenty one thousand miles.

28. In general the amount of labour put into keeping the ship clean and running is rising and inevitably the length and cost of the annual refit must tend to increase.

PERSONNEL

29. The behaviour, morale and health of the ship's company has been good although we seem to have suffered more than our fair share of broken bones, largely due to accidents on the football field.

30. I am happy to report that incidents ashore in PORT STANLEY have been negligible and relations between the Royal Navy and the islanders are as friendly as ever.

VISITS

31. During the season HMS PROTECTOR visited MONTEVIDEO and PUNTA ARENAS besides spending twenty two days in PORT STANLEY. Separate reports on the visits are forwarded in Annexes C and D.

THE FUTURE

32. After two ANTARCTIC seasons I am convinced that the Royal Navy has an active and worthwhile role to play in the South. We are the only nation actively involved in the area who does not make use of the armed forces in administering and maintaining its bases. HMS PROTECTOR is regarded with admiration and affection by ARGENTINA and CHILE and her withdrawal without replacement would only be misconstrued as a loss of interest by BRITAIN in the ANTARCTIC. I am therefore delighted to see from the ENGLISH press that the DANISH ship ANITA DAN has been purchased by the Ministry of Defence and is to be prepared for service in the ANTARCTIC.

CONCLUSIONS

33. The 1966/1967 season has been one, for HMS PROTECTOR at least, of good weather combined with ideal ice conditions. The new helicopters have proved their worth and will enable full advantage to be taken of good weather in the future. The attractions of the ANTARCTIC continue to satisfy a ship's company who otherwise have little to look forward to from the end of November to early February.

34. The Royal Naval Antarctic Survey Party continues to make good progress with the never ending task of putting the ANTARCTIC on the map and HMS PROTECTOR herself fulfils a role which is both necessary and satisfying.

35. In the FALKLAND ISLANDS the Royal Marines Detachment will continue to be the backbone of any defence plan but I cannot hope that much progress

5. / will be made

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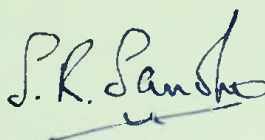
5.

will be made in achieving an efficient local defence force. In my opinion the threat to the area needs to be constantly reviewed in order to withdraw the Detachment at the earliest possible opportunity with a resulting saving in both money and manpower.

I have the honour to be,

Sir,

Your obedient servant,



(S.R. SANDFORD)
Captain, Royal Navy

- Annexes: A. Sitreps No. 1 - 3.
B. Report of proceedings of the Royal Naval Antarctic Survey Party.
C. Visit to Montevideo, 2nd - 3th February 1967.
D. Visit to Punta Arenas, 4th - 8th March 1967.

Copy to:

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

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ANNEX 'A' TO COMMANDING OFFICER H.M.S. PROTECTOR'S LETTER
263/13 DATED 26 MARCH.

ROUTINE.....201500.Z.

FROM ... PROTECTOR.

TO ... C in C S.A.S.A.

INFO ... M.O.D. NAVY.

RESTRICTED. KIK.

FIRST PATROL SITREP.

- 1.. SAILED STANLEY IN LOW VISIBILITY A.M. 10 DEC FOR BRANSFIELD STRAIT INSTEAD OF SOUTH ORKNEYS DUE TO BAD ICE REPORTS FROM LATTER AREA. PASSAGE SOUTH UNEVENTFUL THOUGH UNCOMFORTABLE DUE TO WEATHER BUT USUAL CRY OF NOT AS BAD AS LAST YEAR PREVAILED. ANTARCTIC CONVERGENCE ZONE CROSSED WITH MUCH DIPPING OF BATHY AND TEMPERATURE DROPPED TO SEASONABLY NORMAL ZERO.
- 2.. LANDFALL ON ELEPHANT ISLAND MARKED BY SECOND STORM AND NIL VISIBILITY IN SNOW. 277 RADAR FROZE DUE TO INCORRECT GREASE BUT SHIPS STAFF REPLACED BETWEEN SNOW SHOWERS. ENTRY INTO BRANSFIELD STRAIT DELAYED 24 HOURS, MANY BERGS, WIND STRENGTH AND SWELL MAKING SEAROOM PRUDENT.
- 3.. WEATHER CLEARED A.M. 15 DEC. CROSSED BRANSFIELD STRAIT AND COMMENCED RECONNAISSANCE OF NORTH EASTERN GRAHAMLAND PENINSULA, CHOOSING AND MARKING TRIG SITES FOR MAIN SURVEY PROJECT DUE DURING SECOND PATROL. CONTINUED FINE WEATHER MADE POSSIBLE MARKING OF ALL STATIONS ALONG 420 MILES OF COAST DURING 14 - 16 DEC. WHEN SOUTHERN END OF SURVEY AREA REACHED, MEASUREMENT OF ANGLES AND DISTANCES COMMENCED, ALTHOUGH TROUBLE EXPERIENCED WITH TELLOROMETERS DUE TO REFLECTION OF CALM SEA SURFACE. ALTHOUGH THIS EVENTUALLY REDUCED BY MASKING GROUND WAVE, PROGRESS IMPEDED BY NEED FOR EXTRA ANGLING AND RE-OCCUPATION OF STATIONS.
- 4.. OPPORTUNITY TAKEN TO EMBARK PARTY OF GEOLOGISTS FROM R.R.S. JOHN BISCOE AS THEIR PROGRAMME OF SITES TO BE VISITED COINCIDED WITH SURVEYORS. PREVIOUS DELAYS TO THEIR PROGRAMME MADE UP DURING THEIR THREE DAYS ON BOARD.
- 5.. O.C. FLIGHT WINCHED ABOARD ARGENTINE ANTARCTIC PATROL VESSEL 'BAHAIA EGUIRRE' 14 DEC TO DELIVER MAIL BROUGHT FROM STANLEY FOR ARGENTINE BASES.
- 6.. SHIP DRIFTED IN NEAR CALM CONDITIONS DURING PERIODS SURVEYORS ASHORE AND OCCASIONAL OPPORTUNITY TAKEN TO SEND WHALER PARTIES AWAY TO VIEW ICE AT CLOSE QUARTERS. ONE ICEBERG TIPPED WITH 8 MEN ON IT, BUT THEY WERE RECOVERED FROM WATER WITHOUT HARM BY ATTENDANT BOAT. HELICOPTER SCRAMBLED WAS OVER SPOT IN 4 MINUTES. ICE CLIMBING ENTHUSIASM IS NOW REDUCED.
- 7.. ONE THIRD OF MAIN TRAVERSE OF CAPE KATER SURVEY PROJECT COMPLETED, GIVING GREATLY INCREASED CHANCE OF COMPLETION DURING SECOND PATROL AFTER SIX YEARS FAILURE. 45 FLYING HOURS ACHIEVED IN 5 DAYS.
- 8.. SHIP VISITED ADMIRALTY BAY 15 DEC. ICE PRECLUDED ENTRY INTO VISCA ANCHORAGE, BUT SHIPWRIGHT PARTY FORCED THROUGH IN SURVEY LAUNCH 'NIMROD' TO PROGRESS REPAIR OF REFUGE HUT. MEANWHILE SHIPS COMPANY TOOK OPPORTUNITY TO LAND ON WESTERN SHORE, VISITING PENGUIN ROOKERY AND SEAL COLONY. ROYAL MARINES SKIED WITH SURPRISING LACK OF BROKEN BONES.
- 9.. ELEPHANT ISLAND SITE OF SHACKLETON CAMP LOCATED AND VISITED BY AIR A.M. 20 DEC. NO RELICS FOUND BUT PHOTOS AND DESCRIPTIONS HELD TALLIED.
- 10.. O.C.R.M. EMBARKED AS O.C. DETACHMENT WHILE SMALL PARTY LEFT IN FALKLANDS TO CONTINUE PEAT CUTTING AND ADMINISTRATION OF STORES STOCK PILE. DEFENCE FORCE TRAINING SUSPENDED UNTIL 1 JAN 67 ON GOVERNORS ORDERS.

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11.. PROCEEDING NORTHWARD TO STANLEY FOR CHRISTMAS. WEATHER NOW BROKEN, BUT REMAINED FINE FOR SUCCESSFUL PATROL IN SUCH CAMERA WORTHY CONDITIONS THAT CANTEN RUN OUT OF FILMS.

ROUTINE.....151410.Z.

FROM PROTECTOR.

TO ... C in C S.A.S.A.

INFO ... M.O.D. NAVY.

RESTRICTED. KIK/LEG.

SECOND PATROL SITREP.

- 1.. SAILED STANLEY 2nd JAN AFTER ARRIVAL 'PERLA DAN'. VISITING BEAUCHENE ON PASSAGE SOUTH, AND ARRIVED BRANSFIELD 5th JAN. CAPE KATER SURVEY SUCCESSFULLY COMPLETED BETWEEN 5 - 10 JAN WITH ASSISTANCE 3 CIVILIAN SURVEYERS, SPECIAL FLOWN FROM U.K. DIVERS EXERCISED 3th JAN IN SEA TEMP 34 DEGREES. ON LAST FORENOON OF SURVEY ONE WHIRLWIND MK 9 DITCHED, AS PREVIOUSLY REPORTED. PILOT LIEUTENANT A. BREWSTER AND AIRCREWMAN RECOVERED UNHARMED BY HELO. AIRCRAFT ALSO RECOVERED FROM WATER IN LESS THAN TWO HOURS WITH ASSISTANCE OF SWIMMERS. REMAINDER OF SURVEY TASK COMPLETED BY BOAT.
- 2.. ICE IN GERLACHE STRAIT PRECLUDED ATTEMPT TO LAND SURVEY PARTY AT ARGENTINE ISLAND AND ON RECEIPT SUDDEN ICE REPORT. ABANDONED ALTERNATIVE ROUTE. VISITED DECEPTION ISLAND 12 JAN.
- 3.. SURVEY PARTY LANDED COPPERMINE COVE, ENGLISH STRAIT 13 JAN IN FLAT CALM CONDITIONS. ESTABLISHED LEASON WITH CHILEAN BASE IN ENGLISH STRAIT WHO OFFERS VARIOUS FACILITIES TO SURVEY PARTY. EXCHANGE VISITS WITH CHILEAN VESSEL PILOTO PARDO AND MET CAPTAIN RICKE, COMMODORE OF CHILEAN ANTARCTIC TASK FORCE.
- 4.. VISITED ADMIRALTY BAY HUT ON 14 JAN. SHIPWRIGHT PARTY WORKED ALL DAY ON RE-ROOFING. OTHER PARTIES FROM SHIP CLIMBED AND SKIED.
- 5.. ALL WORK PROJECTED AND PATROL COMPLETED. DUE TO EXCEPTIONALLY FINE WEATHER CONDITIONS THROUGHOUT PATROL, AM RETURNING STANLEY.
- 6.. SIX ROYAL MARINES ASHORE IN STANLEY, PEAT CUTTING AND CONTINUATION TRAINING, O.C.R.M. PREPARING FOR VISIT OF MAJOR SCARFE, STAFF OF C in C S.A.S.A.

ROUTINE.....261316.Z.

FROM ... PROTECTOR.

TO ... C in C S.A.S.A.

INFO ... M.O.D. NAVY.

RESTRICTED. KIK/LEG.

THIRD PATROL SITREP.

- 1.. SAILED STANLEY 17 FEB AND AFTER REASONABLE PASSAGE SOUTH WITH LITTLE ICE, MAKE RENDEZVOUS WITH R.R.S. SHACKLETON IN SHELTERED BAY NORTH OF LARSEN ISLANDS 19 FEB, LARGE QUANTITIES STORES AND PERSONNEL TRANSFERRED TO SHACKLETON AS DUSK FELL, THEN SET COURSE FOR FIRST SEISMIC LINE.

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2.. SEISMIC. FIRST DAY CANCELLED - SECOND DAY NORTH OF SOUT ORKNEYS, LINES ABBREVIATED DUE TO WEATHER CONDITIONS, BUT SOME USEFUL WORK ACHIEVED. THIRD DAY CANCELLED, MOVED SOUTH OF ISLANDS READY FOR WORK ON LINES HITHERTO IMPOSSIBLE DUE TO ICE CONCENTRATION IN PREVIOUS YEARS. 23 FEB LINES AGAIN SHORTENED BECAUSE OF WEATHER. SHALLOWER WATER CAUSED SHOCK EFFECT OF LARGE CHARGES TO BE MOST NOTICIBLE. FIFTH DAY COMPLETED SOUTHERNMOST LINES IN GOOD CONDITIONS WITH FEW HITCHES.

3.. IT HAD BEEN INTENDED TO TIDY UP A PREVIOUS LINE A.M. SATURDAY, BUT WEATHER CONDITIONS UNSUITABLE, SO COMMENCED RETURN PASSAGE TO STANLEY. GOOD SEA STATE MAKING FAST RUN POSSIBLE.

4.. SEISMIC RESULTS. THREE LINES SHOT, TOTALLING 196 MILES 12062 POUNDS EXPLOSIVE EXPENDED, NO FISH.

5.. WEATHER AND ICE CONDITIONS MADE OVERNIGHT STEAMING DURING 6 HOURS DARKNESS IMPRACTICAL, RESULTING IN INTERESTING WATCHKEEPING.

6.. R.M.S. O.C.R.M. PLUS 6 AHSORE STANLEY PREPARING FOR WINTER.

7.. FLIGHT DISSEMBARKED, CONTINUATION FLYING AND R.M. TRAINING.

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Annex B to the Commanding Officer, HMS PROTECTOR's letter No. 263/13 dated 26th March 1967.

Royal Naval Antarctic Survey Party
in camp at,
Coppermine Cove
Robert Island
S. Shetlands

20th February 1967

The Hydrographer of the Navy

Sir,

I have the honour to report the proceedings of the Royal Naval Antarctic Survey Party in my charge from 27th December 1966 until the present date.

2. On 2nd January, RV PERLA DAN arrived at Port Stanley and transferred to HMS PROTECTOR three surveyors, Messrs F. PRESTON, H.E. CHAPMAN and R.A. HARBOUR, who were to assist with the Cape Water link-up scheme. A few hours later HMS PROTECTOR sailed for the survey area.

3. The ship arrived in the Bransfield Strait in the forenoon of 5th January, and at the survey area in the late afternoon. First, a crucial Tellurometer line at the north-east end of the scheme was measured, as the inability to measure here would have involved a considerable change of plan, and then the traverse was resumed at Zigzag Island, the point reached in December.

4. Supported by efficient and skilful helicopter operation and assisted by clear fine weather and increased numbers, the scheme progressed quickly in the next few days along the last 90 miles of coastline. Four observing parties were normally deployed at a time while the helicopter control officer and myself co-ordinated operations by radio from the ship. By the afternoon of 8th January the basic link-up was complete.

5. In the next two days additional observations and measurements were obtained which considerably strengthened the scheme. On the morning of the last day's work one of the helicopters on its way back from landing an observing party on Kater Rocks crashed into the sea after a sudden engine failure. The pilot and crew were safely picked up by the second aircraft.

6. For the final observations parties were landed by boat: the last round boat trip of 40 miles took six hours compared with the 30 minutes which it would have taken by helicopter.

7. At 2245 on the night of 10th January, the last observing party was recovered and the ship left the area.

8. HMS PROTECTOR proceeded south down the Gerlache Strait in order to land the survey party in the Argentine Islands, but met unworkable pack ice about half way down. This, and an unpromising ice-report from the British base in the Argentine Islands, changed the plan, and it was decided to land the party on Robert Island in the South Shetland Islands to undertake the survey of the northern entrance to the English Strait.

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Page 2 of Annex B to the Commanding Officer, HMS PROTECTOR's letter No. 263/13 dated 26th March 1967.

9. On 13th January, the survey party, with the surveying motor boat NIMROD, was landed at Coppermine Cove on Robert Island; moorings were laid for NIMROD in the cove and camp was established on a pebbly isthmus some thirty feet above the high water line. Nearby is a refuge hut where two Chilean biologists are living until the end of February to study moss fauna. While the camp was being landed, I went with the Commanding Officer of HMS PROTECTOR to call on the Chileans at the ARTURO PRAT base on Greenwich Island six miles away. Here we met the Commodore of the Chilean Antarctic effort, Capitan de Navio A. RIQUE, himself a hydrographic surveying officer, and the Commandant of the base, Capitan de Corbeta H. SOTO AGUILAR. We were offered a radio link which has since proved useful and the use of their two Bell helicopters.

10. During the week beginning 16th January, the triangulation was observed, calculated and plotted. On the following Monday, all was ready to start the sounding, but dawn brought a blizzard from the north-east and the day was spent holding on to the tents anxiously watching NIMROD's mooring transits. The next day, Tuesday, the wind moderated, but the snow continued and fog moved in; on Wednesday, NIMROD ran four poor lines of sounding in driving sleet and a steep, confused sea. On Thursday morning, NIMROD was five miles from camp just starting her first line when fog reduced visibility from several miles to under a cable in 20 minutes; she arrived back at her moorings an hour later having caught the tide-race in the narrows at its worst. Friday was foggy again and the day spent coastlining. Saturday at last brought a clearing; NIMROD left her moorings but was back again in a few minutes with a fast luboil leak. This took three hours to repair, but a useful few hours' sounding was achieved during the afternoon and evening.

11. By contrast the next nine days were fine and the survey progressed apace. On one of these days a whale about 40 feet long surfaced about ten feet away from NIMROD: chase was given and some photographs obtained before resuming sounding.

12. NIMROD's engine has recently been downgraded again, this time to a maximum of 1500 revolutions per minute. The tides run at three to four knots in the area and in certain narrow gaps between islands at over five knots. Keeping a 5½-knot boat on a line of sounding across the tide is interesting. The only suitable way is to choose sensitive transits to steer along. Once or twice with the coxswain facing aft steering a back-transit and when the marks for the sextant fix are also abaft the beam, the boat has only been saved from collision with bits of ice somewhat larger than herself by the stoker happening to look forward as he threw some tea-leaves overboard.

