

CONFIDENTIAL.

DEF/NVI/4#4

SECRETARIAT

(Formerly)

O625/XV!!

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VISITS OF H.M. SHIPS

commencing with f. 288

CONNECTED FILES.

NUMBER

Wm R. H. H. 1/6
51

Guests invited to a reception on board H.M.S. Arethusa

6.30 to 8.00 p.m.

Saturday 15th March 1969.

His Excellency the Governor and Lady Haskard

The Hon. Mr W.H. Thompson, C.B.E., Colonial Secretary, and Mrs Thompson

The Hon. Mr L.C. Glendell, C.B.E., J.P., Colonial Treasurer, and Mrs Glendell

The Hon. Mr A.G. Barton, C.B.E., J.P., Member of Executive Council and Mrs Barton

The Hon. Mr R.V. Goss, E.D., Member of Executive Council and Legislative Council,
and Mrs Goss.

Mr and The Hon. Mrs D.C.B. King, Member of Legislative Council

The Hon. Mr W.H. Clement, J.P., Member of Legislative Council, and Mrs Clement

The Hon. Mr R.W. Hills, Member of Legislative Council, and Mrs Hills

Mr H.L. Bound, J.P., Assistant Colonial Secretary, and Mrs Bound

Mr J. Kerr, M.B.E., Director of Civil Aviation, and Mrs Kerr

Mr H.E. Luxton, Harbourmaster, and Mrs Luxton

Mr D.J. Draycott, Superintendent of Education, and Mrs Draycott

* Dr J.H. Ashmore, J.P., Senior Medical Officer, and Mrs Ashmore

Dr C.E. Malone, Medical Officer, and Mrs Malone

Mr E.J. Peck, Inspector of Police, and Mrs Peck

Mr J. Bound, E.D., J.P., Superintendent of Posts and Telecommunications

Mr E.C. Gutteridge, Superintendent of Power & Electrical Dept., and Mrs Gutteridge

Mr H. Bennett, J.P., Registrar General, and Mrs Bennett

Mr T.W. Royans, Superintendent of Public Works, and Mrs Royans

Mr G.M. Johnston, Officer in charge Radio and Space Research Station,
and Mrs Johnston

Mr E.G.J. Clapp, Officer in charge British Antarctic Survey Office, and Mrs Clapp

Lt. Cdr. J. Salter, R.N.

Lt. Cdr. A.C. Cook, R.N.

Lt. E. Orchard, R.N.

Captain M.L.A. MacLeod, R.N.

The Right Revd. Monsignor J. Ireland, Prefect Apostolic of the Falkland Islands

The Right Revd. C.J. Tucker, Bishop of the Falkland Islands, and Mrs Tucker

The Revd. P.J. Millam, Christ Church Cathedral, and Mrs Millam

The Revd. P.J. Charman, Presbyterian Minister, and Mrs Charman

Mr A. Sloggie, Colonial Manager, Falkland Islands Company, and Mrs Sloggie

Mr H.M. Milne, Accountant, Falkland Islands Company, and Mrs Milne

Captain R.N. Miller, R.M.S. Darwin, and Mrs Miller

Miss S.J. Swanick, Private Secretary, Government House

Mr W.R. Mahood, Dental Surgeon, (R.N.V.R. 1943-46)

Mr H.T. Howlands, Assistant Colonial Treasurer

Mr R. Browning, Senior Clerk, Secretariat
Mr M. Smith, Senior Aircraft Engineer
Mr H.D. Jones, Aircraft Engineer
Mr I.T. Campbell, Aircraft Pilot, and Mrs Campbell
Mr J. Monroe Higgs, Cable and Wireless, and Mrs Monroe Higgs
Mr D.J. Sollis, Master M.V. Forrest, and Mrs Sollis
Mr S.A. Booth, Head Master, Stanley Schools, and Mrs Booth
* Miss B.U. Rooney, Nursing Sister
Miss N. Warren, Nursing Sister
Mr J. Parrant, Auditor (visiting Colony)

* Dr and Mrs Ashmore and Sister Rooney were unable to accept the invitation.

DECODE.

TELEGRAM.

From H.M.S. ENDURANCE

To GOVERNOR FALKLANDS

Despatched :	19	Time :
Received :	1st December	19 69
		Time : 1230Z

Please pass Governor Falklands from Endurance.

Present intention is to arrive Port Salvador 10th December and establish tide camp. E.T.A. Port Stanley 0830 Stanley time the 11th December. Request permission to fire 17 gun salute at 0830 just before anchoring. At what time would it be convenient to call on you please and would you wish to pay formal return call. Your 271230Z November accept with much pleasure would like to give cocktail party on board for 40 guests 1800 12th December and hope you and Lady Haskard can attend.

P/L : SJS

1 extra copy to CS please ✓

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HMS PROTECTOR
at Sea

263/14

15th March 1968

Commander-in-Chief,
Western Fleet
Eastbury Park
Northwood
Middlesex



Sir,

HMS PROTECTOR - REPORT OF PROCEEDINGS

27th November UNTIL 12th March 1968

Reference: A. Commander-in-Chief, Western Fleet's letter No. WF 136/12.0 dated 8th August, 1967.

1. I have the honour to report the proceedings of Her Majesty's Ship PROTECTOR under my command during the period Monday 27th November, until Tuesday 12th March, 1968.

Port Stanley: 27th November - 1st December.

2. The ship arrived on 27th November in Port Stanley and fired a salute to His Excellency the Governor, Sir Cosmo HASKARD, KCMG, MBE, with whom I exchanged calls later in the afternoon. Later in the day he held a reception at Government House for myself and the officers to meet the citizens of Port Stanley. I mention this to demonstrate the thoughtfulness and generosity which His Excellency has shown to all of us in PROTECTOR during our several visits to the Falkland Islands.

3. The following day His Excellency gave me two and a half hours of his time to brief me on the situation in the Falkland Islands, the situation in relation to Argentine, and his hopes about PROTECTOR'S programme.

4. On the 29th November the ship's landing organisation took part in an exercise together with NP 8901 and NP 8902 aimed to familiarise the ship's platoon with Falkland Island terrain, to exercise movement overland with administrative support from the ship, to learn how to protect a vital point, and to test communications with the Naval Parties. The exercise lasted 24 hours and was useful.

5. In this period I also visited both NP 8901 and NP 8902 and was briefed by their respective Commanding Officers on their problems, their role, and their progress. I found them generally in good order and trying hard to reach a high standard. This opinion was confirmed by His Excellency.

/6. Finally...

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6. Finally in this period I visited several settlements in the camp to meet the families and also to reconnoitre the North West Passage area in which I hoped the Survey Party would work until Christmas.

First Patrol: 1st December - 6th December.

7. I sailed to Port Howard on Friday 1st December to dump avcat to replace some contaminated stock. At the same time I sent Lieutenant P.G. ODLING-SMEE, Royal Navy to reconnoitre the area of North West Passage. Beyond passing a nine fathom patch where there should have been nearer 15 fathoms the day was unexciting.

8. As has been frequently done throughout the period under report the night was spent running lines of soundings in hitherto poorly surveyed areas. The results will be forwarded to Hydrographer. They, with two minor and harmless exceptions, confirm the general trend of the few soundings already on the chart.

9. Saturday 2nd December, we were reminded that things do not always go the way one would wish and the weather in the Falklands is a dominating factor. I closed North West Passage and lowered NIMROD, the Survey Party's launch, to go inshore to the settlement on Pebble Island. Although we were in the lee of the land mass the wind increased all day and it was soon apparent that the settlement jetty and bay offered no shelter to NIMROD and we would have to re-embark her.

10. Meantime I left the lee shore at North West Passage to anchor under the lee of Keppel Island, whence we landed all survey stores by helicopter. An attempt to land a dinghy by helicopter proved disastrous; it had to be slipped while airborne, was damaged and has since been fully repaired on board.

11. After discussion with the party ashore and experience of these inland waters in a south westerly wind I decided that the Survey Party would need the ship as a base for operations in this area. NIMROD was recovered immediately but it was necessary to wait at sea until Monday 4th December before the weather was suitable to recover the stores that had been landed.

12. On this Monday night I received a signal reporting the volcanic eruption at Deception. As two ships were already there and the sooty atmosphere was unlikely to be suitable for the operation of helicopters I decided no immediate reaction was necessary and that I would continue to Chartres River where it was now intended the Survey Party should work. Attached as Annex A is a report received from the British Base in Deception giving details of the eruption; it may be of interest.

13. Tuesday 5th December saw the Survey Party and their stores landed at the Chartres River Settlement. Here they would remain, as things turned out, until early January completing a survey of the approaches to the settlement pier, the aim being to discover whether it is possible for RMS DARWIN to get alongside to load the wool crop.

14. In the afternoon of this day the workboat was stranded at high water on a sandy beach while landing a recreation party. This annoying and unseamanlike mistake gave a excellent opportunity to turn out the seamen and divers for a general drill. The boat was dug out of the sand, and floated by hauling off to the ship's kedge anchor. A bad error turned to good effect and luckily no damage was done.

/Port Stanley: 6th - 8th December.

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Port Stanley: 6th - 8th December.

15. On return to Port Stanley the Supply Officer reported to me after remaining ashore with NP 8901 and NP 8902 for a week that although he had been able to help in one or two minor ways he had found the general administration of the Naval Parties was in good order, but in his opinion the victualling allowance was too low to support a good diet.

16. After fuelling and loading 200 drums of Avcat on Thursday 7th and landing a guard for the Memorial Service and march past on the anniversary of the Battle of the Falkland Islands on Friday 8th December, I sailed for Ajax Bay.

Ajax Bay and South Georgia: 9th - 19th December.

17. On 9th December I visited Ajax Bay not only to land the 200 drums of Avcat as directed in Reference A paragraph 11, but also to investigate the feasibility of shifting some huts from there to Stanley to provide accommodation under one roof for NP 8901 at Moody Brook in the same area as NP 8902. The findings were reported in my signal SDF/111520Z December and my letter 230/08 dated 18th December, 1967. On completion of these tasks I sailed for South Georgia.

18. On 12th December, the night before we arrived at King Edward Point, we were entirely emasculated by Ministry of Defence(Navy)'s signal KAG 122355Z December grounding our helicopters. This hammer blow had a lasting effect on the productivity of the ship's season in the South.

19. His Excellency the Governor required the aims of our visit to South Georgia to be a survey of the now abandoned whaling stations and to give as much assistance to the British Antarctic Survey employed botanists who happened to be carrying out research in the area of King Edward Point. We fully achieved both objects by visiting Grytviken, Stromness, Leith and Huisvik. I attach as Annex B a copy of the report made to His Excellency as a result of our visit.

20. After dragging from the anchorage in a 70 mph gust, when at immediate notice, I sailed for Port Stanley at 0400 in the morning of 16th December. This old ship went on bravely through some uncomfortable seas, demonstrated her ability to roll, and eventually brought us safely to Stanley.

21. A curious thing occurred between reels of the Sunday night cinema on 17th December. As the lights went on, the officer operating the lights literally nearly fainted as a Wandering Albatross poked its eight-inch beak round the door. It then walked into the Anteroom and eyed us with lofty disdain. We viewed it with awe, appreciating for the first time just how vast this bird is. We suspected that in the stormy wind the Albatross had flown into the rigging and been brought down on deck, where it had been found and nursed by Sub Lieutenant FORD(whose sense of fun is slightly Antarctic).

Port Stanley: 19th - 21st December.

22. I was very grateful for the prompt reply to my signal DTG 212213Z December from the Commander-in-Chief, Western Fleet. This may not be the proper place to record it but I can recall no occasion while we have been away when I felt there was any lack of support at home and this was an encouraging feeling.

/23. We were...

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23. We were expecting to be in Port Stanley for Christmas but at lunch time on 21st December I was informed by Surgeon Lieutenant D.C. WHYTE and Doctor SLESSOR, the senior medical officer in the Falklands, that Mechanician ROBINSON, S. D/K953715, was very seriously ill and that his life would be in danger without prompt treatment in a well appointed hospital. Four hours later we sailed for Montevideo.

24. Luckily during our passage to Montevideo I was able to intercept RMS DARWIN who kindly stopped and transferred our mail to us. Thus we collected most of our Christmas mail which cheered the ship's company.

Montevideo: 24th December - 2nd January.

25. Very short notice had been given to both Her Majesty's Ambassador and to the British Consul Mr. K. BURNS of our visit but none the less they had done a great deal to ensure that as good arrangements as possible were made for us, that ROBINSON was taken promptly to hospital, and that Christmas should be made as enjoyable as possible.

26. The conduct of the ship's company over Christmas and throughout the visit was in general first class. There was no rowdiness, plenty of gaiety, and a pleasant atmosphere prevailed.

27. At the British Medical Hospital in Montevideo, Surgeon Lieutenant WHYTE's diagnosis of ROBINSON's illness was confirmed as mastoiditis and on 28th December, he was successfully operated on to expose his right mastoid air cells. He was kept under observation and on 2nd January he required a further operation to expose a fluctuant mass at the back of his neck. The abscess cavity was drained and irrigated, and on 23rd January he had recovered sufficiently to be flown home.

28. The replacement helicopter gearboxes, for which we were now waiting, duly arrived. Unhappily one was discovered to have a leaking oil seal after it was installed which delayed the aircraft being operational until after PROTECTOR'S second visit to Montevideo in early February.

29. Before sailing on 2nd January it was necessary to send M(E)1 MORGAN, J. D/O82014 to the British Hospital to have his appendix removed - he later rejoined the ship during PROTECTOR'S second visit to Montevideo.

Second Patrol; Falkland Islands: 6th - 24th January.

30. On 6th January after an uneventful passage from Montevideo I re-embarked the Survey Party from Chartres and returned to Port Stanley. After refuelling I sailed to the area of North West Passage, South of Pebble Island, my aim being to support the Survey Party while the modified gearboxes were being installed in the helicopters.

31. From 10th January until 19th January we spent an anxious time anchored off a lee shore in Keppel Sound in frequently strong winds. The ship was painted as opportunity offered. Twice I put to sea overnight in the face of ugly forecasts.

32. One of the helicopters was fully operational on 17th January and was useful to the Survey Party when they were coast lining as sea lions do not take kindly to trespassers on their preserves.

33. I dis-embarked the Survey Party on 19th January before leaving for Stanley, having found a camp site and anchorage which would serve well for the comparatively short time we would be away in Montevideo.

/34. We arrived...

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34. We arrived in Port Stanley on Saturday 20th January and learned that His Excellency the Governor wished to take passage in PROTECTOR to Montevideo whence he intended to fly home to the Commonwealth Relations Office. His decision to do so resulted from a visit to the Islands by Mr. David SUMMERHAYES of the British Embassy in Buenos Aires. Mr. SUMMERHAYES also took passage to Montevideo.

35. The passage to Montevideo was only remarkable because we spent three continuous days in fog.

Montevideo: 29th January - 31st January.

36. There is little to record about our final visit to Montevideo which ended a close relationship which has lasted for 13 years. The remarkable intensity of local feeling was expressed in the Foreign Ministers speech at the "Official" luncheon which His Excellency the Ambassador, Sir Keith UNWIN, gave in honour of PROTECTOR. I was invited to answer in Spanish for which I was prepared with a translation in my pocket. My impression was that this was very well received by suprisingly moved Uruguayan guests.

37. The affair finished on a lighter note; a retired British Naval Officer present who has lived in Montevideo since the end of the First World War said enthusiastically when I had finished "That is the first time I have ever heard a Captain answer in Spanish". The Head of the British Community across the table cried back "it is very nice of you to say he spoke in Spanish!"

38. A considerable crowd gathered to watch us leave and we played an extract from a record of a Royal Marine Band Playing "Beat Retreat" which seemed suitable as we sailed in the evening for North West Passage, Falkland Islands.

Port Stanley: 3rd - 5th February.

39. After recovering the Survey Party from North West Passage I arrived in Port Stanley on Saturday evening. The Survey Party had made a very complete survey of the passage, discovered the suspected dangers and set up marks which will lead clear of them.

Third Patrol: South Orkneys: 6th - 26th February.

40. After an uneventful passage we arrived in South Orkneys on 8th February. This was a morning of exceptional beauty, flat calm, bright sunshine, dazzling glaciers, snow on the islands and great white icebergs all around us.

41. This weather made it easy to land the surveyors and their stores at Signy Island whence they would be operating for the next ten days. Similarly there was no problem in landing part of the Royal Marine Detachment on Coronation Island for their snow warfare training. Leave was given in the afternoon so that the ship's company could take advantage of this wonderful day.

42. I put to sea in the evening and drifted outside the 100 fathom line all night, the theory being to drift at the same rate as the icebergs and keep clear of growler and bergy bits which tend to congregate in the shallower water having broken off stranded bergs.

43. The following day 9th February, visibility was down to $\frac{1}{2}$ mile with a stormy north west wind blowing and we remained in thick visibility and strong winds which prevented us achieving anything until 17th February.

44. A wind not in excess of force 3 is required for SHACKLETON to be able to operate the seismic hydrophones, otherwise the quenching and sea returns drown the seismic signal. It seemed a miracle therefore that we were able to run $3\frac{1}{2}$ lines of seismic between 17th and 21st February; a line takes about 12 hours to run.

/45. Every...

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45. Every opportunity was taken during both the good and bad weather periods of this patrol to give the Survey Party helicopter support. Much was achieved considering the weather, including a reconnaissance and partial observation of a triangulation scheme at the Western end of Coronation Island, the establishment and fixing of a proposed Hi-Fix site on Moe Island, and various other lesser tasks.

46. Finally, the bad weather prevented the Detachment continuing with their snow warfare training. Lieutenant T.A. SANDERS, Royal Marines was in charge in the camp on Coronation Island and he spent 9th February confined to his tent by the bad weather. He realised then that he had insufficient experience to cope with these conditions and also no escape route (except by helicopter) by which the Detachment could return to the ship if the weather remained so cruel.

47. Very sensibly he asked to be brought back to the ship that evening; fortuitously there was a break in the cloud and the party was recovered. Had they not been, they would have been confined to their tents for nine days.

48. The stores they abandoned were recovered in the fine spell at the end of the patrol.

49. We sailed from the South Orkneys on 23rd February and arrived in Port Stanley 26th February. I gave Mr. R.N. SMITH, a British Antarctic Survey employee, passage to Port Stanley. He had broken his leg skiing during our visit and had been rescued by one of our helicopters.

Visit of South American Officers.

50. Two Officers of the Uruguayan Navy, Lieutenant Adolfo GONCALVES and Lieutenant Hugo CAPO, and one of the Peruvian Navy, Lieutenant Ricardo PATRON, were embarked on 31st January in Montevideo, ostensibly for hydrographic experience.

51. None of these officers was a trained surveyor, though Lieutenant PATRON had done a ten day course just before joining, but this course did not seem to have added to his knowledge nor stimulated his interest. Almost complete ignorance of English and dislike of travel either by boat or helicopter rather limited the value of his time in the ship.

52. Lieutenants GONCALVES and CAPO maintained an intelligent and lively interest in all that went on. They were keen to undertake anything going and their time onboard was of benefit to both them personally and to the relationship between the two navies.

53. These officers left the ship at Punta Arenas on 2nd March, to return home.

Visit of Lieutenant Commander DOW.

54. Lieutenant Commander D.M. DOW, Royal Navy, the Supply Officer (Designate) of HMS ENDURANCE, joined at Montevideo on 26th January. The purpose of his visit was to meet Ship Chandlers, Embassy and Consular Staffs in Montevideo, Port Stanley and Punta Arenas, the ports most used by the Ice Patrol Ship. He should now be able to advise his Commanding Officer on the operational cycle of the ENDURANCE with particular regard to storing ports and provide a general continuity from HMS PROTECTOR to the new ship. He left from Punta Arenas by Air. His visit was well worth while.

/55. On 28th February...

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55. On 28th February I inspected NP 8902 as directed in Commander-in-Chief, Western Fleet's signal DTG 221227Z January the result of which was reported in my letter No. 237/6 dated 8th March, 1968.

56. With the agreement of His Excellency the Governor I took the opportunity to test the whole Falkland Island Defence Scheme alarm and was impressed by how quickly the forces were stood-to.

57. That night, I re-embarked in PROTECTOR from the Hovercraft, the ship having already been taken to sea by the First Lieutenant during the afternoon to ensure a prompt sailing to Punta Arenas.

Punta Arenas: 2nd March - 6th March.

58. This was quite a pleasant visit, particularly as we had spent 27 out of the 29 days of February at sea. The chief purpose of our being there was to embark the relief NP 8901 who safely arrived from England on 2nd March.

59. A guard of seamen was landed on Sunday 3rd March to partake in a small ceremony of raising the Chilean flag in the main Plaza of the town, a regular Sunday function - The appearance of British sailors marching through the street gave rise to some friendly and enthusiastic applause.

60. A feature of this visit was the exceptionally stormy winds which blew every day between about 1000 - 2000, sometimes reaching 70 knots. This caused no embarrassment as we were on the windward side of the jetty and no send was set up.

61. Throughout this period the flight was disembarked in the Falkland Islands so that Hoverway investigations could be continued and extra space be found during the passage to Stanley for the new NP 8901.

62. One helicopter suffered an engine failure while ashore and it was necessary to fly spare parts to it on return to Falkland Islands.

Port Stanley: 8th March - 12th March.

63. During this period stores which could be useful to NP 8901 and NP 8902 were off loaded, the new NP 8901 relieved the old who were later embarked, and farewell ceremonies and receptions were attended; our days in the South drew to an end.

64. We sailed at 0800 on 12th March and were touched to see that His Excellency and Lady HASKARD had travelled for over an hour to the harbour entrance to wave us farewell.

Falkland Islands.

65. We left the Falkland Islands approaching local elections. The chief topic is the recent announcement that the United Kingdom Government have been negotiating with the Argentine Government over the future of the Falklands. I attach as Annex C a speech by Mr. Stanley MILLER which sums up the present thoughts on this thorny subject.

/66. I believe...

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66. I believe that the morale of the islanders needs bolstering at this time and the presence of NP 8901 and NP 8902 does much to achieve this. Further I recommend that the programme for HMS ENDURANCE includes a specific period allocated to visiting the remoter settlements in the Falklands, it would do a great deal of good for the ship to be seen round the islands and it is a function that PROTECTOR has not been able to perform in the few days she spent fully operational in the area.