13. The weather broke again on 8th February. For three days all marks were obscured by fog: on one of these RRS JOHN DISCOE visited us; NIMROD steered through the fog towards the sound of her siren and eventually saw her when she was about 200 feet away.

14. The 11th and 12th brought the worst blizzard yet: the Chileans' anemometer showed 50 knots and the snow prevented us from seeing NIMROD at her moorings.

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Page 3 of Annex B to the Commanding Officer, HMS PROTECTOR's letter dated 26th March 1967.

15. On 13th the wind moderated sufficiently to allow 13 hours' continuous tidal stream observations to be obtained in the narrows, but the next day brought another blizzard with it. The rest of the week, although cold, was generally fine and four days' useful sounding was achieved.

16. On Thursday and Friday, I took advantage of the Chileans' offer and went up in a helicopter to muster the rocks in the strait. Unfortunately, although light conditions were good, the water was not clear enough to see any shoals deeper than two to three fathoms. Sunday brought a blizzard even worse than the last, and this is still raging at the time of writing: wind speeds last night reached 55 knots and this morning drifts covered the stores, and only the keel of the upturned dinghy is visible. Despite this, one working day will finish the survey of the main channel, and all that may be prevented by continued bad weather is the survey of the alternative channel.

17. During the spells of bad weather little can be done in camp but look to the tents and keep warm. In fine weather however, the vicinity provides ample amusement for those left behind in camp. There are nursery ski-slopes nearby, safe walking, a great variety of wild life and an interesting assortment of coloured rocks and weird geological formations. The penguins, mostly Chinstraps and Gentoos, provide endless mirth even after six weeks here. Giant Petrels, Terns and Wilson's Storm Petrels all have nests in the vicinity and their chicks have grown appreciably since we landed. A dinghy jetty was built in the first few days, and a "bath and dhobey" boiler the following week, but the storms have since destroyed the former and burried the latter below a snow-drift.

18. RRS JOHN BISCOE is due to lift the camp in about ten days after which work will be started on the survey of the area between Hugo Island and the Argentine Islands using Hi-Fix.

19. The morale, conduct and health of the party have been excellent throughout this period.

I have the honour to be,

Sir,

Your obedient servant,

P.J.E. CHESHIRE.

Lieutenant Commander, Royal Navy

(Officer-in-Charge)

Copy to:

The Commanding Officer
HMS PROTECTOR

CONFIDENTIAL

CONFIDENTIAL

Annex C to the Commanding Officer, HMS PROTECTOR's letter No. 263/13 dated 26th March 1967.

VISIT TO MONTEVIDEO - 2ND TO 9TH FEBRUARY 1967

1. This was another most pleasant and welcome half term visit which was blessed with superb weather throughout.
2. The normal calls were exchanged during the forenoon of Thursday the 2nd February culminating in an enjoyable lunch party onboard. That same evening a cocktail party for one hundred and eighty guests was given on the Quarterdeck. This latter party was, as appears normal, over attended.
3. A full sporting programme was carried out, the only items of note being two resounding victories by the ship's soccer team over local elevens. Perhaps the spirit of the World Cup has travelled with us?
4. On arrival at MONTEVIDEO the ship was met by the Accident Investigation Unit from the United Kingdom who carried out a thorough examination of the remains of our ditched helicopter. Their findings have already been reported by signal.
5. This visit coincided with Carnival Week which resulted in many of the officials and tradesmen being on holiday from the 3rd to the 7th. If possible I would recommend against this in future since it complicated the matter of storing ship.
6. Many of us looked forward to watching the Carnival Parade on the evening of Saturday the 4th February. However this was eventually cancelled at two hours notice through a strike of the Municipal Workers. Where else in the world could this happen after all the labour and money which had already gone into the event? By the end of the visit the refuse collectors were also on strike and in some ways we were glad to leave a city which was already beginning to have an aroma.
7. The kindness and hospitality shown towards the ship by all levels of the community astonishes me, and there is no doubt that the ship's company regard MONTEVIDEO as their best run ashore whilst away from the United Kingdom.
8. A crisis occurred on the last morning when it became clear that we were not going to be able to retrieve from the customs eighteen hundred cases of tinned beer shipped out for us by the Navy, Army and Air Forces Institute. The cause of the trouble seemed to be faulty paper work. I paid a quick visit to the head customs official who smiled and said we could have the beer - our supply until we reach England - if we did not drink it in URUGUAY. However much paperwork had to be done before one hundred sailors were able to load the beer from the custom's shed into trucks and thence onboard. The loading was watched with amusement by many who had come to see us sail since this incident delayed us for half an hour.
9. HMS PROTECTOR sailed for PORT STANLEY on Thursday the 9th February 1967.

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Annex D to the Commanding Officer, HMS PROTECTOR's letter No. 263/13 dated 26th March 1967.

VISIT TO PUNTA ARENAS - 4TH TO 8TH MARCH 1967

1. HMS PROTECTOR arrived off PUNTA ARENAS at 0800 on Saturday the 4th March to find that the promised alongside berth was only available for a period of ten hours after which it was required for a merchant ship: I therefore anchored off. Priority for alongside berths is given to merchant ships.
2. Calls were exchanged during the forenoon, the timing being somewhat complicated by the fact that I was not alongside, and ended with the normal lunch party which seemed to be appreciated. There was no doubt that the Admiral Commanding the Third Naval Zone who was onboard was most perturbed that I had had to anchor.
3. That same evening we were entertained at the British Club to a **Convivial** cocktail dance party during which I was informed by the Admiral that an alongside berth would be available from 0950 the next morning for the remainder of the visit.
4. I weighed anchor at 0930 on Sunday the 5th March and secured alongside the jetty half an hour later. Although accustomed to the limitations imposed by boat routines to be alongside was a pleasure.
5. On Sunday afternoon the new Royal Marines Detachment of one officer and thirty one other ranks was embarked having travelled by air from the United Kingdom. They are to winter in the FALKLAND ISLANDS and will re-embark in late November 1967.
6. The ship's soccer team again triumphed over a local eleven and I hope that they are now on a winning run for the passage home.
7. Unfortunately little was organised for the ship's company but the British community in PUNTA ARENAS has now dwindled and are not in a position to cope with large numbers. However the town itself has a great deal more to offer than PORT STANLEY and it is therefore a popular visit particularly if the ship is alongside.
8. HMS PROTECTOR sailed for PORT STANLEY on Wednesday the 8th March after a pleasant four days which had again proved the usefulness of PUNTA ARENAS with its proximity to the FALKLAND ISLANDS combined with an excellent air service.

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2016

H.M.S. LYNX
LIST OF OFFICERS

<u>Name, Decorations</u>	(a) <u>Rank</u> (b) <u>Seniority</u> (c) <u>Date of Birth</u>	<u>Duty</u>	<u>Date of</u> <u>Joining</u> <u>Ship</u>	<u>D.L.U.K.</u>	<u>Language</u> <u>Quals</u>	<u>Expected</u> <u>Changes</u>	<u>Date last</u> <u>S.206</u> <u>rendered</u>
JUNGIUS James George	Captain 30.6.63 15.11.23	Commanding Officer	2.8.66	29.11.66	-	-	-
BEATTIE John Michael	Lieutenant Commander(X)(C) 1.9.64 29.3.34	Executive Officer NBCD Offr Pres. WR Mess Socy. Offr Senior Rates Mess Supvg. offr	7.4.66	29.11.66	French	-	14.12.66
FARR David Nairn M.A., C.Eng. M.I.E.E.	Lieutenant Commander E.WE.L.SM. 1.11.65 14.7.34	Weapon & Elect. Engineer Offr Radiological Protection Offr W & R Junior Rates D.O.	3.11.66	29.1.66	-	-	-
SEWELL Bernard W/K	Lieutenant Commander(SD)(G) 1.10.66 3.4.23	Gunnery Offr Seaman's Training Senior Watch- Keeping Offr WR Wine Caterer	3.10.66	29.11.66	-	To be relieved July 67	-

FOOTE Gordan Henry	Engineer Lieutenant 1.10.58 8.3.22	Marine Engineer Officer D.C.E.O. E.R.D.O. WR Tobacco Caterer	23.10.65	29.11.66	-	-	28.11.66
CHAPMAN Robert Huntlee W/K	Lieutenant(X) 1.11.61 23.10.38	A.S.W.O. Wardroom Mess Sec. Midshipman's Training Offr CB Offr Sailing Offr Diving Offr Young Seaman D.O.	26.4.65	29.11.66	-	To be relieved by Lt(X) C.J. SOUTHCOMBE May 67. D.T.B.R.	20.5.66
WELLS George Anthony W/K	Lieutenant(S) 1.11.62 8.10.39	Supply Officer GDO(Blind) Supply D.O.	7.2.67	26.1.67	French	-	-
BAILEY-WILMOTT Ian Charles W/K	Lieutenant(X) 1.3.63 5.7.40	Navigating Offr Mail Offr Comms Offr Comms D.O.	19.11.66	29.11.66	-	-	-
AMBROSE Peter David W/K	Lieutenant (SL)(X) 1.5.66 28.9.43	Cable Offr Visits Liason Offr Naval Information Offr Exle D.O. WR Mineral Caterer	12.4.65	29.11.66	-	-	1.8.66

BLYTH Michael John LRCP, MRCS.	Surgeon Lieutenant 9.10.66 6.4.40	Medical Offr Wardroom Mess Treasurer Entertainments Offr	28.11.66	29.11.66	-	-	-
BROOKES David Homer W/K	Sub- Lieutenant (SD)(g) 30.1.62 22.11.30	Assistant G.O. E.A.O. Laundry Offr WR Catering Offr QD D.D.	16.4.65	29.11.66	-	-	28.11.66
MACFARLANE Ian Scott	Sub- Lieutenant(S) 1.9.64 8.5.44	Captain's Secretary	1.8.66	29.11.66	French	-	-
SMITH Dennis	Engineer Sub- Lieutenant(O)	Assistant WEEO W & R Senior Rates D.O.	7.2.67	6.2.67	-	-	-
EGLEN John Howard	Midshipman(S) 1.9.66 8.9.46	Addl. for Trg.	18.8.66	29.11.66	-	-	-
HALLPIKE Timothy Richard	Midshipman(X) 1.9.66 6.10.46	Addl. for Trg.	24.11.66	29.11.66	-	-	-
WISEMAN Wayne Theodore	Midshipman(E) 1.9.66 6.10.46	Addl. for Trg.	4.9.66	29.11.66	-	-	-

From: Captain J. G. Jungius, Royal Navy

2011A

H.M.S. Lynx
c/o BFPO Ships

No: 5/41

19th April 1967

His Excellency
The Governor of the Falkland Islands

Sir,

I have been informed that Her Majesty's Ship *LYNX* under my command, is programmed to visit the Falkland Islands from 29th June to 3rd July 1967. Although official clearance has not yet been received for this visit, I am writing to make preliminary arrangements for the visit, as I believe mail may take some time to reach you.

Arrival

I understand that you would like me to visit the settlement at DARTMOUTH. After examination of the chart, having consulted Captain S.R. SANDFORD of HMS PROTECTOR, and bearing in mind the weather likely in late June; I feel that it may be unwise to approach DARTMOUTH closer than outside the Narrows. This would leave a two and a half mile boat trip (I do not carry a helicopter). In view of this I wonder whether such a visit would really be worthwhile, and whether it would be better to concentrate our efforts on PORT STANLEY. I have represented this view to the Ministry of Defence (Navy Department).

If the trip to DARTMOUTH is called off I plan to arrive at PORT STANLEY at 0900 on 29th June. If the visit to DARTMOUTH takes place, I would propose to arrive outside the Narrows at 0900 on 29th June, spend the day there, and move round to PORT STANLEY overnight, arriving at 0900 on 30th June, I would then anchor in position 038 Cathedral Spire 3.2 cables.

I expect that this matter will have been settled by signal before you receive this letter.

Ship Details

These are as follows:

Length	...	340 feet
Beam	...	40 feet
Draught	...	18 feet

The Ship's Company consists of 16 Officers, 40 Chief and Petty Officers and 180 Junior Rates. I enclose a list of Officers.

Ceremonial

May I exchange calls with you on the first day at PORT STANLEY? If so, perhaps you could let me know suitable times. When you return my call I would like to fire a personal salute of 17 guns to you, if you agree.

Zone Time

Can you confirm that your Zone Time is four hours after GMT?

Social/.....

Social

As our visit is only a short one, I thought that our programme might be on the following lines.

First day in PORT STANLEY	-	1245	Lunch Party for 6 guests onboard.
1st July	-		Cocktail Party onboard from 1830 to 2000 for 40 guests.
2nd July	-		Buffet supper and cinema, at 1930 for 20 guests.

If you think these events are suitable and the dates are convenient, I would be grateful if you could send the enclosed invitation cards to suitable guests.

I would be honoured if you and your wife could join me on all three occasions.

Children's Party

My Ship's Company have said that they would like to give a party for 40 children on 30th June. Could this be arranged? The party would be for children of ages between 7 and 12 and run from 1430 to 1700. Not more than 2 grown-ups please. Assistance with a boat to bring off the children would be appreciated.

Pop Group

I have a six piece "pop" group onboard; they would be happy to play, if this is desired, at any local function.

Open to Visitors

I suggest that I open the ship to visitors on the Sunday, from 1400 to 1700. The main problem here being transporting the public from the shore to the ship, and back again. As I see it there are two courses of action open to me, either

(a) open the ship to the general public, in which case transport by boat backwards and forwards will take time, and mean that a lot of people will have to wait on the jetty, or

(b) only to allow visitors who are invited by my Ship's Company. This will cut down the numbers quite a lot, and ease the boats problem.

I would be grateful if you could let me know which of these alternatives you consider the best.

Leave

I would like to give leave to my Ship's Company from 1230 to 2230 and to Senior Rates until 2315. I will land a patrol of one Petty Officer, one Leading Rate and four Junior Rates, and arrange for a portable W/T Set to be landed at the Police Station so that the Police can communicate with the Ship.

Sport

Could you possibly arrange for the following fixtures and facilities? If so, I would be extremely grateful.

Football	-	We have a reasonable team onboard, perhaps a match could be arranged with Stanley.
Badminton	-	Our team is fair but keen, and would like to play a local side.

/Squash.....

- Squash - Our team's standard is poor, but would still like to play a local side.
- .22 Rifle Shooting - We would like to challenge your Defence Force to a match - teams of six men.

I have four keen horsemen onboard and wonder if it is possible to arrange some riding for them.

Lastly, can we use one football pitch for internal ship's games, provided this does not disrupt any local side?

Recreation

Some of my officers and men would undoubtedly like to see something of the interior of your islands, and I wonder if it is possible to arrange any sightseeing during our stay.

Fishing

I have two keen fishermen onboard who would like to do some trout fishing, and would be grateful if something could be arranged for them.

Publicity

I am afraid I do not know whether PORT STANLEY has a Newspaper and/or a Broadcasting Service, but I have enclosed some publicity material. Should there be Press Representatives who wish to interview me, I would be happy to arrange a small press conference on the first day at PORT STANLEY.

Logistics

I would be grateful if the following logistic requirements could be arranged.

- | | | | |
|----------|---|---|-------------|
| Bread | - | 120 Pounds per day. | |
| Milk | - | 13 Gallons per day, if available (either fresh or reconstituted). | |
| Currency | - | £5 x 150
£1 x 250 | Total £1000 |

Communications

In order that any last minute queries may be settled, I will call your radio station on 8326 Kcs. and listen on 8107 Kcs., at 1230 GMT daily, from 25th June onwards.

Mails

Can we help at all by bringing mail to you? Our last port of call before coming to the Falkland Islands will have been SIMONSTOWN, South Africa, and we will be leaving there on 17th June. May I suggest that should you wish us to collect mail from there, the mail be timed to arrive by 15th June.

We will of course take any mail on to BUENOS AIRES for you, if this is in any way helpful.

Departure

I intend to depart early a.m. on 3rd July.

General

If there is anything further you wish to know, please do not hesitate to let me know. Could you please acknowledge receipt of this letter by unclassified signal/cable quoting "your letter 5/41 received.

As a letter /

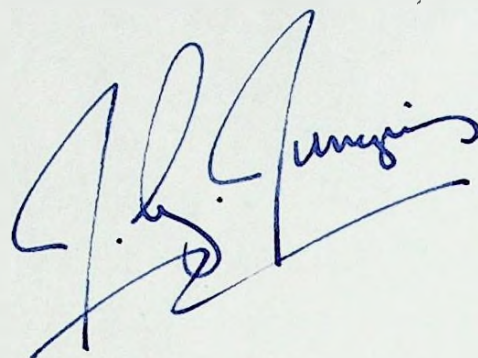
As a letter may take some time to reach me, I would be grateful if you could reply to the salient points in this letter by Cable/Signal addressed to the Commanding Officer, HMS LYNX.

We are looking forward to our visit, and to seeing something of your Islands.

I have the honour to be,

Sir,

Your obedient Servant,

A handwritten signature in blue ink, appearing to read 'J.G. Jungius', with a stylized flourish extending from the bottom right.

(J.G. JUNGIOUS)
Captain, Royal Navy.

DECODE.

202

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 22/4/67

Time : 0152

Received : 22/4/67 Time a.m.

RESTRICTED

80

Grateful early clearance for frigate Lynx to visit Falkland Islands from June 29th to July 3rd.

2. Commanding officer is Captain J.G. JUNGIUS and there is a complement of 12 officers, 46 Chief Petty Officers and Petty Officers and 155 ratings.

Reply at 203

Cypher

Capt Keelan should be notified: he hopes to visit SG.

Q. You will be acting but I imagine that you will with a welcoming message sent back. Darrin is due from SG same day. So you with a query such as: "Grateful know his previous port of call to what mail can be arranged"? On 22/4 54

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 25/4/67

Time: a.m.