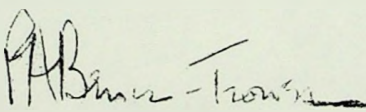
67. Throughout the season work has been in progress to clean and prepare one FFO tank in the Oil Fuel Depot, Port Stanley to take dieso fuel - The final testing of the tank, new pump and pipe line should have taken place on 12th March and it appeared that the dieso tank was all but ready for bulk supply.

Conduct and Morale of the Ship's Company.

68. There is no doubt that the change in programme caused by the grounding of the helicopters bitterly disappointed the Ship's Company. To be prevented reaching Antarctica was a bitter pill to swallow and to have the dreaded seismic operations substituted was not a spoonful of sugar to help the medicine go down.

69. In spite of this they have stuck to their guns remarkably well, and now that there is no danger of escorting Mr. Alec ROSE round the Horn everyone is in very good heart.

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


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

- Annexes: A. Report from Deception Island.
B. Report on South Georgia Whaling Stations. (Not to copy addressees)
C. Speech by Mr. Stanley MILLER.
D. Summary of movements and courtesies exchanged.

Copy to:

His Excellency, the Governor of the Falkland Islands.

The British Naval Attaché, Buenos Aires.

The British Naval Attaché, Santiago.

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ANNEX A. to the Commanding Officer HMS PROTECTOR'S letter No. 263/14
dated 15th March, 1968.

REPORT OF ERUPTION AT DECEPTION ISLAND

FM SHACKLETON

TO LONDON HQ

URGENT

MYERS REPORT AS FOLLOWS.

During the winter there had been many tremors reported by each of the bases. There had increased to the extent that in either October or November the seismograph at PAC recorded a total 381 tremors in one month. The tremors had caused a certain amount of concern to all on bases but we had been assured during the winter that the tremors were a good sign as it meant that volcanic energy was being released. I questioned the seismologist at PAC on the evening third December about the possibility of an eruption and was reassured that the island was perfectly safe. Seismologist was due to visit the British base during the afternoon of the fourth with the relevant information to prove his point and to set my mind at ease. (All following times are GT commencing 4th 2245) 2245 BLAKLEY observed a very large cloud developing in the North.

2246 called PAC on radio but nothing heard.

2255 two men prepared to go to PAC by boat with first aid equipment to lend a hand if situation warranted it. Two men prepared to climb Little Pond so that an observation could be made from 1150 feet. Neither of these two observations were made because by 2305 ash was falling heavily and had reduced the visibility at times to 30 yards.

2258 started to send radio calls for help.

2310 ash started to fall sizes varying from coarse sand down to very fine dust 2315 decided that as we could be of little use to the Chileans we should prepare to evacuate the base if the situation deteriorated. Ash was still falling during the preparations for own evacuation. Cumulo Nimbus boiled up during this period caused a large storm from 2330 onwards which seriously hindered radio communications 0050 onwards.

Argentine Islands acknowledged our distress signals at 0051 and since that time kept watch on the frequency until everyone was safely off the island. 0015 made contact with Stanley sent signal island has erupted are ready to evacuate etc.

0100Z ready to leave, ash combined with large hail falling heavily sky completely black heavy thunderstorm continuous.

0115 received Parlos position XT ETA Deception 0300.

0120 requested permission from master SHACKLETON to evacuate if opportunity and necessity arose. Permission granted immediately.

/0125 asked

0125 asked Pardo if she was going to enter Whalters Bay and receive affirmative reply.

0131 information Stanley through Argentines that I was going to evacuate on Pardo when she arrived.

0139 was informed by Pardo that PAC Base members were on their way to Base B. This was the first news that had been received of the Chileans.

0141 asked Stanley if they wanted anything off the base other than the contents of the safe.

0146 reply received to say that nothing was urgently wanted.

0150 amount of ash falling decreased and visibility increased.

Observed for the first time that the water level in the bay was rising and falling at a very rapid rate.

At the time approx five feet rise and fall between rise and fall differing between 30 seconds and 2 minutes.

0158 asked Pardo if there was any news of the Argentine Base. I was particularly concerned because they had a man with a broken leg and the engine for their boat was out of service.

0200 still static blackouts.

0223 informed Pardo that water in Whalters Bay was still rising and falling rapidly.

0232 Pardo requested info on base personnel and the possibility of using boats through the bellows.

0233 SHACKLETON advised her ETA as 1500 local.

0239 informed Pardo that there was a very strong current through the bellows and that the water in the Bay was rising and falling rapidly.

Also informed them that all the British personnel unharmed but that nothing had been heard from either of the foreign bases.

0249 informed Pardo that the Chileans had arrived.

0300 weather visibility 300 yards heavy continuous thunder lightening hail blowing dust and pseudo-fog. Vertical visibility 50 feet.

0301 Chileans arrived very tired and in a distressed state taking two hours for the journey. At no time did I permit the Chilean Commander radio communications as I considered that this would confuse the situation. The 27 Chileans were reclothed in base members kit and made comfortable. There were no casualties among them.

0305 informed all stations that PAC personnel reports eruptions centre to be northeast of Telefon Bay.

0423 received news from Pardo that 11 Argentines personnel were safe and that their Aguirre ETA was to be 0510Z.

/0420 Due...

0420 due to bad vis Pardo postponed rescue attempts until morning and informed that rescue would then be by helicopter. During the next period contact was maintained with Stanley and other stations. All 42 on base settled down for a period of ration.

0615 Pardo asked for report on weather and currents in the bellows.

0622 gave wind speed as 0 to 15 kts direction variable vis 2 kms to south reported sea to have been normal for the last hour.

0722 had short R/T contact with commodore on Pardo who said I am coming to Neptubes bellows. Then static again.

0738 message from Pardo will continue to cruise south of Deception with Yelcho waiting for improvement of weather to lower boats.

1000Z sent following signal to Pardo regrettably advise against the use of small boats inside the island at present due to the rapid rise and fall of water.

1020 R/T with Pardo and was asked if helicopters could be used. Answered yes.

1024 R/T Pardo sending helicopters in one hour. Gave weather report.

1112 to 1120 R/T asked with Stanley regarding the situation.

1204 helicopters arrived and the Chilean Party evacuated first.

1226Z ZHF22 closed down.

1250 VERE and MYERS of base in last helicopter.

Fresh eruptions were observed whilst last flights were being made.

Later on from Pardo distinct volcanic cloud columns were observed above Stratus and Strato Cumulus.

Pilot of Pardo and Yelcho stood by whilst Argentineans Party was evacuated by Bahia Aguirre helicopter. Both Chilean ships then proceeded to discovering Bay Greenwich Island where a rendezvous with SHACKLETON had been arranged.

I destroyed the contents of the safe at 1230 during the early helicopter flights. The area of the eruption was given by Chilean eye witnesses as being northeast of Telefon Bay. Witnesses on Pardo reported that part of Telefon Ridge has been blow away. Later on fifth when on Pardo four distinct volcanic cloud columns were observed. The British Base at the time of the evacuation was completely undamaged. All the buildings by approximately one foot of ash with hail mixed. All the windows and doors were made secure. The character of the beach has altered and approximately one hundred of the 250 fuel drums left for Adelaide were awash in the bay. The majority of the aircraft fuel for Deception was still dry at the time of evacuation.

Ends

Master

TOR 07/0210ZAC

Extract from speech by Mr. S. Miller's Candidate for West Falkland.
(broadcast on 7th. March 1968)

".....As you are well aware, there are serious times ahead of us over the Argentine claims. During the next four years the colony will need a strong Council with very determined views.

You will all have heard the Governor's address on the evening of February 22nd. on his return from consultations with the British Government. You will all have been as disappointed - in fact as angry - as I was that all he could tell us was really nothing more than you already knew. What you probably did not know was that this was very certainly not the fault of Sir Cosmo Haskard. In our present Governor we are indeed fortunate to have a man so much at one with us all in our determined wishes to remain British and part of Britain. Unfortunately for all of us, the present talks that have been taking place in Britain between the Argentine Ambassador have been confidential and you people are not allowed to know them or indeed any detail of them. In a similar manner your Executive Council is bound by a solemn oath of secrecy which each member has to take on admission to that council, and such solemn undertakings cannot be lightly tossed aside.

We all have known well enough in the last 12 to 18 months how the present British Labour Government has progressed down the Gadarene slope from in 1964 telling the United Nations in brave words that Britain had no intention of contemplating any transfer of sovereignty of the Falklands to the Argentine, to the present situation where the two Governments have had repeated meetings to discuss the problem, with no attempt to listen to our desires and in fact taking good care that none of you people have any idea how those talks are progressing.

But now, my friends, our chance is coming. With our new Legislative Council not encumbered by any such oath of secrecy, provided that it is determined enough, we can see this thing through within the lifetime of the Council and, furthermore, I can tell you without disclosing any secrets that some of us have already taken the first strong steps to start a movement which we hope will not fail to rouse public interest within Britain, which also is of course totally uninformed. There are ways and means of getting through to the British people. Our old Britain - and I repeat - our old Britain is no longer the world power she once was but the British spirit is still there. It only needs waking up again and it is entirely up to you to elect representatives upon your new Council - and here I am really addressing the whole Colony - who will be determined enough and aggressive enough once and for all to make the old country realise where we belong and where we are utterly determined to stay.

We will have absolutely nothing to do with any suggestion, whether it emanates from London or Buenos Aires, that jeopardises in any way the continued existence of our British way of life which we and our forebears have built up so strongly in the last 135 years. You and I in the Falklands live in a splendid little British colony and, if it is worth living in and bringing our children up in, it is worth fighting for.

When I first set out to put down on paper an election broadcast there were one or two points to which I was going to refer. The Guillebaud report was one and there were others, but the current situation which has reared its ugly head recently seems to me to overshadow any contemplation of all the normal problems of our life. What is the use of abstract consideration of the lesser problems until we know what our immediate future is to be and I tell you once again, my friends, we can hold the answer to that, provided you have a determined Council which utterly refuses to be sold down the river by these smooth tongued politicians. Until we have settled once and for all our British future, what use is it to vote money or debate upon internal colony affairs? Of what use is it for our citizens to develop or sink money into their own private projects and homes and what farm is likely to put capital into very much needed pasture and stock carrying development? These things will safely follow once we convince the present British Government that we want done with any more talks, secret or otherwise.

(Continued)

ANNEX D. To the Commanding Officer HMS PROTECTOR'S letter No. 233/14.
dated 15th March, 1968

SUMMARY OF MOVEMENTS AND COURTESIES EXCHANGED.

1. MAJOR MOVEMENTS.

<u>Arrived.</u>	<u>Place.</u>	<u>Sailed.</u>
First Patrol	Port Howard, Keppel Sound and Chartes(West Falkland)	0100(P) 1st Dec 67
1650(P) 6th Dec 67	Stanley	1500(P) 8th Dec 67
0730(P) 9th Dec 67	Ajax Bay	1830(P) 9th Dec 67
0800(O) 13th Dec 67	South Georgia(King Edward Point)	0540(O) 14th Dec 67
0735(O) 14th Dec 67	South Georgia(Stronness	1400(O) 15th Dec 67
030(O) 15th Dec 67	South Georgia(King Edward Point)	0445(O) 16th Dec 67
1130(P) 19th Dec 67	Stanley	1700(P) 21st Dec 67
1800(P) 24th Dec 67	Montevideo	1100(P) 2nd Jan 68
1500(P) 6th Jan 68	Chartes(West Falkland)	1700(P) 6th Jan 68
1300(P) 7th Jan 68	Stanley	1530(P) 9th Jan 68
0840(P) 10th Jan 68	Keppel Sound (N.W. Passage)	1000(P) 19th Jan 68
0800(P) 20th Jan 68	Stanley	1400(P) 24th Jan 68
0900(P) 29th Jan 68	Montevideo	1700(P) 31st Jan 68
0800(P) 3rd Feb 68	Stanley	1530(P) 5th Feb 68
0900(P) 8th Feb 68	Signey Islands(S.Orkneys)	1300(P) 23rd Feb 68
0800(P) 26th Feb 68	Stanley	1530(P) 28th Feb 68
0800(P) 2nd March 68	Punta Arenas	0800(P) 6th March 68
0800(P) 8th March 68	Stanley	0800(P) 12th March 68

/2. OFFICIAL SOCIAL EVENTS...

2. Official Social Events.

a. Stanley (27th November - 8th December)

- 27th November, 1967 - Reception for Captain and Officers at Government House.
- 28th November, 1967 - Reception in HMS PROTECTOR.
- 8th December, 1967 - Memorial Service and Parade to celebrate the anniversary of the Battle of the Falkland Islands.

b. South Georgia.

- 14th December, 1967 - Cocktail party at King Edward Point for Captain and Officers given by Captain and Mrs. COLEMAN.
- 15th December, 1967 - Cocktail and buffet supper onboard for entire population of South Georgia.

c. Montevideo: 1st Visit(24th December - 2nd January)

Calls: 27th December, 1967. The Commanding Officer called on:

Minister of Defence
Minister of Foreign Affairs
Inspector General of Uruguayan Navy
Naval Chief of Staff
Prefect General of Port
HM Ambassador

Commanding Officer's lunch Party onboard 27th December, 1967,
Guests included:

HM Ambassador	Sir Keith UNWIN, KBE, CMG
Minister for Foreign Affairs	Dr. Hector LUISI, O.B.E.
Inspector General of Navy	RADM Francisco de CASTRO
Naval Chief of Staff	Captain Guillerrno FERNANDEZ
Prefect General of Port	Captain José Omar ROSSI
British Consul	Mr. Kevin BURNS.

30th December, 1967 Reception in HMS PROTECTOR.

d. Montevideo: 2nd Visit(29th - 31st January)

Calls: The Commanding Officer called on:

FM Ambassador	Sir Keith UNWIN, KBE, CMG
Acting Minister for Foreign Affairs	Esc. Hector GERONA
Prefect General of Ports	Captain José Omar ROSSI
Mayor of Montevideo	General Carlos Bartolomé HERRERA
Chief of Police, Montevideo	Colonel Raul BARLOCCO

Ceremonial: Guard paraded at wreath laying ceremony of monument to General ARTIGAS.

/e. South Orkneys.

e. South Orkneys:

8th February: Lunch onboard PROTECTOR for British Antarctic Survey personnel.

f. Punta Arenas (2nd - 6th March)

Calls: The Commanding Officer called on:

The Governor of Magellanes

The Commander-in-Chief, 3rd Naval Zone

The president of the Court of Justice

The Mayoress of Punta Arenas

The Bishop of Punta Arenas

The Chief of Police

The Commander-in-Chief, 4th Air Brigade

The Commander-in-Chief, 5th Army Division

Return calls culminated with Commanding Officers luncheon.

Receptions: 2nd March: British Club

4th March: Chilean Navy

5th March: HMS PROTECTOR

Ceremonial: 3rd March: Guard paraded at Flag raising ceremony.

g. Stanley (8th - 12th March)

8th March: Children's party in PROTECTOR

9th March: Party for Captain and Officers at Government House.

Ship open to visitors

10th March: Farewell Service for HMS PROTECTOR.

Commanding Officer's dinner party. Guests included

His Excellency the Governor and Lady HASKARD

The Colonial Secretary, the Honourable W.H. THOMSON
and Mrs. THOMSON.

11th March: Farewell party in PROTECTOR.

CS. for appropriate filing please ²⁸³
to 21/5
30 May 1968 ²⁸⁴
36

The incoming mail has brought a copy of Bence-Trower's Report of Proceedings, dated 15th March, and I note from paragraph 66 that he recommends that the programme for H.M.S. Endurance should include a specific period allocated for visiting the remoter settlements in the Falklands. Needless to say I am very much in favour of this and I would suggest that if you are able to include such a patrol in your programme the most suitable months are February and March.

As you are aware, activity on the farms becomes intense from 1st November onwards but by February/March it is beginning to tail off a bit and it is at that time of the season that people working on the farms are able to participate rather more in social activities, although I would not pretend that the week or so around Christmas is not also a holiday period.

It was very kind of you to go to see my in-laws and Phillada's mother greatly enjoyed having the opportunity to meet you. They were only sorry that my father-in-law was not able to be at home at that time. Perhaps you may have a chance to call in and see them before you return in November?

Morale here is pretty good and so far the early days of winter have been kind to us.

For what it may be worth, I am sending you by surface mail a copy of my address to Legislative Council on 20th May just to keep you in touch with local affairs.

On 28th May I went round all the buildings occupied by the Royal Marine Detachment; the men seem to be in good heart and their quarters are well kept. I am sure however that it will be an excellent thing when the whole detachment can be concentrated at the head of the harbour.

Captain P.W. Buchanan, R.N.,
H.M.S. Endurance,
c/o B.F.P.O. Ships

Copy: ASIC J. Lugg

P.A.
/

HMS ENDURANCE

LIST OF OFFICERS

30th JUNE 1968
WAGO 0901

51

27/6

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Peter William BUCHANAN	a) Captain b) 30.6.67 c) 14.5.25	Commanding Officer	4.4.68	Not applicable	Basic French	None	-
John Barry DIXON	a) Lt.Cdr X(H) b) 1.4.61 c) 18.7.31	First Lieutenant. Officer in charge of Surveys. NBCD Officer.	25.3.68	Not applicable	Nil	None	29.6.68
John Campbell THOMSON	a) Inst.Lt.Cdr MET. b) 30.4.66 c) 15.9.37	Instructor Officer. Oceanographical and Meteorological Officer. Library Officer. Entertainments Officer. Cinema Officer. Resettlement Officer Wardroom Mess Treasurer.	27.6.68	Not applicable	Basic French	None	-
Douglas Morrison DOW	a) Lt. Cdr S b) 1.9.66 c) 1.7.35	Supply Officer. Sports Officer Junior Officers Training Officer	19.3.68	Not applicable	Basic German	None	29.6.68

(1)
Robert Stewart TAILICUR

(2)
a) Lt RM Officer Commanding Royal Marines
b) 27.1.66 Security Officer. CB Officer.
c) 31.7.44 Intelligence Officer. Mail Officer
Messdecks Officer.

(4)
27.6.68

(5)
Not applicable

(6)
Basic Arabic

(7) (8)
None -

Neil Lushington Lindsay
SANDES

a) Lt. SL(X) W/K Mate of Upper Deck. Gunnery
b) 2 . .66 Officer. TAS Officer.Boats
c) 24.8.42 Officer. Cable Officer. Laundry
Officer

17.6.68

Not applicable

Africaans
Xkxosa

None -

Tony Michael BOWER

a) Lt. SL(P) W/K Second Pilot
b) 21.8.66
c) 7.5.42

27.5.68

Not applicable

None

None -

Christopher Arthur Herbert
NEWSUM

a) Lt. SL(O) W/K Second Observer. Photographic
b) 8.10.66 Officer. Wardroom Wine Caterer
c) 23.12.44 Senior Rates' Mess Fund
Supervisor

27.5.68

Not applicable

None

None -

Peter MAZZEO

a) Sub.Lt SLX(H) Second Surveyor. Transport
b) 1.9.66 W/K Officer.
c) 15.8.46

3.6.68

Not applicable

Basic French
Basic German

None -

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Harold Anthony PAWSEY	a) Lt.Cdr X(P) b) 1.1.68 c) 8.5.37	Flight Commander. Senior Watchkeeper	27.5.68	Not applicable		None	-
Douglas Charles WHITE, M.B., B.S.	a) Srg.Lt.Cdr b) 12.2.68 c) 4.3.35	Medical Officer. SRE Officer. Wardroom Mess Secretary	27.6.68	Not applicable	Nil	None	-
John Martin HINES	a) Lt. X(N) W/K b) 1.1.62 c) 1.7.39	Navigating Officer. Communications Officer. Exped Officer. Schools' Visits etc. Naval Information Officer	20.5.68	Not applicable	Basic French	None	-
Michael John RUFUS	a) Lt. SL(O) b) 25.3.62 c) 10.8.38	Senior Observer. Diving Officer	10.6.68	Not applicable	None	None	-
Geoffrey Ronald RUTHERFORD	a) Eng.Lt SD(ME) b) 1.4.64 c) 31.3.25	Marine Engineer Officer. Electrical Officer. Shipwright Officer	12.7.67	Not applicable	None	None	29.6.68

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Stephen Harry Guy BENNETT	a) Midshipman b) 1.9.68 c) 29:12:49	Under Training.	31:7:68	Not applicable	Nil	None	-
Robin John Matthew HOWLAND	a) Midshipman b) 1.9.68 c) 3:5:48	Under Training.	31:7:68	Not applicable	Nil	None	-

COLUMN 1 - Name in full, Decorations.

COLUMN 2 - a. Rank, Specialisation and Sub-Specialisation.
b. Seniority.
c. Date of Birth.

COLUMN 3 - Duty.

COLUMN 4 - Date of joining ship.

COLUMN 5 - Date left U.K.

COLUMN 6 - Language Qualifications.

COLUMN 7 - Expected changes in next 6 months.

COLUMN 8 - Date last S.206 rendered.

From : Captain P. W. Buchanan, Royal Navy

Ch 28/7

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

284

289

No. 500

8th July 1968

SIR COSMO HASKARD, KCMG, MBE,
GOVERNMENT HOUSE,
FALKLAND ISLANDS

Dear Sir Cosmo,

I enclose three photographs of the ship which may be of interest to you and others in the Falklands. They were taken last week on our way from Belfast to Portsmouth. Our "Peat Shed" is not so prominent as that of Protector!

We had the Press on board today and they were much interested in our future activities in your area. I believe we gave them a good impression.

With best wishes,

Yours sincerely,

Peter Buchanan.

Reply at 285.

285.

290

26 July, 1968.

284
Thank you so much for your letter of 8th July enclosing three photographs of Endurance. She certainly looks a most interesting vessel and I am arranging for the photographs to be put on display in Stanley so that when she comes through the Narrows later this year there will be no doubt as to her identity.

lu

Captain P.W. Buchanan, R.N.,
H.M.S. Endurance,
C/O RFFO Ships.

C.S. photos 4/w in display
lu 29/7

W. 24/7

1/2

LOCAL ANNOUNCEMENT

286.