Received:

Time:

RESTRICTED

74

Your telegram 80. Frigate.

Visit will be welcomed. Grateful know previous port of call
so that inward mail can be arranged.

Cypher

80 31.10.67

DECODE.

204

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 3/5/67

Time: 1942

Received: 4/5/67 Time

W.I.
n/s

SECRET

91

Your telegrams ¹⁹⁸64 and ²⁰³74. Naval Visit.

Your request carefully considered but owing to navigational hazards visit must be confined to Stanley.

2. Squadron leaving Capetown June 17th as in my telegram ⁹⁴55 and calling Tristan da Cunha en route.

Cypher

1) Mails?
2) Pl discuss camp
with defence members
of Hq Co dispatch.

CS

Mo
5/5-

BU 31.10.67

26th May,

67

Dear Sir,

I enclose herewith the itineraries of H.M.S. Puma and H.M.S. Protector showing dates of visits to Stanley since 1st July 1966.

Yours faithfully,

H.L. BOUND
for COLONIAL SECRETARY

Rev. P. Millam,
STANLEY.

ER

BU 31.10.67

2051A

13th October 1966	H.M.S. Puma	arrived
18th October 1966	H.M.S. Puma	departed
7th December 1966	H.M.S. Protector	arrived
10th December 1966	H.M.S. Protector	sailed
23rd December 1966	H.M.S. Protector	arrived
2nd January 1967	H.M.S. Protector	sailed
22nd January 1967	H.M.S. Protector	arrived
30th January 1967	H.M.S. Protector	sailed
14th February 1967	H.M.S. Protector	arrived
17th February 1967	H.M.S. Protector	sailed
1st March 1967	H.M.S. Protector	arrived
1st March 1967	H.M.S. Protector	sailed
11th March 1967	H.M.S. Protector	arrived
15th March 1967	H.M.S. Protector	sailed

CROWN
STANDARD
AGENTS

DECODE.

TELEGRAM.

From ACTING GOVERNOR

To MOD NAVY

Despatched : 1/6/67 19 Time : p.m.

Received : 19 Time :

From Thompson Acting Governor
For Commanding Officer HMS Lynx

RESTRICTED

Your letter 5/41.

A.D.C. will meet you Public Jetty 10.20. Return visit 11.20
local times. Salute agreed. Zone time confirmed.

Social. Thank you am arranging.

Children. Arranging with extra boat.

Visitors to ship. Suggest limit numbers and we issue tickets in advance.
Grateful confirm, suggesting numbers.

Shore leave. All welcome. Marine detachment ashore will keep ship/shore
communications open, no need put set in Police station. Grateful officer
concerned contact Police on arrival.

Sport. Will arrange all possible but mid-winter weather will restrict.
Trout fishing closed season.

Logistics. Bread and currency arranged, milk unobtainable.

Communication. Will listen out.

Mails. No mail to be collected.

Looking forward very much your visit.

Cypher

206
Lee
S. /

Captain J.G. Jungius, Royal Navy

Captain Jungius ('J' pronounced like a 'Y') joined the Navy in 1937 and was trained at the Royal Naval College, Dartmouth. He went to sea as a Midshipman at the beginning of 1941 and served in HMS RODNEY and HMS LONDON in the Atlantic and Northern Waters. Subsequently after a spell in the destroyer ARROW, which was engaged in escorting convoys to Malta, he visited South Africa (Durban) in the battleship VALIANT.

In 1943 he joined the 59th Landing Craft Assault Flotilla and took part in the Allied landings in Sicily, and the crossing of the Messina Straits. At the end of that year he was engaged in Commando Operations in the Atlantic.

During 1944 and 1945 he served as Navigating Officer of the destroyer LAUDERDALE in the Mediterranean. At the end of the European War he spent a short period as the Executive Officer of an Elbing Class Destroyer (T.28) which the Royal Navy operated for trial purposes.

In 1946 he qualified as a Navigating and Aircraft Direction specialist, and spent the following two years as Navigating Officer of HMS SPARROW on the America and West Indies Station, and another year in the Aircraft Carrier IMPLACABLE. After a series of appointments as a Navigating Officer at sea and on the staff of the Navigation School HMS DRYAD he was promoted Commander at the end of 1955.

He commanded the anti-submarine frigate WIZARD in 1956 and 1957 and there followed a period in Admiralty dealing with personnel matters. Subsequently he served for two years as the Executive Officer of the Aircraft Carrier CENTAUR, followed by taking the United States Armed Forces Staff Course in 1962. He was promoted to Captain in June 1963 and served as Assistant Director in the Naval Tactical and Weapons Policy Division of the Ministry of Defence, until 1966 when he took command of HMS LYNX.

Captain Jungius is married, has three children and lives at Farnham, Surrey, England.

H.M.S. LYNX
LIST OF OFFICERS

<u>Name, Decorations</u>	(a) <u>Rank</u> (b) <u>Seniority</u> (c) <u>Date of Birth</u>	<u>Duty</u>	<u>Date of</u> <u>Joining</u> <u>Ship</u>	<u>D.L.U.K.</u>	<u>Language</u> <u>Quals</u>	<u>Expected</u> <u>Changes</u>	<u>Date last</u> <u>S.206</u> <u>rendered</u>
JUNGIUS James George	Captain 30.6.63 15.11.23	Commanding Officer	2.8.66	29.11.66	-	-	-
BEATTIE John Michael	Lieutenant Commander(X)(C) 1.9.64 29.3.34	Executive Officer NBCD Offr Pres. WR Mess Secy. Offr Senior Rates Mess Supvg. offr	7.4.66	29.11.66	French	-	14.12.66
FARR David Nairn M.A., C.Eng. M.I.E.E.	Lieutenant Commander E.WE.L.SM. 1.11.65 14.7.34	Weapon & Elect. Engineer Offr Radiological Protection Offr W & R Junior Rates D.O.	3.11.66	29.1.66	-	-	-
SEWELL Bernard W/K	Lieutenant Commander(SD)(G) 1.10.66 3.4.23	Gunnery Offr Seaman's Training Senior Watch- Keeping Offr WR Wine Caterer	3.10.66	29.11.66	-	To be relieved July 67	-

100
10076

FOOTE Gordan Henry	Engineer Lieutenant 1.10.58 8.3.22	Marine Engineer Officer D.C.E.O. E.R.D.O. WR Tobacco Caterer	23.10.65	29.11.66	-	-	28.11.66
CHAPMAN Robert Huntloa W/K	Lieutenant(X) 1.11.61 23.10.38	A.S.W.O. Wardroom Mess Sec. Midshipman's Training Offr CB Offr Sailing Offr Diving Offr Young Seaman D.O.	26.4.65	29.11.66	-	To be relieved by Lt(X) C.J. SOUTHCOMBE May 67. D.T.B.R.	20.5.66
WELLS George Anthony W/K	Lieutenant(S) 1.11.62 8.10.39	Supply Officer GDO(Blind) Supply D.O.	7.2.67	26.1.67	French	-	-
BAILEY-WILMOTT Ian Charles W/K	Lieutenant(X) 1.3.63 5.7.40	Navigating Offr Mail Offr Comms Offr Comms D.O.	19.11.66	29.11.66	-	-	-
AMBROSE Peter David W/K	Lieutenant (SL)(X) 1.5.66 28.9.43	Cable Offr Visits Liason Offr Naval Information Offr Exle D.O. WR Mineral Caterer	12.4.65	29.11.66	-	-	1.8.66

BLYTH Michael John LRCP, MRCS.	Surgeon Lieutenant 9.10.66 6.4.40	Medical Offr Wardroom Mess Treasurer Entertainments Offr	28.11.66	29.11.66	-	-	-
BROOKES David Homer W/K	Sub- Lieutenant (SD)(g) 30.1.62 22.11.30	Assistant G.O. E.A.O. Laundry Offr WR Catering Offr QD D.D.	16.4.65	29.11.66	-	-	28.11.66
MACFARLANE Ian Scott	Sub- Lieutenant(S) 1.9.64 8.5.44	Captain's Secretary	1.8.66	29.11.66	French	-	-
SMITH Donnis	Engineer Sub- Lieutenant(O)	Assistant WEEO W & R Senior Rates D.O.	7.2.67	6.2.67	-	-	-
EGLEN John Howard	Midshipman(S) 1.9.66 8.9.45	Addl. for Trg.	18.8.66	29.11.66	-	-	-
HALLPIKE Timothy Richard	Midshipman(X) 1.9.66 6.10.46	Addl. for Trg.	24.11.66	29.11.66	-	-	-
WISEMAN Wayne Theodore	Midshipman(E) 1.9.56 6.10.46	Addl. for Trg.	4.9.66	29.11.66	-	-	-



KAPING PRODUCTION UNIT
W. H. "EXCELLENT" PORTSMOUTH

- SEP 1966

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**H.M.S
LYNX**

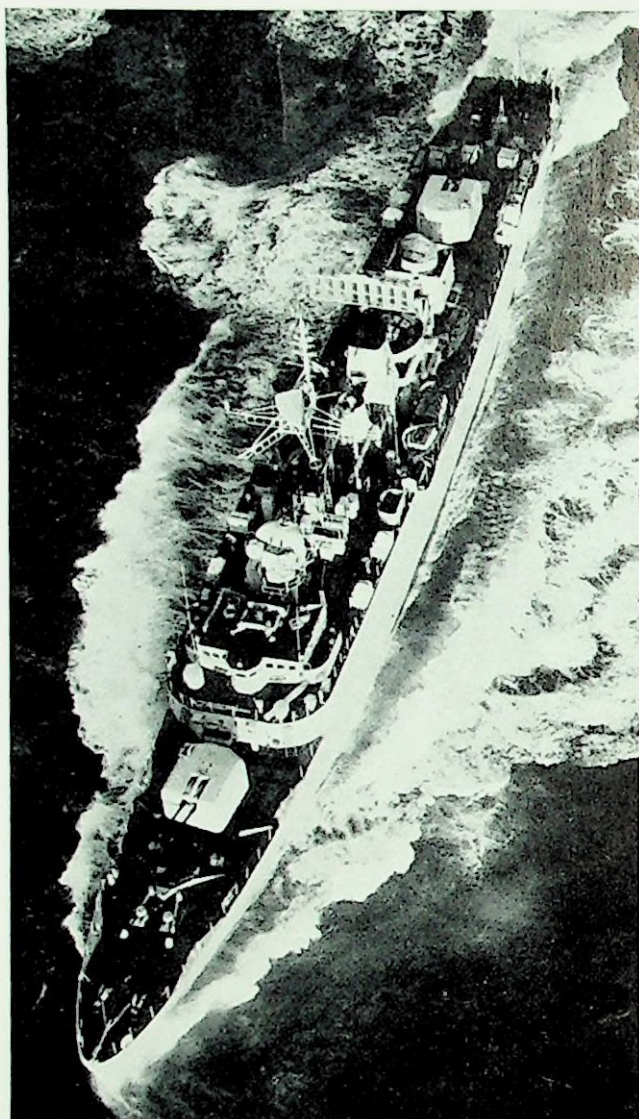
207
for hll
6,
meet the

ROYAL NAVY



LEOPARD CLASS — Anti-Aircraft Frigate

HMS LYNX



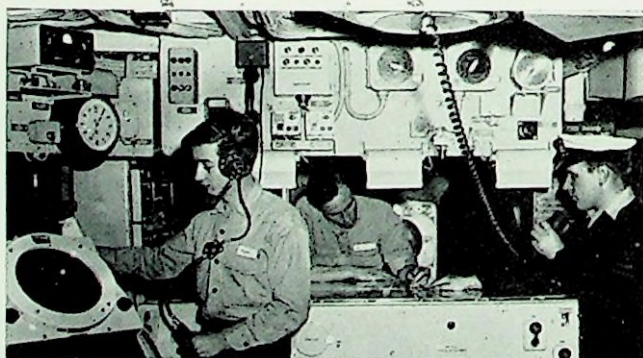
We are pleased to welcome you aboard HMS *Lynx*, a type 41 anti-aircraft frigate of the Royal Navy. We hope you will take this opportunity to see something of our capabilities, to talk to the sailors and to find out what life on board is like.

HMS *Lynx* is the fourteenth ship to bear the name. All her predecessors have been small ships, but they have taken part in every major British naval campaign since 1761, when the first *Lynx*, a 10 gun sloop, was launched. In 1809 one *Lynx*, a 16 gun sloop in company with HMS *Monkey*, drove ashore and captured three Danish luggers. The sixth *Lynx*, a 160 h.p. screw vessel of 4 guns, took part in the bombardment of Sevastopol during the Crimean War. The same ship also took part in an expedition to the Sea of Azov and in Livingstone's expedition. The last ship previously to carry this name was a 21-knot torpedo boat destroyer of the 4th Torpedo Boat Destroyer Flotilla in the Grand Fleet. During the 1939-1945 war, the base at Dover—the famous 'Hellfire Corner', was also named *Lynx*.

The present *Lynx* is primarily designed for the anti-aircraft and anti-submarine protection of the Fleet and Convoys, her sister ships being *Puma*, *Jaguar* and *Leopard*. She is also equipped to carry out the many and diverse tasks required of a warship in both peace and war. Built on Clydebank, Scotland, she was launched by H.R.H. Princess Royal in 1955, and first commissioned in 1957. She has a length of 340 feet and is fitted with two twin 4.5-inch power operated turrets, long range radar, sonar sets and a triple barrelled anti-submarine mortar. The main engines are 8 diesels which gives her a considerable operational range. She has a complement of 16 officers and 208 ratings.

Since 1958 HMS *Lynx* has served in United Kingdom, Caribbean, South Atlantic and South American waters, and has visited practically every port on the South and West Coasts of Africa, and many in the Caribbean and South America. She has passed through the Panama Canal and visited the Falkland, Cape Verde and other Islands in the South Atlantic. During her service on the Home Station she has called in at many European and Scandinavian ports. In June 1965 she recommissioned with her present ship's company.

The ship's company of HMS *Lynx* has to be ready for anything, 24 hours a day. The tremendous technical advances of recent years which have vastly increased our capabilities also entail an increase in the work required to maintain equipment. However, the life is interesting, varied and worthwhile, and everyone on board knows that he has an important job to do.



Top: A port bow aerial view of a Leopard Class frigate at full speed.

Centre: The ship's nerve centre—the Operations Room.

Bottom: 'Up Spirits'—the traditional daily issue of rum.

5th June 1967

Dear Captain Goss,

This is to confirm that H.M.S. Lynx is now due to arrive here at 9 a.m. on the 29th June. I shall be grateful if you will be A.D.C. and meet Captain Jungius at the public jetty at 1020 and accompany me on a return visit at 1120 a.m.

Lynx proposes to fire a salute of 17 guns when I go on board. I would like to know whether we have to fire a return salute and if so can it be arranged?

(W.H. Thompson)

ACTING GOVERNOR

Captain R.V. Goss R.D.,
Adjutant,
F. I. D. F.,
STANLEY.

Reply at 219

pnc.

0625/XV

209

5th June

67

Dear 5 B's,

H.M.S. ~~Linx~~ which is due to arrive here on the 29th June has a six piece 'pop' group on board which the Commanding Officer says would be happy to perform at any local function if this is desired.

If you are interested please let me know.

Yours faithfully,

(P.M. MacLeod)
for COLONIAL SECRETARY

Reply at 239

The 5 B's,
STANLEY.

pms.

5th June

To: Acting Superintendent of Education,

From: Colonial Secretary,

STANLEY.H.M.S. Lynx - Children's Party

H.M.S. Lynx would like to give a party for 40 children on 30th June. They ask that ages be limited to those between 7 and 12. The party will run from 230 p.m. until 5 p.m. and the Commanding Officer asks that the children be accompanied by not more than 2 grown-ups.

Lynx only has one boat and the assistance of the Alert will be necessary. Please arrange this with the Harbour Master.

(W.H. Thompson)

COLONIAL SECRETARY

pmc.

5th June

67

To: Officer In Charge, Royal Marines;
From: Colonial Secretary, Officer In Charge, Police & Prisons;

STANLEY.H.M.S. Lynx

H.M.S. Lynx is due to arrive here on the 29th and the Ship's Company will be given leave from 1230 p.m. to 1030 p.m. (Senior Rates until 1115 p.m.). A shore patrol of 1 Petty Officer, 1 Leading Rate and 4 Junior Rates will be landed and will contact the Police Station. In answer to an enquiry by the Commanding Officer I have said that the Royal Marines will arrange for wireless communication between the Police Station and the Ship during these periods.

(W.H. Thompson)

COLONIAL SECRETARY

pmc.

5th June

212
67

To: Officer In Charge,
Agricultural Department,
STANLEY.

From: Colonial Secretary,

H.M.S. L/nx

H.M.S. L/nx which is due to arrive here on the 29th June has asked whether they may make use of 4 of our horses for recreational riding. When you go on board to visit the Ship, in your other hat, will you please make the necessary arrangements direct.

(W.H. Thompson)
COLONIAL SECRETARY

pmc.

5th June

67

To: ^{The} Colonial Treasurer,

From: Colonial Secretary,

STANLEY.H.M.S. Lynx

H.M.S. Lynx has signalled asking for the following currency on arrival:

£5 x 150)	
£1 x 250)	£1,000

She is due in on the 29th June.

(W.H. Thompson)

COLONIAL SECRETARY

0625/XV

214

5th June

67

To: The Broadcasting Secretary,

From: Colonial Secretary,

STANLEY.

H.M.S. L~~inx~~.

H.M.S. L~~inx~~ which is due to arrive here on the 29th June seems to be very publicity conscious and I think there is a very good chance of your being able to produce a worthwhile programme and at least one interview from the Ship. I suggest the Director of Broadcasting should make the necessary contacts on arrival.

(W.H. Thompson)

COLONIAL SECRETARY

pmc.

0625/XV

215
67

5th June

To: Officer In Charge,

From: Colonial Secretary,

W/T Station,

STANLEY.