291

Photographs of H.M.S. Endurance the replacement guard ship for
H.M.S. Protector are on view in the entrance hall of the
Secretariat.

To be broadcast twice only.

Monday, 29th July, 1968.

W. ✓

151

CS. for your file 287
1/8/68 292
Si 1/8.
Par martin
modified.
Si.

CONFIDENTIAL

ROUTINE 310750Z
FROM CINCWF
TO NP 8901
NP 8902

FOLLOWING PASSED FOR INFORMATION

ROUTINE 301510Z
FROM CINCWF
TO MOD NAVY
INFO ENDURANCE
BNA SANTIAGO
DA LIMA
BNA CARACAS
SBO WEST INDIES
CHIEF OF BRITISH NAVAL STAFF
CINC PORTSMOUTH
BNA BUENOS AIRES
FLAG OFFICER FLOTILLA
KENT

C O N F I D E N T I A L KDB FOLLOWING PROGRAMME ENDURANCE

26 NOV	-	30 NOV	PORT STANLEY
3 DEC	-	5 DEC	DECEPTION ISLAND
8 DEC	-	10 DEC	SOUTH ORKNEYS
12 DEC	-	14 DEC	SOUTH GEORGIA
17 DEC	-	19 DEC	DECEPTION ISLAND
28 DEC	-	1 JAN	PORT STANLEY
4 JAN	-		DECEPTION ISLAND
24 JAN	-	28 JAN	PUNTA ARENAS
22 FEB	-	24 FEB	PUNTA ARENAS
26 FEB	-	6 MAR	FALKLAND ISLANDS
13 MAR	-	17 MAR	VALPARAISO INFORMAL VISIT
22 MAR	-	26 MAR	CALLAO INFORMAL VISIT
31 MAR	-	2 APR	RODMAN
7 APR	-	11 APR	BARBADOS INFORMAL VISIT
24 APR	-	22 JUL	PORTSMOUTH (ESTIMATED TIME)

2. ALL OTHER VISITS OPERATIONAL.
3. REQUEST DIPLOMATIC CLEARANCE.

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

RX 31/7/68 D.V. WRIGHT CPL(S)

DIST: H.E. GOV OCRM NP 8902 CC(FILE) LOG

NB. DIGETS UNDERLINED SUSPECT.

CONFIDENTIAL

- 1 AUG 1968

*CS. This is now in United
Nations for your information*

DECODE.

*Mr Clapp has
a copy.*

TELEGRAM SENT.

*to 31/10
31/10.*

From SECRETARY OF STATE to GOVERNOR

Despatched: 8/10/68

Time:

Received: 9/10/68 Time

No. 266

RESTRICTED

Begins H.M. Ship Endurance telegram 070955 Z.

Addressed Commander in Chief Western Fleet repeated Governor Falkland Islands.

RDB Commander in Chief ~~WFKDB/301510Z~~ July not to all.

Following is intended amendment to ----- 23rd to November 27th Port Stanley. Transfer survey party and boat to R.E.S. John Biscoe.

November 30th to December 2nd South Georgia load crated aircraft for B.A.S.

4th to December 6th South Orkneys. Unload cargo and hut.

8th to December 11th. Rendezvous John Biscoe unload aircraft.

11th to December 26th. Survey west coast Antarctic peninsula.

December 28th to January 1st Port Stanley.

Cypher

RA

MESSAGE FORM

NUMBER

2924

OR COMM CEN/SIGNALS USE

RESTRICTED

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 031348Z*	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS			SECURITY CLASSIFICATION R E S T R I C T E D
INFO NP 8901 NP 8902			ORIGINATOR'S NUMBER RTT

TO EXPEDITE TRANSFER OF EXPLOSIVE STORES AND SURVEY BOAT TO JOHN BISCOE

AND UNLOADING OF STORES FOR NAVAL PARTIES INTEND TO ARRIVE 0930 FRIDAY

22ND NOVEMBER, SAIL FOR SOUTH GEORGIA A.M. 26TH NOVEMBER. REQUEST

B.A.S. OFFICE BE INFORMED.

2. PROPOSE FIRE 17 GUN SALUTE ON ... *entering* ... NARROWS 0930.

3. AT WHAT TIME WOULD BE CONVENIENT FOR ME TO CALL PLEASE. IF DESIRED

helicopter
WILL BE AVAILABLE FOR RETURN CALL.

4. GOVERNOR FALKLAND ISLANDS REQUESTED TO PASS TO INFO ADDRESSEES

C.S. Please speak on telephone by 5/11.

DIST: H.E. GOV F.I. OCRM NP 8902 CC(FILE) LOG

NB. 1. * TRUE DATE TIME GROUP 021345Z/11.

2. RED DIGETS INDICATE CORRUPT PORTIONS. A CRYPTO SERVICE HAS

BEEN ORIGINATED FOR CORRECTIONS. D.V.V.

Page 1 of 1 pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL No.
FOR OPR'S USE R	DATE 4/11	TIME 1430 H	SYSTEM D.V.V.	OPERATOR D
		DATE 5/11	TIME 1000 H	SYSTEM D.V.V.
				OPERATOR D.V.V.
				RELEASING OFFICER'S SIGNATURE
				RANK

RESTRICTED

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

RESTRICTED

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 031348Z*	MESSAGE INSTRUCTIONS RE-DIST
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS <i>C.S. all informed</i> <i>8/11/68</i> <i>W. alu</i>			SECURITY CLASSIFICATION RESTRICTED
INFO NP 8901 NP 8902			ORIGINATOR'S NUMBER
			RTT

TO EXPEDITE TRANSFER OF EXPLOSIVE STORES AND SURVEY BOAT TO JOHN BISCOE
AND UNLOADING STORES FOR NAVAL PARTIES INTEND TO ARRIVE 0930 FRIDAY
22ND NOVEMBER, SAILI FOR SOUTH GEORGIA A.M. 26TH NOVEMBER. REQUEST
B.A.S. OFFICE BE INFORMED.

- PROPOSE FIRE 17 GUN SALUTE ON POUSINE NARROWS 0930.
- AT WHAT TIME WOULD BE CONVENIENT FOR ME TO CALL PLEASE. IF DESIRED
HELICOPTER WILL BE AVAILABLE FOR RETURN CALL.
- GOVERNOR FALKLAND ISLANDS REQUESTED TO PASS TO INFO ADDRESSEES.

DIST: H.E. GOV F.I. OCRM NP 8902 CC(FILE) LOG

NB. 1. * TRUE DTG 021345Z/11

2. REDIST COPY AFTER CORRECTIONS FROM DEFENCE CONCEN LONDON. D.V.W.

Page 1 of 1 pages		REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME		OFFICE		TEL No.			
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
		5/11	1430	H	DVW		5/11	1525	H	DVW	RANK

RESTRICTED

-5 NOV 1968

MESSAGE FORM

NUMBER

295

FOR COMM CEN/SIGNALS USE

RESTRICTED

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 081510Z	MESSAGE INSTRUCTIONS
FROM NP 8901			PREFIX GR
TO ENDURANCE			SECURITY CLASSIFICATION
INFO			RESTRICTED
<i>CS. for Endurance file please in 8/11 gln</i>			ORIGINATOR'S NUMBER
			RTT

FROM GOVERNOR FALKLAND ISLANDS. REGRET DELAY IN REPLYING YOUR 021345Z.

WILL REPLY WHEN SITUATION CLARIFIES.

2. MOD NAVY PLEASE PASS.

REF: MOD NAVY 031348Z RE-ENCRYPTION ENDURANCE 021345Z

ENDURANCE PROGRAMME 22ND NOVEMBER.

DIST: H.E. GOV F.I. OCRM CC(FILE) LOG

Page 1 of 1 pages		REFERS TO MESSAGE CLASSIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME		OFFICE		TEL No.			
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
							8/11	1200	TG	DVW	
- 8 NOV 1968											RANK

RESTRICTED

0025

GOVERNMENT TELEGRAPH SERVICE

297

FALKLAND ISLANDS

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			22.11.68
To	HMS ETAT CO/ENDURANCE			HQA/C

Following for press party begins We have only one hour
a day Monday to Friday (1500 to 1600 gmt) on London
telephone repeat voice telephone circuit stop If more
time is required we would be happy to approach London
for additional time stop Grateful for estimate of time
required ends

ime

AA

Colonial Secretary

copy to 2427

15

0625

GOVERNMENT TELEGRAPH SERVICE

296

FALKLAND ISLANDS

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			21.11.68
To	LTF CO HMS ENDURANCE			HQA/C

Message from British Consul Punta Arenas stop You
must arrive Punta and be cleared by 1000 local time
on Saturday 30th November stop No clearance facilities
after that hour and airline unable cope documentation
after same hour

Colonial Secretary

Time

AA

copy to 2427.

CLASSIFIED MESSAGE

S.1320 h (Rev. July 1963)

NO UNCLASSIFIED REFERENCE OR REPLY

OUR DEN 534/29. S/N. TOD.../5422 J.A.B. 25-11-68

DIST: Z1.01.12(3) 51.006.

RESTRICTED

FROM ENDURANCE

ROUTINE

IN TO: 20

MOD NAVY

RESTRICTED

TO: 2000 ↓

CINC WESTERN FLINT

251100Z NOV

RESTRICTED EIL. INTENTIONS UNTIL 16 DEC.

25 NOV STANLEY LOAD CARGO AND EMBARK BASE PARTY FOR DECEPTION

26 NOV SAIL STANLEY

30 NOV GALLIENS. DISSEMBARK HULLFEST AND PARTY

01 DEC PORTA ARENAS. EMBARK ROYAL SOCIETY EXPERIMENTATION, MAIL AND STORES.

4 TO 6 DEC DECEPTION ISLAND. DISSEMBARK PERSONNEL AND CARGO TO EM-OPEN BASE AND AIRFIELD. LEAVE DETACHED SURVEY PARTY AND BOAT.

8 TO 9 DEC SIGNEY ISLAND. DISSEMBARK AND EJECT HUT.

14 TO 12 DEC SOUTH GEORGIA. LOAD AIRCRAFT FOR DECEPTION.

16 DEC DECEPTION ISLAND. RETURN ANTARCTIC RESEARCH FOR SURVEY

RESTRICTED

D.T.G. 251100Z NOV

CLASSIFIED MESSAGE

From : Captain P. W. Buchanan, Royal Navy

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

As per Secretariat file
18/11/68

26th November, 1968

No.500

Sir Cosmo Haskard K.C.M.G., M.B.E.,
Government House,
Falkland Islands.

Dear Sir Cosmo,

I enclose a copy of our intended programme until 16th December. The dates after 1st December are, of course, subject to weather, ice and length of time unloading etc. but we should not deviate from them significantly.

I would like to sail from Port Stanley by 1700 (local time) on Thursday, 28th November, but earlier if the weather forecast is unfavourable, to reach Gallegos in time to connect with the Minister's flight.

We hope to return to Stanley on Saturday, 28th December and remain until Thursday, 2nd January. We would, of course, be delighted to take yourself and Lady Haskard to Grahamland then, if that would be convenient.

Yours sincerely,

Peter Buchanan.

DECODE.TELEGRAM.*From* ADMINISTRATIVE OFFICER, SOUTH GEORGIA*To* COLONIAL SECRETARY, STANLEY

Despatched : 3rd December, 19 68 *Time :* 1230*Received :* 3rd December, 19 68 *Time :* 1200

No. 204 Grateful to know when may we expect
Endurance

ADMINOFF

GTC : AA
Intld H.L.B.

Reply nr 299.

Endurance file no.

129

S 1320 L

MESSAGE FORM

NUMBER

COMM CEN/SIGNALS USE

CONFIDENTIAL

3/12

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 031359Z	MESSAGE INSTRUCTIONS
FROM NP 8901			PREFIX GR
TO CINCWF H.E. GOVERNOR FALKLAND ISLANDS BNA BUENOS AIRES HMS ENDURANCE			SECURITY CLASSIFICATION CONFIDENTIAL
INFO			ORIGINATOR'S NUMBER KLK

REF FIRM 68 PARA 8A.

1. DETACHMENT ALERTED WHEN ARGENTINE PLANE CRASH LANDED 27TH NOVEMBER.
2. NIL.
3. NORMAL DETACHMENT TRAINING.
4. MOD NAVY PASS ALL EXEMPT H.E. GOVERNOR FALKLAND ISLANDS AND
HMS ENDURANCE.

DIST: H.E. GOV F.I. OCRM CC(FILE) LOG

Page 1 of 1 pages		REFERS TO MESSAGE CLASSIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME		OFFICE	TEL No.				
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
							03/12	1130	H	DVW	
							- 3 DEC 1968				RANK

CONFIDENTIAL

GOVERNMENT TELEGRAPH SERVICE

299

FALKLAND ISLANDS

SENT

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

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			4.12.68
To	ETAT ADMINOFF ZBH			SGA/C

298
No 142 Yourtel 204 Endurance stop ETA 12th December
ETD 14th December stop If weather bad Orkneys may
arrive yours earlier

Secretary

Time

AA

Ret.

DECODE.

300

TELEGRAM.

From CO ENDURANCE

To GOVERNOR FALKLAND ISLANDS
(info Antarctic Port Stanley)

Despatched : 11th December, 1968 Time : 0222

Received : 11th December, 1968 Time : 0945

Am proceeding to Marguarite Bay in case
helicopters required in connection with
twin otter incident. ETA early am
Sunday 15th

CO Endurance

} Rm'd to
B.A.S. Office
10.15 - 11.12.68.

P/L : AA

C.S. You have a file
on movements of the ships
I think.

19/12



G.O.
S. 12/12

With the compliments of

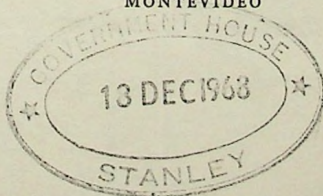
HER MAJESTY'S AMBASSADOR

H.E. Sir Cosmo Haskard, K.C.M.G.,
M.B.E.

Government House,
Port Stanley.

BRITISH EMBASSY

MONTEVIDEO



0625/x011

1.5

46/3

BRITISH EMBASSY,
MONTEVIDEO.

2 December, 1968.

Sir,

I have the honour to report that H.M.S. ENDURANCE, under the command of Captain Peter Buchanan, R.N., paid her first informal visit to Montevideo from the 9th to the 19th of November. H.M.S. ENDURANCE was previously the Danish merchant ship "Anita Dan" and has replaced H.M.S. PROTECTOR as the Royal Navy's Ice Patrol Ship.

2. A copy of the programme arranged for the visit is enclosed. The usual courtesy calls were paid, wreaths laid, games played and entertainment given and returned. This part of the programme calls for no special comment. However, by a lucky chance H.M.S. ENDURANCE's first visit coincided with a series of special celebrations and commemorations, which added an unusual variety to the programme and perhaps fell only just short of overburdening Captain Buchanan and his officers.

3. The principal of these special events fell on Sunday the 10th of November, when the Captain and members of the ship's company attended a Remembrance Day Service at Holy Trinity Church. Captain Buchanan read the Lesson and afterwards laid a wreath on the grave of the Unknown Sailor at the British Cemetery. On Friday the 15th of November H.M.S. ENDURANCE contributed a contingent of sailors for the Uruguayan Navy Day parade at which President Pacheco was present, and Captain Buchanan laid a wreath on the Uruguayan

The Right Honourable Michael Stewart, M.P.

etc., etc., etc.,

Foreign and Commonwealth Office.

Navy Memorial on behalf of my Naval Attaché, who had had to return to Buenos Aires. This year as well, the English Club was celebrating its centenary and the British Society its fiftieth Anniversary. Captain Buchanan presented mementoes to mark these occasions to the Presidents of each body and another to myself as President of the Uruguayan Branch of the British Legion, to mark the Fiftieth Anniversary of the ending of the First World War. Tokens were also exchanged when the Uruguayan Navy entertained Captain Buchanan and his officers at the traditional vin d'honneur at the Club Naval. For good measure the Chief of Police presented Captain Buchanan with a gaucho whip in order, as he put it, to assist him to maintain control of his admittedly splendidly disciplined crew.

4. So far as our records go, this visit was the longest yet paid by one of Her Majesty's ships to Montevideo, but fears that it would be difficult to devise a sufficiently full or varied programme and secure sufficient offers of hospitality for the ship's company for so long a period proved to be unfounded. I myself gave a Cocktail Party for the Captain and officers to which I invited a representative selection of the British community (especially those who individually or collectively were prepared to entertain the sailors), the Uruguayan Navy and Uruguayan civilians; and members of the British community and British firms were generous in extending invitations to all ranks. The Uruguayan Navy's customary willing co-operation also helped to ensure a very successful visit. This friendship has prospered over the years and we had particular evidence of it this time

RESTRICTED

in the Uruguayan Navy's anxiety that H.M.S. ENDURANCE should participate in their Navy Day Celebrations.

5. A Press Conference was held on board as usual, shortly after the ship's arrival and press reports covering the visit were generous both in tone and volume.

6. Before the ship's arrival it became known that Lord Chalfont would be travelling on H.M.S. ENDURANCE to Port Stanley in order to acquaint himself with the views of the Falkland Islanders and to explain to them Her Majesty's Government's policy. To this end the ship's planned departure from Montevideo was delayed for 36 hours.

7. The maintenance of the good relations which exist between Britain and Uruguay has been much helped by the visit of H.M.S. ENDURANCE, though I expect to be putting forward in due course some suggestions for spreading out the burden of naval visits to Uruguay in years when more than one such visit is scheduled. This should not, however, be taken to mean that I or my staff or the British community or the many school children and hundreds of Uruguayans who visited H.M.S. ENDURANCE were other than favourably impressed with the bearing of her complement and with her hospitality.

8. I am sending copies of this despatch to Her Majesty's Representatives in Buenos Aires and Santiago and to the Governor of the Falkland Islands.

I have the honour to be,

With the highest respect,

Sir,

Your obedient servant,

(K. Unwin)

-3-

RESTRICTED

MESSAGE FORM

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 231120Z	MESSAGE INSTRUCTIONS RELAY NOMAD
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER RTT

1. PLANNED PROGRAMME IS NOW AS FOLLOWS :-

A.M. 29TH DECEMBER - 2ND JANUARY STANLEY

5TH JANUARY - 6TH JANUARY SOUTH GEORGIA LOAD AIRCRAFT

9TH JANUARY - 10TH JANUARY DECEPTION UNLOAD AIRCRAFT

11TH JANUARY - POTTER COVE COLLECT SURVEY PARTY

12TH JANUARY - ARGENTINE ISLAND FOR SURVEY

2. MUCH REGRET INCONVENIENCE CAUSED BY CANCELLATION OF ANY ARRANGEMENTS

28TH DECEMBER STANLEY.

3. HOPE YOU AND LADY HASKARD WILL ACCOMPANY US 2-12 JANUARY IF YOUR

RETURN BY B.A.S. SHIP CAN BE ARRANGED.

4. WOULD LIKE TO HAVE SHIP OPEN TO PUBLIC 1400 TO 1600 HOURS SUNDAY

29TH DECEMBER AND GIVE A CHILDRENS PARTY FOR 30 APPROXIMATELY,

AGE GROUP 8-10 YEARS ON TUESDAY 31ST DECEMBER.

5. IF YOU AGREE REQUEST NECESSARY ANNOUNCEMENTS BE MADE.

DIST: H.E. GOV F.I. OCRM (BAS OFFICE PARA 1) D.V.W.

Page 1 of 1 pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL No.							
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
		23/12	0845	V	DVWV						RANK

0625

302
303

PUBLIC NOTICE

No.

Colonial Secretary's Office,
Stanley, Falkland Islands.

24th December 1968.

By kind permission of Captain Buchanan, R.N., H.M.S.
Endurance will be open to the public on Sunday 29th
December between the hours of 2 and 4 p.m.

Please Broadcast to Stanley:-

Thursday 26th
Friday 27th
Saturday 28th

Ref: 0625/XVII

RRB.

file pl.

CS 2 copies BOB
in 304
24/12

C O P Y

From ENDURANCE
To GOVERNOR FALKLAND ISLANDS

1. Planned programme is now as follows:-

A.M. 29th December	-	2nd January	Stanley
5th January	-	6th January	South Georgia load aircraft
9th January	-	10th January	Deception unload aircraft
11th January	-		Potter Cove collect survey party
12th January	-		Argentine Island for survey

2. Much regret inconvenience caused by cancellation of any arrangements 28th December Stanley.

3. Hope you and Lady Haskard will accompany us 2-12 January if your return by B.A.S. ship can be arranged.

4. Would like to have ship open to public 1400 to 1600 hours Sunday 29th December and give a children's party for 30 approximately, age group 8-10 years on Tuesday 31st December.

5. If you agree request necessary announcements be made.

From GOVERNOR FALKLAND ISLANDS
To ENDURANCE

Your 231120Z

1. Quite understand necessity for alteration of programme.

2. I am sure that Stanley residents will greatly appreciate opportunity to visit Endurance 1400 to 1600 Sunday 29th December.

3. Childrens party will certainly be popular and Superintendent of Education will arrange for approximately 30 children age group 8-10 years Tuesday 31st. Grateful indication timing.

4. As my wife and I are already booked to visit South Georgia in March or April and as you will no longer be visiting Graham Land bases early January, we have reluctantly decided that our plans to take passage with you in January must be abandoned. We greatly look forward however to taking passage on your Falkland patrol in February/March.

MESSAGE FORM

NUMBER

304

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 241430Z	MESSAGE INSTRUCTIONS
FROM GOVERNOR FALKLAND ISLANDS			PREFIX GR
TO ENDURANCE			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER RTT

YOUR 231120Z.

1. QUITE UNDERSTAND NECESSITY FOR ALTERATION OF PROGRAMME.
2. I AM SURE THAT STANLEY RESIDENTS WILL GREATLY APPRECIATE OPPORTUNITY TO VISIT ENDURANCE 1400-1600 HOURS SUNDAY 29TH DECEMBER.
3. CHILDRENS PARTY WILL CERTAINLY BE POPULAR AND SUPERINTENDANT OF EDUCATION WILL ARRANGE FOR APPROXIMATELY 30 CHILDREN AGE GROUP 8-10 YEARS TUESDAY 31ST DECEMBER. GRATEFUL INDICATION TIMING.
4. AS MY WIFE AND I ARE ALREADY BOOKED TO VISIT SOUTH GEORGIA IN MARCH OR APRIL AND AS YOU WILL NO LONGER BE VISITING GRAHAM LAND BASES EARLY JANUARY, WE HAVE RELUCTANTLY DECIDED THAT OUR PLANS TO TAKE PASSAGE WITH YOU IN JANUARY MUST BE ABANDONED. WE GREATLY LOOK FORWARD HOWEVER TO TAKING PASSAGE ON FALKLANDS PATROL IN FEBRUARY/MARCH.