H.M.S. Lynx

H.M.S. Lynx will be calling you on 8326 Kcs. and listening on 8107 Kcs. at 1230 G.M.T. daily from 25th June onwards. Please report as soon as contact is made.

(W.H. Thompson)

COLONIAL SECRETARY

pmc.

5th June

67

Dear Sir,

H.M.S. Lynx which is due to arrive here on the 29th June and depart on the 3rd July has signalled asking that you supply 120 lbs. of bread per day. I will leave you to make the necessary arrangements and I hope this is in order.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

Mr. T. Dobbins,
STANLEY.

pmc.

5th June

Dear Sir,

H.M.S. Lynx, which is due to arrive here on the 29th June, has signalled a challenge to the Defence Force to .22 rifle shooting (teams of 6 men) through me.

Would you please let me know what reply may be sent.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

The Adjutant,
F. I. D. F.,
STANLEY.

pmc.

Reply at 220

218 218

5th June

67

Dear Secretary,

H.M.S. Lynx, which is due to arrive here on the 29th June, has signalled a challenge to your Club through me. The Ship would like to play at least one match. Would you please let me know what reply may be sent.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

The Secretary,
Falkland Islands Football League,
STANLEY.

Reply at 222

pmc.

Similar letters to:

Secretaries of the
following:Badminton Club
and Squash Club Reply at 221

219.

No.

MEMORANDUM

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

6th June, 1967.

To: His Excellency the Acting Governor,

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

Secretariat,

Stanley, Falkland Islands.

STANLEY.

per mble
S.I.
7/6

SUBJECT:-

Arrival H.M.S. Lynx

208.

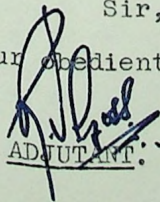
Reference your letter 0625/XV of June, 5th.

I will be pleased to carry out duties as your A.D.C. and have arranged to fire an acknowledgment of 7 Guns under command of Captain Jones.

I am,

Sir,

Your obedient servant,


ADJUTANT

No. _____

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



MEMORANDUM

6th June, 19 67.

To: Colonial Secretary,

Secretariat,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :-

H.M.S. Lynx .22 Rifle Shooting

Reference your letter 0625/XV of June, 5th.

I regret that we will be unable to accept the challenge from H.M.S. Lynx as I am advised by the Club Secretary, Mr. L.C. Gleadell, that the Defence Force .22 Rifle Club is defunct and the only target rifles available are the property of the Club.

OCRM has raised with me the point of Royal Marines using the miniature range in the Drill Hall but if the only rifles available are Club property I see difficulties. Can we discuss sometime with Mr. Gleadell?


Adjutant.

Bu. 28.6.67



221

8, Ross Road West
Stanley
8th June 1967

Dear Mr Thompson.

Thank you for your letter
of June 5th. The squash club is
not organized in a manner that
permits the playing of matches, but
the committee are pleased to offer
the court to H.M.S. Lynx should they
wish to use it.

Yours faithfully

V.E. Headall

Squash Club Secretary.

1

FALKLAND IS. FOOTBALL LEAGUE,
STANLEY.

12TH JUNE, 1967.

Dear Sir,

I am instructed by committee
to accept the challenge from H.M.S.
'Lynx'.

We would like to suggest two
matches; Stanley Second Eleven on Saturday 30th June
Stanley First Eleven on Sunday 1st July.
Kick-off at 2 p.m. both matches.

Yours faithfully,
R. Betts.

Hon. Sec. (F.I.F.L.)

BU 28.6.67

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 16/6/67

Time: 1755

Received: 18/6/67

Time:

CONFIDENTIAL

117

Following telegram of June 15th from C.T.G. 346 Point 1 addressed T.G. 346 Point 1 150852Z, repeated for information Falkland Islands, M.O.A.D. Navy and others. Begins.

K.L.G./K.M.I.

No unclassified reply or reference.

A. Britsaip.

- B. 1. Kent
2. Arethusa.
3. Lynx
4. Olynthus. ?

- C. 1. Capetown 171200Z 221000Z
Tristan da Cunha 221600Z 281030Z
Montevideo 031400Z 0--40Z
Buenos Aires 111300Z 181500Z
Rio de Janeiro
~~Simonstown 170700Z~~

2. Simonstown 170700Z

----- with Kent

3. Simonstown 170700Z 221300Z Port Stanley Falkland Islands
IS 031300Z 061300Z Buenos Aires 111300Z Rio de Janeiro

4. Capetown 171200Z AM 30 T.B.R. Rio de Janeiro AM 09 T.B.R.
181500Z Rio de Janeiro.

D. As required for exercises.

E. Direct and as required for exercises.

G. All ships broadcast SAs 3 table-A-line 6 frequency L.I
exercises as ordered July 11th to July 15th 2

Naveam 8531 - 98221. Ends.

Cypher

DECODE.TELEGRAM.

From

To Governor, Falkland Islands

Despatched : 19th June, 19 67 Time : 1542

Received : 19th June, 19 67 Time : 1545

Priority Priority

To MOD Navy info Kent request information whether
my letter 5/41 of 19th April 1967 has been received

Lynx 191041Z

P/L : ER

Reply at 224

224

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

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

STANLEY

20.6.67

To

PRIORITY

LET MOD NAVY LONDON

HOA/c

223

For Lynx info Kent stop Yourtel 19th June stop Letter received
and reply sent by signal addressed MOD Navy on 1st June stop
Ack stop

Acting Governor

Note to VPC - obtain acknowledgement for this message

MR

Time

64/28-6-67

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			22.6.67
To	LET COMMANDING OFFICER HMS LYNX			NOA/c

206

Have you received my cypher telegram of 1st June and my en clair telegram 20th June both sent via MOD Navy

Governor

Time

BO 28.6.67

24th June

67

Dear Sir,

Visit of H.M.S. Lynx.

This is to confirm the following arrangements:-

- (1) Government House car (without flag) to be at Public Jetty on the 29th June at 1015 a.m. to pick up the Commanding Officer, H.M.S. Lynx, and my A.D.C. and take them to Sullivan House, there to wait and return Commanding Officer and A.D.C. to Public Jetty.
- (2) Car with flag to be ready to move off from Sullivan House at 1115 a.m. to transport the Governor to Public Jetty and to wait there until his return from H.M.S. Lynx.
- (3) 1235. Car with flag to Sullivan House to take the Governor and Mrs. Thompson to Public Jetty and to collect the Governor and Mrs. Thompson on return from H.M.S. Lynx at approximately 2 p.m. Perhaps this final time could be tied up with the Ship via your own radio that morning.
- (4) 4630 p.m. Marine landrover to collect Commanding Officer from Public Jetty and deliver him to Sullivan House.
- (5) 640. p.m. Two Marine landrovers to collect Officers of H.M.S. Lynx from Public Jetty and take them to Sullivan House.
- (6) 8 p.m. Transport from Sullivan House back to Public Jetty or as otherwise directed.

Yours faithfully,

W.H.

(W.H. Thompson)

COLONIAL SECRETARYOfficer Commanding Royal Marines,
STANLEY.

pmo.

DECODE.

227

TELEGRAM.

From MOD Navy

To Governor Falkland Islands

Despatched : 24th June, 19 67 Time : 0001

Received : 24th June, 19 67 Time :

To Governor Falkland Islands info RSVIC/HS Lynx
RSVIC/HMS Kent. H.M.S. Lynx reports your telegram
dated 14th June not received no trace Commonwealth
Office or MOD Navy request repetition

MOD Navy 231717Z

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

Reply at 225

228

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 24.6.67

Time:

Received:

Time:

227

No 106 Visit H.M. Ship. Have received urgent query from MOD NAVY for repetition my signal 14th June. Only signals sent were dated 1st June and 20th June as repeated below which please pass MOD NAVY for urgent information H.M.S. Lynx.

A Signal 1st June

"From Thompson Acting Governor for Commanding Officer H.M.S. Lynx

Your letter 5/41.

A.D.C. will meet you Public Jetty 10.20. Return visit 11.20 local times. Salute agreed. Zone time confirmed.

Social. Thank you am arranging.

Children. Arranging with extra boat.

Visitors to ships. Suggest limit numbers and we issue tickets in advance. Grateful confirm, suggesting numbers.

Shore leave. All welcome. Marine detachment shore will keep ship/shore communications open, no need put set in Police Station. Grateful officer concerned contact Police on arrival.

Sport. Will arrange all possible but mid-winter weather will restrict. Trout fishing closed season.

Logistics. Bread and currency arranged, milk unobtainable.

Communication.^x Will listen out.

Mails. No mail to be collected. Looking forward very much your visit."

x

B Signal 20th June

"For Lynx info Kent. Your telegram 19th June. Letter received and reply sent by signal addressed MOD Navy on 1st June. Ack. Acting Governor"

Governor

P/L : ER

DECODE.

229

TELEGRAM.

From H.M.S. Lynx

To Governor, Falkland Islands

Despatched : 25th June, 19 67 *Time :* 1052

Received : 25th June, 19 67 *Time :*

For Governor Falkland Islands.

We are looking forward to our visit to Port
Stanley

Lynx

P/L : ER

DECODE.

TELEGRAM.

From H.M.S. Lynx

To Governor, Falkland Islands

Despatched : 25th June, 19 67 *Time :* 1047

Received : 25th June, 19 67 *Time :*

PRIORITY

Please inform Governor his telegrams not received
request he pass it via you direct soonest

Lynx

P/L : ER

DECODE.

TELEGRAM.

From H.M.S. Lynx

To Governor, Falkland Islands

Despatched : 25th June, 19 67 Time : 1050

Received : 26th June, 19 67 Time : 1155

PRIORITY

For Governor Falkland Islands.

1. Grateful if two thousand pounds in local currency could be provided on arrival.

2. Please confirm availability of bread and milk

Lynx

Reply air 233

P/L : ER

231

✓
51

DECODE.

TELEGRAM.

From H.M.S. Lynx

To Governor, Falkland Islands

Despatched : 26th June, 19 67 *Time :* 1254

Received : 26th June, 19 67 *Time :* 1145

For Governor Falkland Islands. Grateful if
your telegrams could be passed on next routine at 270030Z

Lynx

P/L : ER

232

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
554	STANLEY			26.6.67

To

MIAT LYNX - Direct via VPC to Ship

HOA/c

Regret nonsenses over signals the following are repeats of signals sent by me to you via MOD Navy colon Signal 1st June quote From Thompson Acting Governor for Commanding Officer HMS Lynx yourlet 5/41 stop ADC will meet you Public Jetty 10.20 return visit 11.20 local times stop Salute agreed stop Zone time confirmed stop Social stop Thank you am arranging stop Children stop Arranging with extra boat stop Visitors to ship stop Suggest limit numbers and we issue tickets in advance stop Grateful confirm suggesting numbers stop Shore leave stop All welcome Marine detachment ashore will keep ship/shore communications open no need put set in Police Station stop Grateful officer concerned contact Police on arrival stop Sport stop Will arrange all possible but mid-winter weather will restrict stop Trout fishing closed season stop Logistics stop Bread and currency arranged milk unobtainable stop Communications stop Will listen out stop Mails stop No mail to be collected stop Looking

RK

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			26.6.67

To

2.

forward very much your visit unquote Signal 20th June quote for Lynx
info Kent stop Yourtel 19th June stop Letter received and reply sent
by signal addressed MOD NAVY on 1st June stop Ack stop Acting Governor
unquote Both above signals were repeated to you with priority rating
via Commonwealth Office/ and MOD NAVY on 24th June stop Grateful you
signal your views and requirements concerning visitors to ship stop
Football League and Royal Marines both wish to play against your teams
stop Stanley Second Eleven 30th June - First Eleven 1st July kick off
both matches 1400 local time stop Marines will arrange their match
separately stop Squash Club cannot raise team but offer their facilities
stop Guests for luncheon on board 29th June Acting Governor and Mrs Thompson
Mr and Mrs Barton - Senior Unofficial Member Executive Council and wife
A. Sloggie - Manager Falkland Islands Company Miss Batterick - Private
Secretary stop Drinks party ^{you and} for your officers at Sullivan House 18.6.67 20th

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number

Office of Origin

Words

Handed in at

Date

To

3.

June stop Dinner Party Sullivan House 30th June yourself and Lieutenant
Commander Beattie invited stop Formal invitation will be delivered on
board on your arrival stop Looking forward your visit very much - hurrah
for modern communications even if a telegram takes 25 days to reach you

Thompson

Acting Governor

234

DECODE.

TELEGRAM.

From.....HMS Lynx.....

To.....Acting Governor.....

Despatched : 26th June, 19 67 Time : 1251

Received : 26th June, 19 67 Time : 1145

For Governor Falkland Islands. I may require
fuel. Request fuelling representative come
aboard on arrival

Lynx

P/L : AA

Copy Mr. Sloggie

Phoned Mr. Sloggie 1150/26th

27th June

67

Dear Mr. Betts,

Football - Lynx

I have had a telegram from Lynx accepting the matches for 2 p.m. on Saturday and Sunday.

I hope all will go well.

Yours faithfully,

W.H.

for (W.H. Thompson)

COLONIAL SECRETARY

Mr. R. Betts,
STANLEY.

pmc.

236

DECODE.

TELEGRAM.

From H.M.S. Lynx

To Governor, Falkland Islands

Despatched : 27th June, 19 67 Time : 1317

Received : 27th June, 19 67 Time :

1. Visitors. Can accept total of 200 visitors in groups of 50 per hour starting at 1300.
2. Will accept all football challenges.
3. Grateful confirmation 50 tons dieso available by lighter if required.
4. Intend to anchor Port William p.m. 28th June to clean up after rough passage. Will arrive Port Stanley 0900 June 29th.
5. Request confirm 40 guests for cocktails 1st July and 20 guests for buffet supper Sunday

Lynx

P/L : ER

237

PUBLIC NOTICE

H.M.S. Lynx will be open to the public on Sunday afternoon. The invitation is limited to 200 people. Fifty persons per hour will be allowed on board. Only holders of tickets will be allowed to enter the launches at the jetty.

Tickets for 1 p.m., 2 p.m., 3 p.m., and 4 p.m., will be available for collection at the Secretariat THURSDAY morning between 9.30 and 11.30 a.m.

Tickets will not be issued over the telephone.

Colonial Secretary's Office,
Stanley, Falkland Islands.

27th June, 1967.

Ref: 0625/XV

ER

To be broadcast Midday
&
Local
Tuesday & Wednesday.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

238

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			27.6.67
To	ETAT HMS LYNX			NOA/c

236

Yourtel 27th 1 Visitors stop Am issuing tickets clearly marked with
time and 'Admit one only' stop 2 Football confirmed stop 3 Diesel
50 tons available stop 4 noted stop 5 confirm 40 for cocktails and
20 for supper - guest lists will be delivered on board on your arrival

Governor

Time

MR

239.



5 B's,
Stanley,
27th June, 1967.

61.
2016

Dear Sir,

209.

With reference to your letter of the 5th June, 1967, 0625/XV, the 5 B's are very pleased to welcome the pop group of H.M.S. Lynx to perform at their dances.

Dances have been arranged for the 29th & 30th June and the 1st of July.

Yours faithfully,

E. Halliday,
Secretary 5 B's.

Colonial Secretary,
Colonial Secretary's Office,
Secretariat.

DECODE.

240

TELEGRAM.

From H.M.S. Lynx

To Governor, Falkland Islands

Despatched : 28th June, 19 67 Time : 1258 gmt
Received : 28th June, 19 67 Time : 1000

1. My eta now 2820450 with a Mrs. Biggs and Dr. Parker from R.M.S. Darwin embarked.
2. Intend to anchor Port Stanley on arrival if conditions unsuitable to enter tonight will anchor in Port William and enter at 0900 tomorrow.
3. Request boat meet me on arrival to land Mrs. Biggs. Her condition is at present satisfactory and premature birth before arrival is considered unlikely.
4. Request supply of 100 tons Dieso on Friday 30th June.

Lynx

P/L : ER

Reply at 2410

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			28.6.67
To	STAT HRS LNK			HQA/c

246
Yourtel 23th stop Boat will meet you to land Mrs Biggs stop Deseo
arranged

Governor

Time

BU 31.10.67

DECODE.

TELEGRAM.

From..... H.M.S. Lynx

To..... Governor Falkland Islands

Despatched : 28th June, 19 67 *Time :* 1730

Received : 28th June, 19 67 *Time :* 1530

Propose lunch guests for tomorrow arrive 1245
I will have boat at Public Jetty at 1230 is this
convenient please

Lynx

P/L : ER

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	Stanley			28.6.67
To				
	EAT 1103 1YIX			1103/0

Lanch party stop Thank you very much will meet your boat 1230

Governor

Time 11

Extract from a letter from Captain J. G. Junguis,
H.M.S. Lynx dated 2nd July 1967. Original filed in
P/987.

Having been here briefly, I am convinced that visits of this sort should in future (and where possible) be scheduled to last at least ten days. It would then be possible to take the ship to other parts of the Islands and give those in Camp a bit of attention. I shall say something like this in my official report. Meanwhile I am glad we came and I hope in some very small way we may have helped you in your task.

AA

247.
244.

A message from Captain J. G. Jungius (pronounce with a Y) R.N. Commanding Officer of H.M.S. Lynx.

On sailing from the Falkland Islands, I should like to thank the people of Port Stanley for their very friendly and kind welcome to my Ship's Company. We have much enjoyed this opportunity to meet you all and to see a little bit of your country.

My only sorrow is that our visit has been so brief and that, combined with the weather, this has made it impossible for us to meet some of the people in Camp. To them I would like to say, the Royal Navy has not forgotten you and I send you our best wishes.