DIST: H.E. GOV F.I. OCRM LOG (REF: ENDURANCE PROGRAMME)

Page 1 of 1 pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL No.						
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
		D	26/12	0833	V	DWV				RANK 26 DEC 1968

MESSAGE FORM

NUMBER

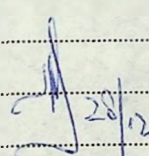
305
304

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 271101Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER RTT

YOUR 231120Z

1. E.T.A. 290830 LOCAL. *Since amended to 7pm today - last announcement made.*
2. SHIPS BOAT WILL RUN FROM PUBLIC JETTY FOR VISITORS. *This info has been added to the announcement.*
3. CHILDRENS PARTY 1530-1700. *S/E informed delegation.*



NB. SUGGEST REF SHOULD READ MY 231120Z, YOUR 241430Z.

REF: 1. ENDURANCE PROGRAMME.

2. GOVS REPLY AND REQUEST FOR TIMING INDICATION.

DIST: H.E. GOV F.I. OCRM LOG.

Page 1 of 1 pages		REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		DRAFTER'S NAME		OFFICE		TEL No.			
FOR OPR'S USE	R	DATE 27/12	TIME 0833	SYSTEM V	OPERATOR DVW	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
		27	DE	1968							RANK

DECODE.

C.S. 14 29/12
TELEGRAM.

305
306
28/1

From ENDURANCE

To GOVERNOR FALKLAND ISLANDS (INFORMATION NP 8901)

Despatched : 281120Z (28.12.68) 19 68 Time :
Received : 28.12.68. 19 Time : 9.30 a.m.

As arrival Falklands before dark now probable do not intend to wait till morning to enter Stanley. Amend ETA to 28th, 1900 local.

2. NP 8901 are requested to ensure Endurance mail available on arrival.

P/L : SJS

15/1

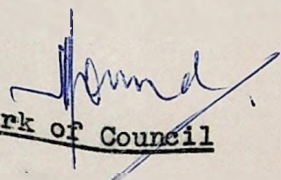
EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO 14/68

HELD ON 30TH DECEMBER 1968.

0625/XVII 22. VISIT OF WARSHIP.

Council noted that H.M.S. Arethusa was scheduled to visit the Colony between 15th and 18th March 1969.

It was also noted that H.M.S. Endurance planned to visit parts of the Colony between 27th February and 4th March 1969. Salvador, Port Stephens and Speedwell Island were mentioned as possible visiting points.


Clerk of Council

*Subsequently amended by
omission of Port Howard and
inclusion of New Island and reduction of*

Drafted 2/1/69

SUGGESTED DRAFT PROGRAMME FOR H.M.S. ENDURANCE

26th February to 6th March:-

*omit by one
day due to actual
date of departure.*

Wednesday 26th February	H.M.S. Endurance arrives Stanley from Punta Arenas. Shield Football match. Dinner party at Government House.
Thursday 27th February	p.m. leave Stanley for Darwin Harbour (Goose Green)
Friday 28th February	a.m. arrive Darwin Harbour (Goose Green) Interchange of visits ship/shore. School children visit ship. Leave late p.m.
Saturday 1st March	Arrive Port Stephens. Interchange of visits ship/shore. Leave late p.m.
Sunday 2nd March	Jason Islands and Sedge Island
Monday 3rd March	Port Howard.
Tuesday 4th March	Salvador (weather permitting) - day visit only. Interchange of visits ship/shore.
Wednesday 5th March	a.m. arrive Stanley. Shield football match. Dinner party at Government House.
Thursday 6th March	Cocktail party at Government House.
Friday 7th March	H.M.S. Endurance leaves Stanley for Valparaiso.

Note: Alternative route from 27th February could be Salvador,
Port Howard, Sedge Island, Jason Islands, Port Stephens
and Darwin Harbour.

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			3.1.69
To	Confirmatory copy Phoned W/T Stn 15.40 3.1.69 SSA/C			
ETAT ADMINOFF ZBH				

Unnumbered Endurance sailed 2100 Thursday 2nd

Secretary

Time AA

308.

1.5

3 January, 1969.

In my manuscript letter of 2nd January accompanying the draft programme for your cruise in Falkland Island waters at the end of February, I suggested that there was merit in deferring a second visit to Port Howard until next season.

I said I would write further by Perla Dan and I would now like to suggest the inclusion of New Island for a visit between Port Stephens and the Jason Islands.

Two years ago Captain Sandford had hopes of calling at New Island on his way to or from Punta Arenas but in the event he was unable to spare the time. Jack Davis, the owner of the island, is an interesting character and the island is famous for its wildlife, having been described fairly fully in "Penguin Summer". There is a fur seal colony and great numbers of penguins including an occasional macaroni, black browed albatrosses and firebirds.

The anchorage is a good one and was used by whalers for a number of years, Salvesens of Edinburgh maintaining a station there until 1916. The harbour has long been favoured by Russian ships and a call by one of H.M. Ships would not be out of place.

I think that, if asked, the Davises would welcome a visit. Perhaps you would send me a signal to say whether you are agreeable and, if so, I shall get in touch with Davis.

M

Captain P.W. Buchanan, R.N.,
H.M.S. Endurance.

MESSAGE FORM

NUMBER

310

FOR COMM CEN/SIGNALS USE

-McC-51-894-

PRECEDENCE-ACTION	PRECEDENCE-INFO	DATE-TIME GROUP	MESSAGE INSTRUCTIONS
ROUTINE	DEFERRED	041110	

FROM	PREFIX
ENDURANCE	GR

TO	SECURITY CLASSIFICATION
GOVERNOR FALKLAND ISLANDS	UNCLASSIFIED

INFO	ORIGINATOR'S NUMBER
	RTT

ACROSS WRITE	YOUR FIRST DATES WERE CORRECT.	SHIP WILL HAVE TO SAIL STANLEY AM 6TH MARCH.	5
	WILL THEREFORE WORK ON ORIGINAL PROGRAMME OF VISITS AND AMEND INVITATION CARDS		10
	TO SHIPS OFFICERS ACCORDINGLY.		15
			20
			25
			30
			35
			40
			45
			50

DIST: H.E. GOV F.I. OCRM LOG

PAGE 1 OF 1 PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

TEL. No.

CLASSIFIED

☐ YES☐ NOFOR
OPRS
USE

R

DATE
4/1TIME
0805SYSTEM
VOPERATOR
DVW

D

DATE

TIME

SYSTEM

OPERATOR

RELEASING OFFICERS SIGNATURE

RANK

AN 1969

January, 1969.

Thank you for your signal of 4th January notifying me ³¹⁰ that Endurance will have to sail from Stanley on the morning of 6th March and that you would therefore work on the original programme of visits and are amending the invitation cards for ship's officers accordingly.

Before receiving your telegram I had written the enclosed ³⁰⁹ letter of 3rd January regarding a possible visit to New Island and I am enclosing it in case you consider that a call at New Island would fit into your programme even though you are now due to leave Stanley on 6th March.

In due time perhaps you would send me a signal to let me know your views and also indicating whether you think it preferable to go round the Islands clockwise or anticlockwise. Meanwhile I shall take no steps to get in touch with the Davises at New Island. I think however that a brief call there would be popular with them, particularly in view of the fact that Protector was unable to visit New Island two years ago.

Since your departure we have had a good deal of rain and wind in Stanley and we were envious to learn that you were sailing through smooth seas in brilliant sunshine twenty-four hours after leaving here.

Captain P.W. Buchanan, R.N.,
H.M.S. Endurance.

312

S 1320 L

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

100 4/1

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 101122Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS			SECURITY CLASSIFICATION UNCLASSIFIED
			ORIGINATOR'S NUMBER RTT

INFO

AM DESPATCHING DRAFT PROGRAMME FOR FALKLANDS TOUR BY JOHN BISCOE WHICH SHOULD REACH YOU 17TH JANUARY.

OUTLINE IS AS FOLLOWS :-

271130 FEB SAIL STANLEY
271600 - 281800 DARWIN
010730 MAR 011400 PORT STEPHENS
011900 - 021100 NEW ISLAND
021400 - 021900 JASONS AND SEDGE
030830 - 031900 SALVADOR
040830 ARRIVE STANLEY

DIST: H.E. GOV F.I. OCRM LOG

Page 1 of 1 pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME	OFFICE	TEL No.				
FOR OPR'S USE	DATE 0/1 0838	TIME 110 JAN 1969	SYSTEM V	OPERATOR D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
									RANK

COPY OF MANUSCRIPT LETTER DATED 12TH JANUARY 1969 FROM THE GOVERNOR
TO MR J.J. DAVIS, NEW ISLAND:

You may remember that almost two years ago Captain Sandford had hoped that he would be able to make a call at New Island in H.M.S. Protector. In the event he was not able to do so but I wonder whether you and Mrs Davis would care to receive a visit from H.M.S. Endurance at the beginning of March this year.

Captain Buchanan is very willing to bring his ship to New Island if such a visit were to be acceptable to you. My wife and I would be taking passage in Endurance at that time and visiting several places.

If you were agreeable, Captain Buchanan's idea would be to arrive at New Island at about 6.00 p.m. Camp time on Saturday 1st March and leave again during the morning of Sunday 2nd March.

He would, I know, wish to invite you and Mrs Davis on board and, as far as members of the ship's company are concerned, I know that Captain Buchanan would require them to conform strictly to any views you might express regarding their movements ashore.

.....

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

314

—McC—51-8947

PRECEDENCE-ACTION		PRECEDENCE-INFO		DATE-TIME GROUP		MESSAGE INSTRUCTIONS	
ROUTINE		DEFERRED		131812Z			
FROM GOVERNOR FALKLAND ISLANDS						PREFIX GR	
TO ENDURANCE						SECURITY CLASSIFICATION UNCLASSIFIED	
INFO						ORIGINATOR'S NUMBER RTT	
						SPECIAL INSTRUCTIONS	
ACROSS WRITE	YOUR 101122Z.		PROGRAMME ADMIRABLE.		AM TAKING PRELIMINARY ACTION TO		5
	ARRANGE WITH SETTLEMENTS CONCERNED.		PRESUME YOUR TIMINGS ARE		STANLEY		10
	TIMES.		CAMP TIME IS ONE HOUR AFTER STANLEY TIME AND THEREFORE		PORT		15
	STEPHENS AND SALVADOR ARRIVALS		MAYBE SLIGHTLY EARLY FOR SOCIAL		ACTIVITY.		20
					GOVERNOR		25
							30
							35
							40
	REF: H.E. GOV F.I. OCRM LOG						45
	REF: ENDURANCE PROGRAMME.						50

PAGE 1 OF 1 PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

TEL. No.