Finally good-bye to you all, thank you and good luck.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
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STANLEY

3.7.67

To

ESTAT HMS LYNX

HQA/c

It was a great pity that you could not see more of the Falkland Islands and we are all very sorry that your short visit has come to an end stop Please pass my grateful thanks to everyone in the ship for their splendid behaviour and hearty help in brightening up mid-winter stop We shall think of you as you sail through sunny waters on your forthcoming Grand Tour

Bon Voyage

Thompson

Time

BU 31.10.67

244
245

247
~~244~~

Reply at 244

DECODE.

TELEGRAM.

~~246~~
246

From H.M.S. Lynx

To Acting Governor, Stanley, Falkland Islands

Despatched : 4th July, 19 67 Time : 1326

Received : 5th July 19 67 Time : 0945

W.I.
5/7

245.

Very many thanks for your telegram. It was a great pleasure to have had the opportunity to visit the Falklands. We too shall be thinking of you and shall long remember the friendly welcome we received. Best wishes to everyone

Note: Last sked with Lynx
is 0830 6th

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

BO 31.10.67



With the Compliments

of

The Captain's Secretary

H.M.S. Protector

CONFIDENTIAL

247

CONFIDENTIAL

HMS PROTECTOR,

at PORTSMOUTH

31st May 1967

16/263/13
THE COMMANDER-IN-CHIEF,
HOME FLEET

Sir,

HMS PROTECTOR - REPORT OF PROCEEDINGS,
15th MARCH TO 9th MAY, 1967.

1. I have the honour to submit a report of proceedings of HER MAJESTY'S SHIP PROTECTOR, under my command, for the period 15th March to the 9th May 1967, covering the passage from the Falkland Islands to the United Kingdom via the West Coast of South America.
2. HMS PROTECTOR sailed from Port Stanley at 1830 on the 15th March for Punta Arenas, arriving there at 1600 on Friday, 17th March. That evening representatives of the press were embarked and at 0600 on the 18th March I sailed for Cape Horn in an attempt to rendezvous with Sir Francis Chichester on his single-handed voyage around the world in GIPSY MOTH IV. Details of our meeting are contained in Annexes A, B and C.
3. After disembarking the press at Punta Arenas early in the morning of the 22nd March, I sailed for Valparaiso at 0900 via the Patagonian Channels. The weather was however, adverse in the extreme and, after getting behind the planned schedule, I took to the open sea on the 24th March and was thus able to make up time arriving at Valparaiso at 0900 on Monday, the 27th March. A separate report of this visit is forwarded as Annex D.
4. I sailed from Valparaiso at 0830 on the 1st April and, after fuelling at Salinas, proceeded for Callao arriving there at 0835 on the 6th April. The weather during this passage was excellent and we all enjoyed the change from the normal Falkland Islands rain and cold.
5. The visit to Callao, reported in Annex E, was remarkable for the extreme kindness and hospitality of the Peruvian Navy and the British Community. If only Britain as a nation could afford to denote more effort towards South America what a dividend she would reap.
6. Having sailed from Callao on Tuesday, the 11th April, HMS PROTECTOR anchored in Balbao Harbour at 2230 on the 15th April, and the next day (between 0730 and 1415) passed through the Panama Canal. This was a most impressive journey and all aboard were struck by the efficiency of the Canal Authority. The dues are the same as those charged in 1936 and rises in operating costs have been met by increased efficiency. Surely, in this modern world there must be a lesson to be learnt from this approach.
7. On the 20th April whilst seven miles north of the island of Banquilla, I was intercepted by a Venezuelan landing-craft who was most suspicious of my presence in the area. However, after one of my officers had boarded her and explained the reasons for our route all ended in smiles. I have since been informed by the British Naval Attaché, Caracas that we were suspected of being a gun-runner or smuggler - both of which make use of Banquilla for their purposes.
8. HMS PROTECTOR secured alongside at Barbados at 0845 on the 22nd April and sailed again on the 26th April after an enjoyable four days. A report of the visit is forwarded as Annex F.

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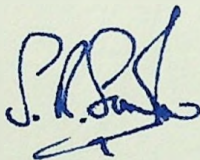
C O N F I D E N T I A L

9. On the 4th May mail was landed and collected by helicopter in the Azores, making a welcome break in the twelve day passage from Barbados to the United Kingdom.
10. HMS PROTECTOR anchored at Spithead at 1600 on the 8th May and was cleared by the Customs that evening. Considerable interest was shown towards the ship by the Press who have linked us with the journey of GIPSY MOTH IV.
11. Having embarked three hundred and fifty relatives and friends of the Ship's Company HMS PROTECTOR entered Portsmouth at 1130 on the 9th May, bringing to an end her twelfth Antarctic Season.
12. A final report of the activities of the Royal Naval Antarctic Survey Party between the 20th February and the 10th April is attached at Annex G.

I have the honour to be,

Sir,

Your obedient Servant



(S.R. SANDFORD)
Captain, Royal Navy

- Annexes:-
- A. GIPSY MOTH IV
 - B. Message from Sir Francis Chichester
 - C. Extracts from the Sunday Times, 26th March 1967
 - D. Visit to Valparaiso 27th March to 1st April 1967
 - E. Visit to Callao 6th to 11th April 1967
 - F. Visit to Barbados 22nd to 26th April 1967
 - G. Sitrep of the Royal Naval Antarctic Survey Party 20th February to 10th April 1967.
- Copy to: The Naval Attaché, British Embassy, Santiago.
The Senior Naval Officer, West Indies.

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

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

(Annex A to the Commanding Officer, HMS PROTECTOR'S letter of the 31st May 1967).

GIPSY MOTH IV

1. HMS PROTECTOR sailed from Punta Arenas at 0600 on Saturday, the 18th March in an attempt to meet with and observe Sir Francis Chichester rounding Cape Horn single-handed from west to east in his yacht GIPSY MOTH IV. Onboard were a three-man Independent Television camera crew, a Times newspaper photographer, a British Broadcasting Corporation commentator and a Reuter's correspondent from Buenos Aires.
2. In view of the uncertainty about Sir Francis' exact position and progress I decided to proceed eastabout through the Magellan Strait and passed between Staten Island and Tierra Del Fuego, arriving off Cape Horn at 1600 on Sunday the 19th March.
3. At 2100 that evening Sir Francis was heard talking to his radio contact in Buenos Aires but, unfortunately, he was drowned out by two merchant ship operators discussing their plans for a meeting in Rio de Janeiro, and it was not possible to confirm his position or intentions. My original plan had been to patrol some fifty miles south of the Horn, believing that he would wish to give it a clear berth, but from a few disjointed words picked out from his conversation it was decided to proceed North and West so as to be fifteen miles north of Diego Ramirez at daybreak.
4. At 0520 next morning a radar contact was obtained fifteen miles right ahead and at 0620 this was visually confirmed to be GIPSY MOTH IV. She was proceeding to the East at about six knots under two foresails and was riding comfortably in a force 6 wind from the south-west, sea and swell being moderate. We were then forty miles west of Cape Horn.
5. There was no sign of life onboard but after calling Sir Francis on 2182 kc/s he soon replied and we exchanged greetings and passed our intentions which were to remain in company until east of the Horn. He was surprised to see a ship in the area but sounded pleased and was obviously glad, as he put it, to be turning for home.
6. We watched Sir Francis as he carried out the morning check of his boat and were interested to see him hoisting more sail in the form of a trysail. During the forenoon the wind gradually increased and at 1000 he was forced to reduce sail to one foresail. Shortly after this we lost sight of each other since my minimum speed down sea to keep steerage way was greater than his.
7. At 1200 (+4) Sir Francis rounded Cape Horn and one hour later I talked with him for the last time and was able to congratulate him on his splendid achievement. By this time he was having an uncomfortable and wet ride although delighted to have the bogie of the Horn itself behind him.
8. At 1400 I turned to the west again, heading into a force 8 south westerly gale, with a swell of 15-20 feet and took a final turn around GIPSY MOTH IV for the benefit of the Ship's Company and the press. As we passed our siren signal was answered by a wave of the hand from Sir Francis, who was then twenty miles east of Cape Horn, making good seven knots under one small foresail.
9. I returned to Punta Arenas eastabout and anchored off at 2230 on Tuesday the 21st March. The press representatives were landed early the next morning and I sailed at 0900 for Valparaiso.

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

/To conclude

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

(Continuation of Annex A to the Commanding Officer, HMS PROTECTOR'S
letter of the 31st May 1967).

GIPSY MOTH IV

10. To conclude - this was an unforgettable experience and a privilege to observe a great yachtsman under uncomfortable and challenging conditions. I can only hope that he did not mind us sharing this part of his journey around the world.

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

(Annex B to the Commanding Officer, HMS PROTECTOR'S letter of the 31st May 1967).

MESSAGE FROM SIR FRANCIS CHICHESTER IN GIPSY MOTH
IV AT 2100(+4) MONDAY, 20TH MARCH TO BUENOS AIRES
HAVING ROUNDED THE HORN.

My position at 0000 hours 55° 52'S 65° 32'W. I am very happy. Survived last night which was a nerve test, sailing into a black night stuffed with rocks. I set more sail at daybreak. Five a.m. I was astonished to see a ship standing by - HMS PROTECTOR. What an extraordinary thing to be met by a ship off Cape Horn. The ogre of the Horn did not approve and soon a gale was blowing. I rounded the Horn at 1110(+5) local - by now running before a sea which was building up fast. My cockpit was filled five times and I was caught once before I could jump out onto the deck and the water found its way into my tight fitting deckwear and filled my boots.

After PROTECTOR left it blew up hard - a real Cape Horner with big dangerous looking seas. My anemometer stopped reading at 60 knots but at one time the wind was screaming. My self-steering could not cope with the buffeting. I spent half an hour tinkering with it. It looked as though I would have to stand by the helm all night when fortunately the wind eased and the self-steering took over again.

It is the same with any big project - if you succeed it seems flat at the time. You make so much effort success at the end means nothing.

Conditions have been bad. Two meals in two days but I hope to relax tomorrow and will celebrate then.

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

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

(Annex C to the Commanding Officer, HMS PROTECTOR'S letter
of the 31st May 1967)

SOME EXTRACTS FROM THE SUNDAY TIMES OF THE 26th MARCH
1967

CHICHESTER'S OWN STORY: HOW I BEAT THE HORN

1. Monday's dawn was a magnificent and terryfying sight. Across the heaving seas, with black clouds overhead and bursts of rain, I made out, 30 miles to the North-East the landfall I was looking for - Cape Horn Island itself.....
2. A few minutes later I was astonished to make out the grey shape of HMS PROTECTOR wallowing in the heavy seas, waiting to meet me. Wind and sea were both rising so I took off my staysail and ran before the gale with only my spitfire jib, the smallest sail I have, to keep her bows steady. Then I had a talk by radio with the Captain of the PROTECTOR and got the welcome news that there were no icebergs ahead.
3. I rounded the Horn in a real Cape Horner with driving rain and seas towering dangerously behind me. My wind gauge stopped recording at sixty knots and I had no way of estimating the speed of the squalls - eighty knots, perhaps, or a hundred would not surprise me. My deck was being continually swept by freezing waves and my cockpit was flooded five times, taking more than fifteen minutes to drain the last time.

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

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(Annex D to the Commanding Officer, HMS PROTECTOR'S letter of the 31st May 1967)

VISIT TO VALPARAISO - 27th MARCH TO 1st APRIL 1967.

1. HMS PROTECTOR secured alongside at Valparaiso at 0900 on Monday the 27th March. During the forenoon the customary calls were exchanged with civil dignitaries and senior officers of the Chilean Navy, culminating in a cheerful lunch party in my cabin.
2. Other entertainment offered onboard consisted of a Cocktail Party and a Childrens Party; the ship was also open to visitors on two occasions.
3. Sporting fixtures consisted of two soccer matches, a hockey match and golf as required. All the games were played in a friendly spirit and were enjoyed by the Ship's Company whose sporting opportunities are often restricted.
4. The ship sailed from Valparaiso at 0800 on Saturday the 1st April and secured in the fuelling berth at Salinas, some six miles from Valparaiso, at 1000 with one anchor down and stern lines to two buoys. Fuelling was not started until 1130 due to delays in hoisting inboard the submerged hose line. At 1445 a local wind got up from the North East and the oil company insisted on disconnecting before the ship could break the hose by being blown over it. Although not complete, I luckily had enough fuel for the next passage and was able to get under way without delay. I understand that this afternoon wind is normal and would warn against ships guaranteeing on fuelling at Salinas on a fixed date as weather may make this impossible.
5. Five days in Valparaiso was most enjoyable and those of us who managed to reach Santiago saw at least a little of the country. I was disappointed in the number of leave-breakers but can only attribute this to the hospitality of the ladies of Valparaiso coupled with very cheap and potent drink. Apparently it is the story of most ship visits. One Royal Marine was eventually recovered sixty miles inland by adroit work of the Chilean Navy and Police; at the time he was with his future mother-in-law and bride-to-be of four days acquaintance.
6. Throughout the visit seven members of the Home Fleet Technical Staff were onboard carrying out pre-refit inspections.

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(Annex E to the Commanding Officer, HMS PROTECTOR'S letter of the 31st May 1967).

VISIT TO CALLAO - 6th to 11th APRIL 1967

1. HMS PROTECTOR secured alongside in the Peruvian naval base at Callao at 0825 on Thursday the 6th April, after a very calm and sunny passage from Valparaiso. First impressions of Callao were of its bustling activity with all the commercial wharves filled and many ships waiting outside the harbour for a berth. There were also many fishing boats and the all-pervading smell of fish meal being processed. We were to find that during our stay the air was to tarnish all gold braid, brightwork, turn the ships boot-topping blue and even produce fungus on some of the paintwork.
2. Apart from the normal serials of the visit I would like to make special mention of the following:-
 - a. The extreme hospitality and friendliness of the Peruvian Navy who were also most efficient. In conversation with their senior officers it became clear that they would very much like to send one of their Hydrographic officers to HMS PROTECTOR for a patrol in the Antarctic to give him valuable experience. In past years this has been done with Uruguyuan officers and I, personally, would welcome a Peruvian officer for a suitable period.
 - b. The very full sporting programme which was arranged and which included no less than three cricket and football matches.
 - c. The kindness and facilities offered by the Lima Cricket and Football Club which provided a real home from home for the ship's company and which saved them from the lesser attractions of the poorer sections of Callao. It prevented a repetition of the Valparaiso leave-breaking.
 - d. The individual hospitality offered to groups of ratings by members of the British Community who seem to have retained a status in Lima which has been lost in many other cities in South America.
3. I sailed from Callao at 1000 on Tuesday the 11th April, after a most enjoyable and interesting visit which was appreciated by everyone onboard.

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(Annex F to the Commanding Officer, HMS PROTECTOR'S Letter of the 31st May 1967).

VISIT TO BARBADOS - 22nd TO 26th APRIL 1967.

1. HMS PROTECTOR secured alongside at Bridgetown, Barbados, at 0845 on Saturday the 22nd April. The relatively new harbour, in use since 1961, is most impressive and was very active throughout our visit. There is no doubt it adds enormously to the attractions of an already attractive island and, with fuel now readily available in all berths, makes a useful and welcome port of call.
2. The four day visit took place over a week-end which included a public holiday on Monday the 24th April in honour of Her Majesty The Queen's Birthday, but a full programme of social and sporting activities had been arranged by The British High Commissioner.
3. On the whole the ship's company took to the beaches and enjoyed the fine weather and warm seas. With the shops only open on the last day of our stay not a great deal of money was spent.
4. On Monday the 24th April several of us witnessed a parade on the racecourse in honour of Her Majesty The Queen's Birthday. The drill executed by units of the Barbados Regiment and Police Force was excellent and left one with a feeling of enthusiasm and efficiency. Many present said that this might well be the last such parade in Barbados now that Independence has been granted.
5. I sailed from Barbados for Portsmouth at 1100 on Wednesday the 26th April after a pleasantly relaxing visit - much impressed as ever by the warmth and friendliness of those ashore.

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

(Annex G to the Commanding Officer, HMS PROTECTOR'S letter of the 31st May 1967).

SITREP OF THE ROYAL NAVAL ANTARCTIC SURVEY PARTY FROM 20TH FEBRUARY TO 10TH APRIL 1967.

1. The survey of English Strait was completed on the 7th March and the party embarked in the RRS JOHN BISCOE on the 9th March.
2. On the 10th March the Hifix slaves were landed in preparation for a survey of the Western Approaches to French Passage, Argentine Islands. Sounding was started on the 13th March.
3. A shore camp was established on the 16th March to survey the approaches to Arthur Harbour, Anvers Island. The party consisted of one petty officer and five with the survey boat NIMROD.
4. By the 25th March, 210 square miles of exploratory sounding had defined the deep passage into French Passage from the west and on the 27th and 28th March the Hifix slaves were lifted.
5. The shore camp was re-embarked in JOHN BISCOE on the 29th March with its task seventy per cent complete. JOHN BISCOE sailed from the area that day.
6. The Antarctic Survey Season ended with four days magnetic observations in South Georgia between the 6th and 10th April.

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

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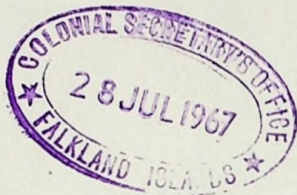
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HMS PROTECTOR,
at PORTSMOUTH.

No. 261/17



15th June 1967.

THE COMMANDER-IN-CHIEF,
WESTERN FLEET

HMS PROTECTOR - PROGRAMME 1967/68 SEASON

W
318

References:- A. The Antarctic Treaty, Article VII, clause 5.

B. The Report of the First Antarctic Treaty Consultative Meeting, Recommendations I - VI.

1. The following information is forwarded as required by the references.
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 m.m. 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.

27th November	Arrive Port Stanley, Falkland Islands
2-12th December	Establish and support Hydrographic Survey Party in Falkland Islands
15-18th December	Visit South Georgia
22-28th December	At Stanley
28-30th December	Re-embark Hydrographic Survey Party from Falkland Islands
30th December - 1st January 1968	At Stanley
4-18th January	Establish Hydrographic Survey Party in South Orkney Islands. Geological survey in vicinity of South Orkney Islands using Seismic Methods
21-28th January	At Stanley
13-15th February	At Stanley
18-27th February	Reconnaissance of triangulation points in Pendleton Strait area. Visits to bases west of Grahamland. Complete Seismic survey east of South Shetland Islands. Royal Marine mountain climbing training in South Shetland Islands.
8-12th March	At Stanley

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Bu 31.10.67¹³
Mail from 247

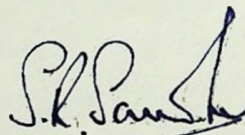
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- (3) Not applicable.
- (4) HMS PROTECTOR's complement consists of 21 officers and 240 ratings.
A nominal list of officers is attached as enclosure.
- (5) Nil, other than private shot guns.
- (6) As listed in (2) above.
- (7) Hydrographic equipment, explosive charges of Seismic work, standard ship meteorological equipment.
- (8) Two whirlwind helicopters, H.F., V.H.F., U.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 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 representatives from the British Antarctic Survey and the Hydrographic Department of the Navy.



(S.R. SANDFORD)
Captain, Royal Navy

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

Copy to: The Ministry of Defence (Navy)
(for DNCT (DS5))

His Excellency the Governor of the Falkland Islands

The Director, British Antarctic Survey

JMS

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

(Enclosure 1 to the Commanding Officer, HMS PROTECTOR's letter No. 261/17
dated 15th June, 1967.
LIST OF OFFICERS - HMS PROTECTOR

1967/68

<u>NAME</u>	<u>RANK</u>
Peter A. BENCE-TROWER	Captain
Thomas A. BLACKHOUSE	Lt. Cdr.(G)
Geoffrey HYDE-PRICE	Lt.Cdr.Eng.(M)(ME)
John C. THOMPSON BSC	Inst.Lt.Cdr.
Hugh S. KAY	Lt.Cdr.(S) -
Patrick Le PLA	Lt.Cdr.(X)(N)
Anthony T.D. BREWSTER	Lt.(SL)(X)(P)
Peter G. ODLING-SMEE	Lt.(X)(H)
Ronald S. WARDEN	Shpt.Lt.
Tony M. BOWER	Lt.(SL)(P)
Christopher A.H. NEWSUM	Lt.(SL)(O)
John P.M. PENNY	Lt.(SL)(X)
Leonard P.O. ORCHARD	Lt.(SL)(O)
D. C. WHYTE	Surg.Lt.

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

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(Enclosure 1 to the Commanding Officer, HMS PROTECTOR's letter No. 261/17
dated 15th June, 1967). (Continuation).

LIST OF OFFICERS - HMS PROTECTOR

T. I.
SCOTT

Elect.Lt.(SL)

Nicolas
~~Nigel~~
HODGE

S/Lieut.(X)

Peter J.
FORD

S/Lieut.(SD)(TAS)

Jack K.
CURTIS

Eng.S/Lieut.(ME)

T.
SANDERS

Lieut. RM

JMS

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

(Enclosure 2 to the Commanding Officer, HMS PROTECTOR's letter No. 261/17 dated 15th June 1967).

HMS PROTECTOR - DETAILED PROGRAMME 1967/8

1. HMS PROTECTOR is due to leave the United Kingdom on 6th October, 1967, and to arrive at Stanley, Falkland Islands on 27th November, 1967.
2. FIRST PATROL 1st-22nd DECEMBER
 - (a) Sail Stanley on 1st December, and establish the survey party in the West Falklands at a location to be decided.
 - (b) Sail for South Georgia on 12th December, visiting the Territory between 15th and 18th December as required by his Excellency the Governor.
 - (c) Return to Stanley on 22nd December.
3. From 22nd December to 1st January at Stanley, except 28-30th December, when the ship will sail to re-embark the survey party from the location in para. 2 above.
4. SECOND PATROL 1st-21st JANUARY
 - (a) Sail Stanley on 1st January for the South Orkney Islands.
 - (b) Establish the survey party in a boat camp ashore in the vicinity of the Western end of Coronation Island, commencing 4th January.
 - (c) Assist by helicopter with the setting up of triangulation stations, for subsequent Hifix work.
 - (d) Carry out air photography of Signy Island as opportunity offers.
 - (e) On completion of (b) and (c), rendezvous with RRS SHACKLETON on about 8-10th January in vicinity of South Orkneys.
 - (f) Two-ship seismic work with RRS SHACKLETON until 18th January.
 - (g) If time permits, assist the survey party to link by triangulation, Powell and Laurie Islands.
 - (h) Return to Stanley on 21st January.
5. 21-28th January, maintenance and paint-ship period at Stanley. Sail for Montevideo 28th January.
6. Storing visit to Montevideo 1st-9th February.
7. 13-15th February at Stanley.
8. THIRD PATROL 15th-27th FEBRUARY
 - (a) Sail Stanley on 15th February, to carry out the following as opportunity offers.
 - (b) Land Royal Marines in South Shetland Islands for mountain climbing training.
 - (c) Reconnaissance of triangulation points for future surveys in Pendleton Strait area.

/(d)

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

CONFIDENTIAL

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

(Enclosure 2 to the Commanding Officer, HMS PROTECTOR's letter No. 261/17 dated 15th June 1967). (Continuation)

- (d) Move geomorphologists from Deception Island to South Shetland Islands.
 - (e) Carry out routine visits to Antarctic bases.
 - (f) Continue seismic work with SHACKLETON if necessary to complete the project commenced during the second patrol.
 - (g) Leave southern areas 27th February.
9. Visit Punta Arenas, Chile, 2nd-6th March, arriving via Beagle Channel, departing via eastern Magellan Straits.
10. Return to Stanley 8th March.
11. On 12th March sail for United Kingdom via South Africa.

JMS

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

CONFIDENTIAL

W. H. Thompson, Esq., M.B.E.,



With the compliments of
COMMONWEALTH OFFICE

A. S. J. Sugg.

GIBRALTAR AND SOUTH ATLANTIC

Our ref: YC.10/7

LONDON, S.W.1.

Cypher - Reply

HMIS Protector. Jan YC 10/2 2
2. Aug. para 3. No comment

Thompson
7/8/67

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Dependent Territories Division,

Our Ref. YC 10/7
Your Ref. D/DS5/36/1/3/B

6, 7th August, 1967.
+15

Thank you for sending me a copy of your letter to Atkinson of 7 August enclosing a copy of PROTECTOR's proposed programme for 1967/68.

2. The Governor who is here on leave has had a look at this programme and has asked if it would be possible for PROTECTOR to call at South Georgia on her way to Capetown in March next year. The Governor noted that PROTECTOR is to visit South Georgia in December but in view of the reduction in the number of ships visiting South Georgia now he would particularly like this further visit in March to be made.

3. I note that a copy of the programme has been sent to the Falklands and I am copying this letter to Thompson the Officer Administering the Government so that he can let me have any comments he may wish to make by telegram. I am also copying this to Atkinson of the Foreign Office.

4. I presume you will be consulting us about PROTECTOR's instructions in due course.

(A. ST. J. SUGG)

P. F. Hobday, Esq.,
D.S.S.,
Ministry of Defence,
Whitehall,
LONDON, S.W.1.

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DECODE.

250

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 5/9/67 Time: a.m. Received: Time

CONFIDENTIAL

142

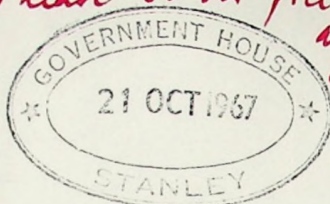
249

H.M.S. Protector. Your YC 10/67 of 7th August. Para. 3 no comment.

Cypher

BU 31.10.67

C.S. Please Rv on file. We have already spoken about mail at Rio - I favour collection here if possible. 251



HMS PROTECTOR
at Portsmouth

262/50

30th September 1967

His Excellency Sir Cosmo Haskard K.C.M.G.
Government House
Port Stanley
Falkland Island

*28/10
Postmaster
informed*

See 23/10

Sir,

ARRIVAL OF HMS PROTECTOR AT STANLEY

1. I have the honour to forward the following details and proposals concerning the first visit of HMS PROTECTOR to Stanley during 1967/68 season.

2. Arrival. The ship will anchor at 0900 local time on Monday 27th November, in the same position as was used last season, 038 degrees Cathedral Spire, 3.2 cables. ✓

3. Ceremonial.

a. Salute. We would like to fire a personal salute to your Excellency on passing through the harbour entrance at approximately 0850. ✓

b. Calls.

(1) I suggest calling on you at 1000 on the day of arrival, and will use my own boat to land at the Public Jetty if it would be convenient for the transport to meet me there at 0950. ✓

(2) Weather permitting, a helicopter can be inshore at 1125, if this would be a convenient time for your return call. It will be available to take you ashore on completion of your call whenever required. ✓

4. Entertainment. It is suggested that our cocktail party on board should be from 1830 to 2030 on the first day. Invitation cards are being forwarded, and, if the proposed dates meet with your approval, it would be appreciated if invitations could be issued on our behalf. ✓

*Decision
not yet
taken*

5. Local Mail. As you will see from our programme, we will not be calling at Montevideo on our way south this year. Mail could be collected in Rio de Janeiro if it is wished to divert it. ✓

C.S.

6. Fuel. It is requested that the Falkland Island Company be asked to arrange for the fuel barges to come alongside not before 1330 on the day of arrival. Remaining requirements will be discussed on arrival with authorities concerned. ✓

C.S.

*✓ Done
S.*

7. Ship's Passage Programme.

-	Portsmouth	6th October
10th October	Gibraltar	13th October
26th October	Trinidad	30th October
11th November	Rio de Janeiro	15th November
20th November	Puerto Belgrano Argentine	24th November
27th November	Stanley	

8. Departure. The ship will sail for the first patrol of the season on Friday 1st December.

9. It is requested that any further arrangements be made by signal. An extract of this letter will be signalled as confirmation in due course.

✓ e.s.
61

I have the honour to be
Sir
Your obedient Servant

P. A. Bence-Trower

(P.A. BENCE-TROWER)
Captain, Royal Navy

Copies to:

The Officer Commanding, Naval Party 8901

The Commanding Officer, Naval Party 8902

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

Number

Office of Origin

Words

Handed in at

Date
30.10.67

STANLEY

To

LET HMS PROTECTOR

110A/c

251

Your 262/50 of 30th September all agreed except would prefer
item 4 Government House first day stop If you concur will issue
your invitations for second day

Colonial Secretary

Time

ER

80 6.11.67

DECODE.

TELEGRAM.

From H.M.S. Protector

To

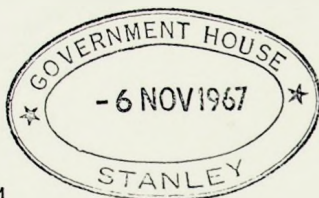
Despatched : 31st October, 19 67 Time : 2135

Received : 3rd November, 19 67 Time : 0830

ZZ 311215Z from Protector

252
Your telegram of 31st October willingly concur

P/L : ER



262/51

His Excellency Sir Cosmo Haskard K.C.M.G.
Government House
Stanley
Falkland Island

CS. This seems all right to me. Any comment?

HMS PROTECTOR
BFPO, Ships

13th October 1967

*60
6/11*

Sir,

HMS PROTECTOR'S VISIT TO SOUTH GEORGIA

1. I have the honour to forward a proposal that the planned visit of HMS PROTECTOR to South Georgia, be advanced to 13th to 16th December.
2. I wish to leave ~~of~~ an extra boat in addition to NIMROD in the WEST FALKLAND survey areas. It will be necessary to re embark this boat before returning to Stanley for Christmas; this could be achieved by this slight change in the proposed programme.
3. It would facilitate planning of the patrol if Your Excellency's decision could be signalled before the ship's arrival at Stanley on 27th November.

I have the honour to be
Sir

Your obedient Servant

P.A. Bence-Trower

(P.A. BENCE-TROWER)
Captain, Royal Navy

Copy to:

The Commander-in-Chief, Western Fleet

Reply 255

DECODE.

TELEGRAM.

From.....GOVERNOR FALKLAND ISLANDS.....

To.....HMS PROTECTOR.....

Despatched : 7/11/67

19

Time :

Received :

19

Time :

Routine 071345Z from Governor Falkland Islands to HMS Protector. Restricted.

Your 262/51 of 13th October revised South Georgia dates perfectly satisfactory.

I shall not be requesting passage.

2. MOD Navy Pass.

Cypher

C.S. in your file. 255
7/11

C.S.
shu

256A

" D A R W I N " AT MONTEVIDEO: 6th OCTOBER, 1967

m.v. "PARAGUAY STAR" - 4th OCTOBER, 1967

-

REMARKS

S 379

HMS "PROTECTOR" No.8/66 - 1 box contains 22 tins
B/L. No.7 8/67 - 1 box " 10 " , 13 s/boxes,
1 jar, 6 packages.

4/67 - 1 box contains 12 tins.

s/n - 1 " " 16 "

48 - 1 " " 11 " , 3 jars, 30 s/boxes,
5 envelopes.

s/n - 1 box contains 16 "



256

MACLEAN & STAPLEDON S.A.

ESTABLISHED 1901

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES 9 74 74 / 78
T. T. 27

P O BOX 193
COLON 1486-90
MONTEVIDEO
(URUGUAY)

CODE USED
NEW BOE CODE WITH "Q" LIST
BENTLEY'S SECOND PHRASE CODE
TELEX: 770 MACSTAP CX

3rd November, 1967



Colonial Secretary,
PORT STANLEY

Dear Sir,

256A

For your information, we are attaching herewith details of observations made on the discharge of m.v. "PARAGUAY STAR" for transshipping to "DARWIN" sailed 10th ultimo.

Yours faithfully,
MACLEAN & STAPLEDON S.A.

wamach

AF.
Encl.

No 20/11

22 November 1967

Dear Captain Goss,

Will you please confirm that you will be able to undertake the duties of A.D.C. on Monday the 27th of November when H.M.S. Protector arrives. If you are able to accept will you please get in touch with the Governor and make the necessary arrangements on timing.

If you are not able to undertake the duties please let me know.

Will you also arrange for the usual saluting guns to be fired.

The Colonial Secretary will not this year be present on the jetty.

As ever

Willoughby Thompson
CS
(W.H. Thompson)

Captain R.V. Goss E.D.,
Adjutant,
Falkland Islands Defence Force,
STANLEY.

pnc.

CS,

196 to KIU Pl.

To: Sir George Hascard.

8813

As, please return
for me to enter in
diary.



W.I. 22/11
27/11

With the compliments of

COMMONWEALTH OFFICE

A. St. J. Sugg.

GIBRALTAR AND SOUTH ATLANTIC

Per ref: YC 10/7

LONDON, S.W.1.

For Protection file in
Secretariat please
W.I. 1/12 27/11 1/11/67.

RESTRICTED COVERING CONFIDENTIAL



Defence Secretariat Division 5
MINISTRY OF DEFENCE
Main Building, Whitehall, London S.W.1
Telephone ~~01-930-7022~~, ext. 2860
01-930-7022

(9)

Our reference: D/DS5/17/56/1/A
Your reference:

26/4 October 1967

Dear Sugg,

See also 8

I spoke to Ken Robins recently about PROTECTOR's 1967/68 visit programme. The return passage home is now planned to be via the West coast of South America and, in consequence, it will not be possible, unfortunately, to visit Tristan Da Cunha nor, alas, to make a second call to South Georgia.

2. I attach a copy of the revised programme.

Yours sincerely,

P.F. Hobday

(P.F. HOBDAY)

A. St. J. Sugg Esq
Commonwealth Office
Curtis Green Building
S.W.1.

447

Please L. & L.

Mr Sugg

27/10

RESTRICTED COVERING CONFIDENTIAL

PFH/MPB/CCB(N)11

Handwritten notes:
Purs
Curtis Green
30/10

CONFIDENTIAL

9E/1

CONFIDENTIAL

HIS PROTECTOR

1967/68 VISIT PROGRAMME

✓ Leaves Portsmouth	6th Oct.
Gibraltar	10th Oct.
Trinidad	26th - 30 Oct.
Rio de Janeiro	11th - 15th Nov.
Puerto Belgrano	20th - 24th Nov.
✓ Port Stanley	27th Nov.
✓ South Georgia	15th - 18th Dec.
✓ Port Stanley	22nd - 28th Dec.
South Orkney	4th - 18th Jan.
✓ Port Stanley	21st - 28th Jan.
✓ Montevideo	1st - 9th Feb.
+ Pendleton Strait	} 18th - 27th Feb. ✓
Grahamland	
S. Shetland Islands	
✓ Punta Arenas	2nd - 6th Mar.
✓ Port Stanley	8th - 12th Mar.
Punta Arenas	14th Mar
Valparaiso	19th - 23rd Mar
Callao	28th Mar - 1st Apr
✓ Rodman US Naval Base	6th - 8th Apr
Panama Canal	8th Apr
Barbados	13th - 17th Apr
Arrivo UK	3rd May

CONFIDENTIAL

CONFIDENTIAL

JD/REJ/CUB(N)11

258/A
H.M. Ship Lee. re.
W.I.
29 November 1967 29/11

Yesterday afternoon you enquired whether I had any suggestions for additional tasks which might reasonably be undertaken by Protector during the period Friday, 1st, to Tuesday, 5th December, prior to your visits to Port Howard and Fox Bay on Wednesday, 6th.

During December farms are kept pretty busy with sheep shearing and I am a little chary of suggesting prolonged visits to any settlement but I do know that most farmers would welcome a call by members of your ship's company.

In the area which you will be visiting, in addition to Pebble Island and the two Fox Bays for which you have already made arrangements, I would suggest the following:-

Saunders Island. Manager: A.R. Pole-Evans (brother of D.M. Pole-Evans, manager at Port Howard). He told me early this year that he would welcome a naval visit. The site of the original British settlement, Port Egmont, established by the Royal Navy, is well worth a visit.

Sedge Island. Owner: McBeth. We discussed this yesterday.

Carcass Island. Owners: Mr and Mrs C. Bertrand. A delightful small farm abounding in wild life.

West Point Island. Owner: R. Napier. Similar to Carcass. Napier is a keen naturalist and has a great interest in ships. He likes showing people around.

Crown Land Jason Islands. (Uninhabited). The whole of the Jason Group, except Grand and Steeple Jasons, are Crown Land and a wild animal and bird sanctuary. Flat Jason enjoys special protection as a tussock island believed to be one of the very few in which the natural environment has not been interfered with by man. Elephant and South Jasons are leased for grazing to Riley Short, living at West Point. There is an interesting wreck on Jason West Cay. An authority on wrecks is John Smith of the Falkland Islands Company.

/.....

Captain P.A. Bence-Trower, R.N.,
H.M.S. Protector.

Grand and Steeple Jason Islands (uninhabited but stocked with sheep).
Property of Dean Bros. At present up for sale. Manager: A.B. Monk,
Pebble Island.

New Island. Owner: J.J. Davis. A place famous for its wild life.
Protector was to have called there early this year but the visit had
to be cancelled due to a change of plan.

Prior notification would have to be given to all inhabited
places if you were inclined to visit them and I expect that there would
be requests for small items to be brought out from Stanley.

As for my wife and myself, if an opportunity occurs to visit
Sedge Island and the Crown Land Jasons, we would very much like to
take it.

A possible plan would be for us to fly by Government Beaver
to a point on West Falkland to join Protector on Monday, 4th December,
and remain on board, if you could bear the idea, until Protector's
return to Stanley on Thursday, 7th.

If Monday, 4th, was not a flying day for the Beaver, we could
try up to, say, 11 a.m. on Tuesday, 5th, whereafter it would be too late
to join you and we would have to cancel the trip.

Perhaps we could discuss all this later today.

CA

DECODE.

TELEGRAM.

From Colonial Secretary, Stanley

To Administrative Officer, South Georgia

Despatched : 30th November, 19 67 *Time :* 1430

Received : 19 *Time :*

No 169 Protector expects arrive Point p.m. Wednesday
13th December and leave p.m. Saturday 16th. Captain
open to suggestions regarding useful employment of time.
One helicopter may be available. Green's programme
should receive some consideration. Please signal
suggestions for outline programme

Secretary

P/L : ER
Underlined - GFC

CS

196 to KIU pl.

258

SW
1/12

Feb 266

PA

4 December 1967

Protector's return passage home is now planned to be via the West Coast of South America and, in consequence it will not be possible for a second call to be made to South Georgia.

(W.H. Thompson)

D.J. Coleman Esq.,
Administrative Officer,
SOUTH GEORGIA.

pmc.

la

DECODE.

TELEGRAM.

From HMS Protector

To Governor, Falkland Islands.

Despatched : 2nd December, 1967 Time :
Received : 4th December, 1967 Time : 1000

Much regret must ask you to cancel visit as weather is seriously hampering progress.

2. Intend abandoning North West Passage survey as Pebble Island and surrounding area does not provide adequate shelter for survey boat. Instead will concentrate whole survey force on Chartres.

3. The remainder of this first patrol programme must now become very much subject to last minute alteration but still hope to make Stanley by 8th December.

4. Please acknowledge

CO Protector

P/L : AA

Note- passed to H.E. 2135GMT/3rd

Intld. H.L.B.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

CS for information
& return - 261
201
Date 4/12

P1676 P4416 8/64

Number

Office of Origin

Words

Handed In at

Date

To

GOVERNOR

TH 3/12/67

From PROTECTOR

Much regret must ask you to cancel visit as weather is seriously hampering programme. Intend abandoning North West Passage survey as little island and surrounding area does not provide adequate shelter for survey boat. Instead will concentrate on charting. Remainder of first patrol programme must now become much subject to last minute adjustment but still hope make Stanley by 8 December. Please ack.

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

262

P1676 P4416 8/64

Number

Office of Origin

Words

Handed in at

Date

3/12/67

To PROTECTOR
From GOVERNOR

Thank you for your message. Quite understand position and trust you will have better weather for amended programme. Hope you will still be able to participate in parade on 8 December.

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

263

P1676 P4416 8/64

Number

Office of Origin

Words

Handed in at

Date

4/12/87

To RILEY SHORT WEST POINT ISLAND
From PRIVATE SECRETARY GOVERNMENT HOUSE

THANK YOU FOR YOUR TELEGRAM STOP
REGRET WEATHER HAS CAUSED ALTERATION
IN PROTECTOR PROGRAMME SO JASON VISIT
HAS HAD TO BE CANCELLED.

Time

10.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1676 P4416 8/64

264

Number

Office of Origin

Words

Handed in at

Date

To MONK PEBBLE ISLAND
From GOVERNOR

4/12/67

REGRET DUE WEATHER PROTECTOR
PROGRAMME HAS HAD TO BE ALTERED
AND THEREFORE JASON VISIT HAS BEEN
CANCELLED. PERHAPS THERE MAY BE
AN OPPORTUNITY ANOTHER TIME.
THANKS FOR YOUR COOPERATION. REGARDS.

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Copies in 265
C.S.
W H
Date

P1676 P4416 8/64

Number

Office of Origin

Words

Handed in at

Date

4/12/67

To Mr BETH SEDGE ISLAND

From: PRIVATE SECRETARY GOVERNMENT HOUSE

GOVERNOR VERY SORRY THAT WEATHER HAS
CAUSED ALTERATION PROTECTOR PROGRAMME
AND VISIT THIS WEEK NO LONGER POSSIBLE.
GOVERNOR AND LADY HASKARD HOPE VISIT SEDGE
ON ANOTHER OCCASION. IF OPPORTUNITY ARISES
~~TO SEND~~ YOUR MAIL WILL BE SENT.

Time

LH.

DECODE.

TELEGRAM.

From Administrative Officer, South Georgia

To Colonial Secretary, Stanley

Despatched : 4th December, 19 67 Time : 1320

Received : 4th December, 19 67 Time : 1600

258
No 109 Your Unnumbered telegram of the 1st re
Protector. Suggest inspection of whaling stations
Leith Stromness Husvik check damage stations inspect
jetties floating docks check position or absence of
mooring buoys. Green's party given helicopter lift
to various parts in same area. Allow Thursday
morning to Friday afternoon for foregoing. Saturday
morning reindeer hunt in Sorling Valley area again in
conjunction with Green's party. Green states above
visits would be most useful to him particularly if
given helicopter support

Adminoff

P/L : FR

5 December

67

Dear Sirs,

I understand H.M.S. Protector may wish to land a party near to Volunteer Point on the 19th December on the ship's return from South Georgia. The party would travel overland to Stanley.

May I request agreement for the party to move across your land and would you let me know whether there are any particular areas to be avoided on account of sheep.

Yours faithfully,

(W.H. Thompson)
COLONIAL SECRETARY

Colonial Manager,
Falkland Islands Company Limited,
STANLEY.

Reply at 270

Manager,
JOHNSON HARBOUR.

Reply at 274

Manager,
PORT LOUIS.

pmc.

6S
Pl. K14 266

Ra

C.S.
268
W. The
H.M. Senior
#

SUGGESTED PROGRAMME: SOUTH GEORGIA, DECEMBER 1967

p.m. Wednesday, 13th

Arrive King Edward Point

Visit Shackleton's grave

Visit Grytviken whaling station

a.m. Thursday, 14th to p.m. Friday, 15th

Inspection of whaling stations at: Keith

Stromness

Husvik

Check damage to stations

Inspect jetties

floating docks

position or absence of mooring buoys.

Dr Green's party to be given helicopter support during same period.

p.m. Friday, 15th, to King Edward Point.

a.m. Saturday, 16th

To Sorling Valley (Barff Peninsula) for reindeer hunt in conjunction
with Dr Green's party.

Pa
—

269
S.
11/12

H.M.S. PROTECTOR - REVISED PROGRAMME 1968

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
-	Stanley	+ Mon 1 Jan	-
+ Thurs 4 Jan	South Orkneys	Wed 17 Jan	Survey party require 3 good- weather days. 6 days allowed -making ship probably available for Seismic approx. 10-17 Jan. Shackleton is available 8-18.
Sat 20 Jan	Stanley	Wed 24 Jan	Abbreviated paint ship period 1 extra day allowed on passage to Montevideo to investigate Sub-Antarctic convergence, and to avoid Sunday arrival.
Mon 29 Jan	Montevideo	Wed 7 Feb	Wednesday departure gives more chance of clearing last minute stores arrivals through Customs, after week- end.
Sun 11 Feb	Stanley	Mon 12 Feb	Fuel. F.I.C. can fuel us on a Sunday, and should be able to give us 2nd barge load in time for us to be able to sail p.m. 12th. They know of the likelihood of the requirement 'sometime in Feb'
Fri 16 Feb	South Orkneys thence South	+ Sun 25 Feb	No Survey Party objections to being picked up early, as this allows more time for Pendleton Straits reconce.
+ Wed 28 Feb	Stanley	+ 28/29 Feb	Embark outgoing N.P.8901. Sail once fuelling completed. Possible hydrographic investigation on passage Falklands - Magellan Straits.
+ Sat 2 Mar	Punta Arenas	+ Wed 6 Mar	Pre-arranged visit. Embark new N.P.8901.
+ Fri 8 Mar	Stanley	+ Tue 12 Mar	Final Visit.

+ Dates unchanged from original programme.

6a.

269
270

The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1841

REGISTERED 1952

AGENTS FOR LLOYDS

TELEGRAMS FOLLOWING FOREIGNARLY OR BY



Stanley.

12th December, 1967.

The Colonial Secretary,
Stanley.

Dear Sir,

267

With reference to your letter of the 5th December (OS25/XVI) we have no objections to an overland party travelling through Green Patch camp on the 19th December, it is assumed that the party will travel by the shortest route and will not divert into Horseshoe Bay land which is used as a ewe camp.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "W. J. ...", written over the printed name of the Colonial Manager.

COLONIAL MANAGER

WHY/CMB

DECODE.

TELEGRAM.

From Manager Johnsons Harbour

To Colonial Secretary, Stanley

Despatched : 14th December, 1967 Time : 0955

Received : 14th December, 1967 Time :

Reference Number 0625/XVI to your letter dated
5th December received on 12th thank you. Agree
paragraph two of your letter

Manager

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

272

DECODE.

TELEGRAM.

From.....PROTECTOR.....

To.....GOVERNOR FALKLAND ISLANDS.....

Despatched :	16/12/67	19	Time :	0752 GMT
Received :		19	Time :	

RESTRICTED

Helos grounded because of air frame discovered in U.K. Regret cannot provide helos (a) for you to Sedge (b) to assist with Christmas mail distribution.

2. ETA Stanley a.m. 20 December to 28th December confirmed.

Cypher

cf. words underlined are corrupt

DI /
per. /
WHL

CA 16/12

As copy to you

ls 19/12

W1

20/12

With the Compliments

of

The Captain's Secretary

H.M.S. Protector

Ra.

HMS PROTECTOR
LIST OF OFFICERS BORNE

NAME	a.RANK b.SENIORITY c.DATE OF BIRTH	DUTY	DATE OF JOINING	DATE LAST S.206 RENDERED	LANGUAGES
Peter Alexander BIENCE-TROWER	a. Captain b. 30.6.67 c. 10.1.25	In Command	13.7.67		French
Thomas Antony BACKHOUSE	a. Lt. Cdr. (G†) b. 16.3.61 c. 10.4.31	First Lieutenant Security Officer Junior Officers Training	26.6.67	December, 1967	
Geoffrey HYDE-PRICE. G.I.MECH E.	a. Lt. Cdr. (ME) b. 1.5.63 c. 27.6.25	Engineer Officer WR Mess Treasurer ER Senior Rates Divisional Officer	25.7.66	December, 1967	
John Campbell THOMSON BSC, FR Met.S.	a. Inst. Lt. Cdr. b. 30.4.66 c. 15.9.37	Meteorological Officer Education Officer Cinema Officer Childrens Parties Resettlement Information Officer. CW and SD candidates Supervising Officer	28.8.67	August, 1967	
Hugh Stewart KAY AMBIM	a. Lt. Cdr.(S) b. 1.1.67 c. 28.3.36	Supply Officer Hon. Treasurer, Welfare Fund Editor Ships Newspaper.	20.5.66	May, 1967	
Patrick LE PLA	a. Lt. Cdr.(N) b. 16.4.67 c. 9.12.36	Navigating Officer Operations Officer, Communications. Press Liaison and Mail Wardroom Wine Caterer Wardroom Mess Secretary	23.5.66	May, 1967	

NAME	a. RANK b. SENIORITY c. DATE OF BIRTH	DUTY	DATE OF JOINING	DATE LAST S-206 RENDERED	LANGUAGES
Anthony Thomas D. BREWSTER	a. Lieutenant (SL)(P) b. 17.2.62 c. 20.3.36	OC Flight RM Air Training Officer	2.12.66	May, 1967	
Peter Guy ODLING-SMEE	a. Lt. (H 2nd Class) b. 1.4.62 c. 30.6.38	Hydrographic Officer OC RN Antarctic Survey Party	7.9.67	May, 1967	Danish
Ronald Sidney WARDEN	a. Shipwright Lt. b. 1.10.62 c. 19.9.25	Shipwright Officer Sea Cadet Liaison Shipwright Artificers' Divisional Officer. 2nd OOW	5.6.67	November, 1967	
Douglas Charles WHYTE MB, BS(LOND)	a. Surg. Lt. b. 12.2.63 c. 4.3.35	Medical Officer SRE Officer 2nd OOW	21.8.67		
Timothy Aleyne SANDERS	a. Lt. Royal Marines b. 26.9.64 c. 13.2.44	OCRM. CB Officer Intelligence Officer 2nd OOW	22.8.67	June, 1967	Arabic French German
John Vallis HOLLAND BDS(LOND)LDS RCS (ENG)	a. Surg. Lt.(D) b. 2.1.66 c. 18.10.43	Dental Officer 2nd OOW	3.10.67		
Tony Michael BOWER	a. Lt. (SL)(P) b. 21.8.66 c. 7.5.42	Second Pilot Flight D.O. Hangar and Fire Officer Flight Stores Officer Record Book Officer	31.5.67		

NAME	a. RANK b. SENIORITY c. DATE OF BIRTH	DUTY	DATE OF JOINING	DATE LAST S-206 RENDERED	LANGUAGE
Christopher A.H. NETSUM	a. LT. (SL)(O) b. 1.10.66 c. 23.12.44	Senior Observer Air Operations Officer Photographic Officer Safety Equipment Officer	31.5.67	May, 1967	
John Peter Michael PENNY	a. Lt. (SL)(X)(WK) b. 18.10.66 c. 11.1.43	Gunnery Officer FX Divisional Officer WR Mineral Caterer Boats and Transport Seamen Training Officer Sports Officer	6.6.66	May, 1967	
Terence L. SCOTT GRAD. IERE	a. Elect. Lt. (SL) b. 1.9.67 c. 167.36	Weapon Electrical Officer	23.8.67		
Leonard P.O. ORCHARD	a. Lt. (SL)(O) b. 27.2.67 c. 28.7.44	Second Observer Flight Statistics Air Compass Officer Recognition Air Staff Officer	31. 5.67	April, 1967	
Nicolas Edward HODGE	a. Lt. (X)(WK) b. 1.7.67 c. 21.1.45	Captain's Secretary Juniors Training Officer Sea Sports Officer	23.5.67	May, 1967	

NAME	a. RANK b. SENIORITY c. DATE OF BIRTH	DUTY	DATE OF JOINING	DATE LAST S.206 RENDERED	LANGUAGES
Peter John FORD	a. Sub Lt. (SD)(TAS)(WK) b. 13.11.61 c. 17.1.33	TAS Officer Net Deck Divisional Officer Armament Stores Accounting Diving Officer, Exped. Officer Laundry Officer	27.7.66	November, 1967	
Jack Kilvert CURTIS	a. Eng. Sub. Lt. (ME) b. 9.11.64 c. 4.3.34	Senior Engineer M(E)s Divisional Officer	31.7.67	November, 1967	
James Conor MAXWELL	a. Midshipman (E) b. 1.9.67 c. 4.1.48	Under Training Asst. M(E)'s Divisional Officer Asst. Wine Caterer Antarctic Stamps	14.8.67		
Patrick TOPLEY	a. Midshipman (SJ)(X) b. 1.9.67 c. 8.7.48	Under Training Asst. FX Divisional Officer Asst. WR Mess Treasurer Asst. SRE Officer Indoor Games Officer	15.9.67		German French

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

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

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			8.1.68
To	CO PROTECTOR			HOA/c

Have one bulky package for you reference Air cargo waybill No
E222803 please arrange collection

Colonial Secretary

Time

AA

Pa.
—

275.

CLASSIFIED MESSAGE

S.1320 h (Rev. July 1963)

NO UNCLASSIFIED REFERENCE OR REPLY

RESTRICTED

C S
68 871
61
811

OUT HAND P/L TOD A.M. RWM 7.1.68.

DIST X1. N1. S2. LOGS + 3 COPIES.

ORIG N.O.

ROUTINE 031600Z JAN

FM PROTECTOR

TO CINC W.F.

INFO MOD NAVY GOVERNOR FALKLANDS

RESTRICTED. KEB.

SECOND PATROL INTENTIONS. READ IN FOUR COLUMNS.

DATE ARRIVE.	PLACE.	DATE DEPART.	REMARKS.
(A) 6 JAN	CHARTRES RIVER,	7 JAN	RE-EMBARK SURVEY PARTY
(B) 8 JAN	W.FALKLANDS STANLEY	9 JAN	FUEL
(C) 10 JAN	N.W. PASSAGE, KEPPEL SOUND	21 JAN	SURVEY (HI NO. 4)
(D) 22 JAN	STANLEY	24 JAN	FUEL. SUB TROPICAL CONVERGENCE INVESTIGATION ON PASSAGE.
(E) 29 JAN	MONTEVIDEO	BLANK	

2. HELD GEARBOX CHANGE WILL BE PROGRESSED THROUGHOUT PERIOD.

D.T.G.031600Z.JAN.68.

CLASSIFIED MESSAGE

RESTRICTED

H.M.S. Protector's Programme 1968

-	Stanley	9th Jan.	-	Fuel
10th Jan.	N.W. Passage	21st Jan.	-	Support survey party
			-	Complete helicopter
			-	gearbox change
			-	Hoverway survey if
				aircraft ready
22nd Jan.	Stanley	24th Jan.	-	Fuel
				Sub Antarctic
				Convergence investi-
				gation on passage.
29th Jan.	Montevideo	31st Jan.	-	
4th Feb.	Stanley	5th Feb.	-	Fuel
				(or one day later
				having embarked survey
				party from N.W. Passage)
8th Feb.	South	24th Feb.	-	Survey and seismic
(or 9th	Orkneys			(suggest 9 - 13 Survey
Feb.)				14 - 22 Seismic
				23 - 24 re-
				embark survey).
27th Feb.	Stanley	28th Feb.	-	Fuel
			-	Land RM. detachment
2nd Mar.	Punta Arenas	6th Mar.	-	Embark new MP. 8901
8th Mar.	Stanley	12th Mar.		

P
19

CLASSIFIED MESSAGE

NO UNCLASSIFIED REFERENCE OR REPLY

S.1320 (Rev. July, 1963).

LS.
24/1

PRECEDENCE - ACTION <u>-P-</u>	PRECEDENCE - INFO DATE - TIME GROUP DEFERRED <u>222050Z</u> <u>DEC</u>	MESSAGE INSTRUCTIONS
FROM <u>PROTECTOR</u>	PREFIX	<u>GR</u>
TO <u>COCUF</u>	SECURITY CLASSIFICATION	<u>RESTRICTED</u>
INFO <u>MOD(N)</u>	ORIGINATOR'S NUMBER	<u>Cpt.</u>
<u>GOVERNOR FALKLANDS - BY HAND VIA</u> <u>MR. DARNIN.</u>		

RTT MY RTT/173100Z PARA 4(E) AND KBB/01043Z PARA 2(B), AND

COCUF KBB/061441Z JULY NOTAL

1. SUBJECT TO MY/22243Z DEC. PARA 2(B) BEING APPROVED, APPROB. FOLLOWING AMENDMENTS

THIRD PARAGRAPH

(A) 31 JAN SAIL MONTEVIDEO

(B) 4-5 FEB FUEL STANLEY, DELIVER MAIL ETC

(C) 8-16 FEB TWO SHIP SCIENTIFIC WITH SHACKLETON, HAVING LIMITED SURVEY PARTY
SOUTH ORKNEYS

(D) 16-24 FEB H.T. NO 5 PARA 2 (HYDROGRAPHIC INVESTIGATIONS 11/23/67 DATE 19 SEP 67)

(E) 27-28 FEB FUEL STANLEY THEN PUNTA ARENAS AS PLANNED

2. BAS ATTACH GREAT IMPORTANCE TO COMPLETION OF SCIENTIFIC PROGRAMME

3. SHOULD H.T. NO 10 BE MORE IMPORTANT THAN THE WORKING ONWAYS,
ALTERNATIVE PROPOSAL IS -

Page 1 of 2 pages		REFERS TO MESSAGE CLASSIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME <u>BENCE-TRAND CAPTAIN R.W.</u>		OFFICE <u>REL. NO.</u>	
FOR OPR'S USE	<u>R</u>	DATE TIME	SYSTEM OPERATOR	<u>D</u>	DATE TIME	SYSTEM OPERATOR	REL. NO.
					<u>20</u> <u>DEC</u>	<u>21</u> <u>30</u>	<u>24/1</u> <u>Augal</u>
				RANK			

02-0001 1/67 B.P. LTD

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

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5 1320 i (Rev. July, 1963).

PRECEDENCE-ACTION	PRECEDENCE - INFO DATE - TIME GROUP DEFERRED 220000Z DE	MESSAGE INSTRUCTIONS
FROM		PREFIX GR
TO		SECURITY CLASSIFICATION
INFO		ORIGINATOR'S NUMBER
	(2)	

(A) 31 JAN SAIL MONTEVIDEO

(B) 4-5 FEB FUEL STANLEY

(C) 8-11 FEB SOUTH ORKNEYS HT NO. 6 PARA 2

(D) 13-16 FEB OR ON COMPLETION PARA (C), PARA 10 (HT NO. 10)

(E) 18-22 FEB PENDLETON STRAIT (HT NO. 12)

(F) 27-72 FEB STANLEY FUEL THEN PUNTA ARENAS

4. GOVERNOR FALGOUTS PLEASE PASS TO SURVIV PARTY

DIST XI NI S 2 21

REF: 172100Z:- TRY TO HAVE HELICOPTER FOR THRU PORTAL

212243Z:- REMOVED FEB VISIT TO 2 DAYS

001441Z JULY:- NOT HELD M.S.O.

Page 2 of 2	REFERS TO MESSAGE CLASSIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL. No.
FOR OPR'S USE	DATE TIME SYSTEM OPERATOR	DATE TIME SYSTEM OPERATOR	DATE TIME SYSTEM OPERATOR	RELEASING OFFICER'S SIGNATURE
R		D		RAIK

12-2241 1787 8.7 LTD

CLASSIFIED MESSAGE

277

CS 14 24/1

The Main Signal Office,
H.M.S. Protector,
at Stanley, F.I.

To.

H.E. The Governor of the Falklands,
Government House.

Wi.
24/1

The following signal is enclosed/received.

Priority 081130z Dec. C O N F I D E N T I A L.

Despatched by *Refining* Rate *LR (7)* TOD *0900^P/8-12-67*
Received by Date

CS 1

CLASSIFIED MESSAGE

NO UNCLASSIFIED REFERENCE OR REPLY

S.1320 (Rev. July, 1963).

PRECEDENCE - ACTION - P -	PRECEDENCE - INFO DATE - TIME GROUP DEFERRED 081130 ² DEC	MESSAGE INSTRUCTIONS
FROM PROTECTOR	PREFIX GR	SECURITY CLASSIFICATION CONFIDENTIAL.
TO NAVAL ATTACHE BUENOS AIRES	ORIGINATOR'S NUMBER CAPTAIN	
INFO FOREIGN OFFICE MOD NAVY MONTEVIDEO GOVERNOR F.I.		

KKHO YOUR KKH / 061445Z DEC @ VISIT
REARRANGED ARRIVE MONTEVIDEO 29 JAN DEPART
7 FEB

NOTE:- DESPATCHED BY HAND TO GOVERNOR FALKLANDS AM 8/12

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

53-5521 1/67 G.F.LTD

CONFIDENTIAL

CLASSIFIED MESSAGE

WHT

14 26/1/68

278

W.I. pa. 51

HMS PROTECTOR
at sea.

25th January, 1968.

FIRST LIEUTENANT'S TEMPORARY MEMORANDUM NO. 4/68.

FOREIGN OFFICERS

Three foreign officers, two of the Uruguayan Navy and one of the Peruvian Navy, will be joining the ship at Montevideo for sea and surveying experience. The following points are to be noted : -

- a. They will not be in a position of command, unlike Commonwealth officers. They may not, therefore, give orders. However, they are invariably to be treated with courtesy and respect.
- b. They are to be given no classified information, nor are they to be shown classified equipment.

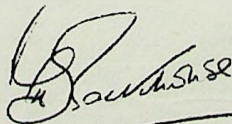
Accommodation

2. All three officers will be accommodated in the Dental Officer and Midshipmen's cabin. The Dental Officer will use the Navigating Officer's cabin, and the midshipmen will use the schoolroom.

Programme

3. Their general programme will be as follows : -

- 31 Jan 0900 Join.
1100 Sail from Montevideo.
p.m. Tour of the ship (First Lt)
- 1 Feb Tour of Upper Deck and Air department (GO and FC)
- 2 Feb Tour of Engineering department (MEO)
- 3 Feb Messdeck Rounds
- 5 to 7 Feb Surveying and Met (HO & IO)
- 8 to 24 Feb Surveying and/or seismic.
- 26 Feb to 2 Mar Any survey work outstanding.
Tour of Supply department (SO)
- 2 Mar Disembark at Punta Arenas.



(T.A. Backhouse)
First Lieutenant

Distribution

Normal.
One copy for each foreign officer.

CLASSIFIED MESSAGE

NO UNCLASSIFIED REFERENCE OR REPLY

5.1320 (Rev. July, 1963)

Public
Si
14/2

PRECEDENCE - ACTION -R-		PRECEDENCE - INFOR DATE - TIME GROUP DEFERRED 312230Z	MESSAGE INSTRUCTIONS
FROM PROTECTOR		PREFIX GR	
TO CINCLAF		SECURITY CLASSIFICATION RESTRICTED	
INFO 100(N)		ORIGINATOR'S NUMBER	
GOVERNOR FALKLANDS - BY HAND		N.I	
ON ARRIVAL			

KEB. THIRD PARTY INTENTIONS. READ IN FOUR COLUMNS

DATE ARRIVE	PLACE	DATE DEPART	REMARKS
3 FEB	N.W. PASSAGE	3 FEB	RE-EMBARK SURVEY PARTY
4 FEB	STANLEY	5 FEB	FUEL
8 FEB	SOUTH CORNERS	12 FEB	LAND AND SURVEY PARTY
12 FEB	SOUTH CORNERS AREA	PM 21 FEB	SEISMIC
23 FEB	SOUTH CORNERS	24 FEB	RE-EMBARK SURVEY PARTY
27 FEB	STANLEY	CLARK	FUEL

Dist - XI N1 S2 LOGS

Page.....of.....pages		REFERS TO MESSAGE CLASSIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME		OFFIC.	TEL NO.
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE	RANK
					ch	<i>[Signature]</i>	

02-0001 1'67 E.F. LTD

0010/1 FEB.

101

280

British Embassy,
Montevideo.



19 February, 1968

Reference to previous correspondence:

Description of Enclosure

Name and Date	Subject
Despatch addressed to H.M. Principal Secretary of State for Foreign Affairs, dated the 19th of February 1968.	Visits of HMS PROTECTOR.

280 A

(46/1)
UNCLASSIFIED

19 February 1968.

Sir,

I have the honour to report that HMS Protector, under the command of Captain P. A. Bence-Trower, RN, visited Montevideo from the 24th of December, 1967, to the 2nd of January, 1968, and again from the 29th to the 31st of January.

--- A copy of the programme for the latter visit is enclosed. For reasons explained below, the programme for the former visit had to be improvised from day to day.

2. It had originally been intended that HMS Protector should pay her customary informal visit to Montevideo around the beginning of February. However, the serious sickness of a member of the crew compelled Captain Bence-Trower to make a dash for Montevideo in order to get the sick man into the British Hospital here, which was accomplished on Christmas Eve. This unscheduled operational visit was extended past the New Year holiday weekend pending the arrival from London of urgently needed replacement parts for the Ship's grounded Whirlwind helicopters, and in view of the length of her stay it was decided that the planned informal visit in February should be dropped in favour of a further brief operational visit to take on stores.

/3.

The Right Honourable
George Brown, M.P.,
etc., etc., etc.

3. Although, as it turned out, both Protector's visits were officially "operational" it was decided to arrange, so far as possible, the usual programme of official calls and ceremonial since this was to be Protector's last season in service. The Foreign Minister and the Commander of the Uruguayan Navy were entertained on board, and I myself gave a farewell lunch during the course of the second visit, at which the guests included the Acting Minister of Foreign Affairs, the Under Secretary for Defence, the Commander of the Navy, and the two Uruguayan Naval officers who were joining HMS Protector the following day for a five week voyage in Antarctic waters. At this lunch Captain Bence-Trower delivered a short farewell speech in Spanish to the surprise and delight of my Uruguayan guests.

4. In spite of the unforeseeable events which made it impossible to plan the programme for HMS Protector's visits exactly as we would have wished, there can be no doubt that she succeeded on this her last appearance in contributing, as she has done over the years with conspicuous success, to the ties of friendship between Britain and Uruguay. If we had no other evidence, the very full and wholly complimentary attention paid by local press, radio and television to Protector on her latter (and last) visit would have amply justified this conclusion. I would only add that the bearing of the Ship's company was by common consent of an exceptionally high standard.

5. I am sending copies of this despatch to H.M. Representatives in Santiago, and Rio de Janeiro, to my Naval Attaché in Buenos Aires, and to the Officer Administering the Government in the Falkland Islands.

I have the honour to be,
Sir,
Your obedient Servant,

(K. Unwin)

UR

FROM H.M.S. PROTECTOR
TO HIS EXCELLENCY THE GOVERNOR OF THE FALKLAND ISLANDS.

THANK YOU VERY MUCH FOR TURNING OUT TO SEE US OFF
IT WAS MUCH APPRECIATED BY US ALL. GOODBYE AND GOODLUCK
TO ALL IN THE FALKLAND ISLANDS.

RX LOCAL 0825 hrs RT VOICE AMT ¹²11.3.68

W.
1313

C.S. for appropriate file please
ln 12/3/68

DECODE.

TELEGRAM.

From.....Governor.....

To.....Protector.....

Despatched : 12/3/68 19 Time : a.m.
Received : 19 Time :

Thank you for your signal from Port William. Protector looked a fine sight passing through the Narrows and we only regret that we shall not be seeing you all again.

Very best wishes from all the friends you have made in the Falkland Islands.

Clear

20
CS for file
14
12/3
S
13/3

20

S.1425 (O.550) (INSIDE) NAVAL ARMAMENT STORES VOUCHER (CONTINUATION SHEET)

3
2
1

H.M.S. PROTECTOR.

CHARGE TO

FAKLAND ISLAND
GOVERNMENT.

Authority †		Consignee/nor Code		Voucher No.
EXTERNAL*	RECEIPT*	RETURN*	DUES OUT*	CU
INTERNAL*	ISSUE*	TRANSFER*	DUES IN*	sheet of

RT 2168

UNIT	ISSUED* QTY. DEMANDED RETURNED	ST A T E	DESCRIPTION OF STORES	STORE REFERENCE No. OR LOT No.	CODES†		ST A T E	† AUTHORIZED QTY. ISSUED* RECEIVED	CHECK TOTAL
					P	T			
	160		1/2 LBS STICKS. PLASTIC EXPLOSIVE. ^{each 16" x 6"}	636333	65				£132-0-0
	4		Box M.319 FILLED ASSY ^{each 5" x 11" x 6"} Ship copy.	309926					£22-6-0
			2 copies forwarded to DAS. BR.1832-0510 refers. forwarded to DAS. 19.3.68.						£154-6-0
			Stores to be sold-on repayment.						
			Issued by. P.J. FORD. EAO. H.M.S. PROTECTOR. ^{11.3.68.}						
			Stores received by.						
			W.H. Thompson						

O87a (Revised March, 1966)

ORIGINAL
Summary of Charges and Credits.

284

FINANCIAL YEAR, 1968 - 1969

A.S. Claim No.*

0027

68 - 69

Quarter ended 30th June 1968

R.N.A.D. Li of D (N)

Enclosure No. 4

In Abstract of
Supplies Form O.87.

CHARGE

CREDIT

(Here State:—Department, Government,
Contractor, etc.)

Government of the Falkland Islands

Navy Dept.

Authority:—

Purchasers' Order No.

Description of Service (Voucher No. and Date or Details of Work, Etc.)	Labour £ s. d.			Carriage or Other Charges £ s. d.			STORES						TOTAL					
							Issues			Receipts			Charge			Credit		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Issue of stores from H.S. PROTECTOR on 11th March 1968 as per S1425 R12/68 attached							154	6	0				154	6	0			
Brought forward from Overleaf																		
TOTAL £							154	6	0				154	6	0			
Ledger Claim No.*													154	6	0			

NET AMOUNT £

Customer's Counter-Signature

Armament Supply Officer's Signature

PRINCIPAL DIRECTOR OF ACCOUNTS (NAVAL), MINISTRY OF DEFENCE, WARMINSTER ROAD, BATH, SOMERSET.

~~288.~~

FALKLAND ISLANDS

TO.

285

<p>XXXXX L.C. No. 7 C.C. No.</p>	<p>7581/68</p>
---	-----------------------

154	s	d
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ESTABLISHMENT	PERIOD	ENCLOSURE REF	AMOUNT	CUMULATIVE TOTAL
M.O.D.	JUL/68	4.	154. 6. 0	154. 6. 0

CLAIMS VOUCHERS DETAILED ABOVE ARE FORWARDED.

- a) YOUR CHEQUE IN SETTLEMENT SHOULD BE MADE PAYABLE TO PRINCIPAL DIRECTOR OF ACCOUNTS (NAVAL) CROSSED BANK OF ENGLAND AND FORWARDED TO THE ABOVE ADDRESS.
- b) ~~IT IS PROPOSED TO SET OFF THE AMOUNTS DETAILED AGAINST YOUR IMPREST ADVANCES/~~
~~END OF YEAR IMPREST ADVANCE * ON RECEIPT OF YOUR CONCURRENCE.~~

P. H. Green

* DELETE AS NECESSARY

PRINCIPAL DIRECTOR OF ACCOUNTS (NAVAL)

26th July 1968

~~289.~~ 286

Ag. C.T.,

f. 288. - F. n. a. & to withdraw copies from cover of file, pl.

§ p. c. s.
14. 8. 68.

b. A,

290.
287

Payment arranged, A. Y.

At

15. 8. 68.

Closed See
Vol. xvii

15