CLASSIFIED

☐ YES☒ NO

FOR OPRS USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICERS SIGNATURE
						14/1	0830	V	DVW	
										RANK

14 JAN 1969

Miss Swannick: Please telephone FIC. 315'

Sluggie

Entrance likely to visit Jarrow Harbour
p.m. Thursday 27 Feb until p.m.
Friday 28 Feb and Port Stephens
a.m. Saturday 1st March.

Further details expected next week.

✓ SP 14/1

Time has shown that this is not workable and there must come a point when an employee should retire, taking with him the pension he has rightfully earned. The question of future employment is not one for the Pensions Ordinance and if a retiring employee is still of value to the Government there is no reason why he should not be re-employed at a salary commensurate with his new value. It is not always convenient that an Officer should be retained in the Service after his 60th year.

W. H. Thompson

(W. H. THOMPSON)
COLONIAL SECRETARY

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

316

—MeC—51-S24

PRECEDENCE-ACTION ROUTINE	PRECEDENCE-INFO DEFERRED	DATE-TIME GROUP 151105Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE		PREFIX GR	
TO GOVERNOR FALKLAND ISLANDS		SECURITY CLASSIFICATION UNCLASSIFIED	
INFO		ORIGINATOR'S NUMBER RTT	
		SPECIAL INSTRUCTIONS	

ACROSS WRITE	YOUR 131812Z.			5
	ALL TIMES IN MY 101122Z ARE CAMP TIME EXCEPT FOR DEPARTURE AND ARRIVAL STANLEY			10
	WHICH ARE STANLEY TIME			15
				20
				25
				30
				35
	ST: H.E. GOV F.I. OCRM LOG			40
	REF. 1. CONFIRM TIME ZONE FOR YOUR PROGRAMME.			45
	2. ENDURANCE PROGRAMME.			50

PAGE 1 OF 1 PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL. No.	
		CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO							
FOR OPRS USE	R	DATE 15/1	TIME 0833	SYSTEM V	OPERATOR DVW	D	DATE	TIME	SYSTEM OPERATOR
15 MAR 1969						RELEASING OFFICERS SIGNATURE			
						RANK			

317

15

January, 1969.

I thought that you would like to know that I have had a signal from Captain Buchanan regarding visits in Falkland Island waters at the end of February and beginning of March.

Further details are likely to be forthcoming after John Biscoe arrives here with the mail later this week but, meanwhile, I write to enquire whether Monday 3rd March would be a suitable date for Endurance to visit Salvador.

Before he sailed for South Georgia, Captain Buchanan said that he thought it unlikely that a ship of the size of Endurance had visited Salvador Waters in recent years and he feels that he must limit his visit to the hours of daylight in case the weather requires him to make a quick exit. He is, however, keen to include Salvador in the programme and he has available to him the navigational notes made by the Bay class frigates.

Salvador would be the last port of call by Endurance before returning to Stanley after a clockwise tour round the Islands.

If there is no outward mail from Salvador in the next few days I wonder whether you could send the Colonial Secretary a message by R/E to say whether or not Monday 3rd March would be convenient from your point of view?

W

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSRECEIVED

320

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

Number	Office of Origin	Words	Handed in at	Date
243	Sedge Is	8	0840	20.1.69

To

His Excellency The Governor Government House Stanley

Thanks Letter Quite Convenient

McBeth

As I wrote a personal letter
to McBeth re Endurance
unit. In 20/1

Time

DRIFT PROGRAMME FOR HMS HINDRANCE 27th FEBRUARY TO

4th MARCH, 1969.

All times are Camp Time except for arrival and departure from Stanley

Thursday, 27th February	1130	Sail Stanley
	1600	Arrive Darwin Harbour. Shore leave.
	1930	Buffet Supper and Film in Wardroom for up to 8 guests.
Friday, 28th February	a.m.	Visits from school.
	p.m.	Shore leave
	1400-1600	Ship open to visitors
	1800	Sail Darwin Harbour
Saturday, 1st March	0730	Arrive Port Stephens

	a.m.	Shore leave
	1100	Sail New Island
	1400-1530	Visit Jason Islands
	1730-1900	Visit Sedge Island (see note 1)
Monday, 3rd March	0830	Arrive Salvador Settlement
	1230	Buffet Lunch in Wardroom for up to 12 guests.
	p.m.	Shore leave
	1400-1600	Ship open to visitors
	1900	Sail Salvador (Tide and Darkness dictate time).

- Tuesday, 4th March
- 0830 Arrive Stanley (see note 2)
- Notes: 1. The times for Jason and Sedge are for the ship. Using helicopters the whole period 1300 to 1900 could be spent on these visits. Survival suits would have to be worn by passengers on these open sea flights. 1900 is a deadline due to darkness.
2. Arrival Stanley can be any time after 0100 as convenient.

321

EXTRACT FROM A LETTER WRITTEN BY MRS J. DAVIS TO H.E.

13th January, 1969.

Dear Sir Cosmo,

Thank you for your letter of the 12th which we received today. (313)
Yes we will be delighted to have a visit from the "Endurance" and it will be a pleasure to meet yourself and Lady Haskard again. It's rather a pity the visit is so short, there is little or no time for the crew to stretch their legs on shore, well may be when the time comes Captain Buchanan may give us a day longer of their company.

.....

EXTRACT FROM A LETTER WRITTEN BY THE HON. MR R.M. PITAIUGA TO H.E.

18th January 1969.

.....

With regard to the visit of Endurance to Salvador, we would (317)
be delighted to see her on the 3rd March which will certainly be a convenient date. I think Captain Buchanan and his ship will be quite safe in these waters as there is always shelter and good anchorages no matter which direction the wind comes from. In fact, the holding ground is such that while Darwin was here last week, Captain Miller quite calmly warped her broadside to a strong wind while anchored off our lee shore so that his scows loaded with wool could work alongside in shelter. I was most impressed. Anyway, we look forward to seeing Endurance in March and very much hope that the weather does not upset the arrangement.

.....

DECODE.TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 20/1/69

Time:

Received: 23/1/69

Time: 1530

No. 8CONFIDENTIAL

Western Fleet's visit to South America.

Ministry of Defence are today making press release about this visit and will mention that a ship will (call) at Stanley late in March.

2. We understand you have been kept informed of the visit.

See 1.326.

Cypher: SJS

*S. J. S.
24/1*

C.S. Please have announcement included in Friday newsletter. Name of trip need not be mentioned.

to 28/1

CS for filing please

CH

25/1

L
W1

324

EXTRACT FROM A LETTER TO MRS DAVIS, NEW ISLAND.

24th January, 1969.

Dear Mrs Davis,

Thank you so much for your letter of 13th; we are delighted that it will be convenient for you and Mr Davis to have a visit from Endurance and we look forward to the occasion.

A signal from Endurance says that the ship would hope to arrive about 7.p.m., Camp time, on Saturday 1st March and that there would be a buffet supper and a film on board for up to 8 guests. Unlike Protector, Endurance has rather limited accomodation. The time of the buffet supper would be 7.30 p.m. The ship is due to sail again at 11 a.m., Camp time, on Sunday 2nd.

0625/XVII 19. VISIT OF HMS ENDURANCE TO CAMP

Copies of the proposed itinerary for H.M.S. Endurance's proposed visit to camp between 27th February and 4th March were circulated for members' information.

Clerk of Council

DECODE.

TELEGRAM.

From H.E. THE GOVERNOR

To H.M.S. ENDURANCE

Despatched : 30th January

19 69

Time : a.m.

Received :

19

Time :

319
Your letter 526 of 10th January programme admirable. It seems probable annual sports week at Darwin Harbour will be last week February so your visit would coincide and this would be popular. It may necessitate slight amendment of your Darwin Harbour detailed programme within times laid down but I will signal again later.

P/L : SJS

Sent via "Moody Brook".

CS. in file Mean
325
326
lu
29/1

Ref: 0625/XVIII

Colonial Secretary's Office,
Stanley, Falkland Islands.

1st February, 1969.

To: A. Sloggie, Esq.,
R.G. Vinson, Esq.,
W.H. Goss Esq.,
J. Davis Esq.,
W. McBeth Esq.,
Superintendent of Education,
Harbour Master,
Headmaster, Darwin Boarding School.

Copies : All members of Executive and
Legislative Councils.

Visit of H.M.S. Endurance
to Camp Stations

The following programme has been arranged for the period
27th February to 4th March.

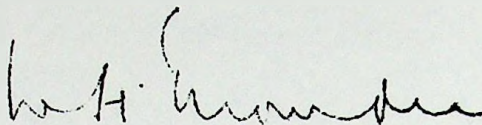
His Excellency the Governor and Lady Haskard will be on
board.

All times are Camp Time except for arrival and departure
from Stanley

Thursday, 27th February	1130	Sail Stanley
	1600	Arrive Darwin Harbour. Shore leave
Friday, 28th February	a.m.	Visits from School
	p.m.	Shore leave
	1400-	
	1600	Ship open to visitors
	1800	Sail Darwin Harbour
Saturday, 1st March	0730	Arrive Port Stephens
	a.m.	Shore leave
	0900-	
	1100	Ship open to visitors
	1400	Sail Port Stephens
	1900	Arrive New Island
Sunday, 2nd March	a.m.	Shore leave
	1100	Sail New Island
	1400-	
	1530	Visit Jason Islands
	1730-	
	1900	Visit Sedge Island (see note 1)
Monday, 3rd March	0830	Arrive Salvador Settlement
	p.m.	Shore leave
	1400-	
	1600	Ship open to visitors
	1900	Sail Salvador (Tide and Darkness dictate this.)
Tuesday, 4th March	0830	Arrive Stanley (see note 2).

.../Notes:

- Notes: 1. The times for Jason and Sedge are for the ship. Using helicopters the whole period 1300 to 1900 could be spent on these visits. Survival suits would have to be worn by passengers on these open sea flights. 1900 is a deadline due to darkness.
2. Arrival Stanley can be any time after 0100 as convenient.



(W.H. THOMPSON)
COLONIAL SECRETARY

AA.

B26
328

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 4.2.69

Time: 0900

Received:

Time:

323

No. 28. Your telegram 8 visit HM Ship. Grateful inform
if Arethusa wishes only to call Stanley or will be prepared
to visit camp station or stations

HASKARD

P/L : AA

By 13 2 69

FOR COMM CEN/SIGNALS USE

*CS. please BV on my return
from camp*
6.0.10Z
W. 1/2

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 301610Z	MESSAGE INSTRUCTIONS
FROM HIS EXCELLENCY THE GOVERNOR OF THE TO FALKLAND ISLANDS. H.M.S. ENDURANCE.			PREFIX GR SECURITY CLASSIFICATION ORIGINATOR'S NUMBER

INFO

YOUR LETTER 526 OF 10 JAN PROGRAMME ADMIRABLE. IT SEEMS PROBABLE
ANNUAL SPORTS WEEK AT DARWIN HARBOUR WILL BE LAST WEEK IN FEB
SO YOUR VISIT WOULD COINCIDE AND THIS WOULD BE POPULAR. IT MAY
NECESSITATE FLIGHT AMENDMENT OF YOUR DARWIN HARBOUR DETAILED
PROGRAMME WITHIN TIMES LAID DOWN BUT I WILL SIGNAL AGAIN LATER.

* *SLIGHT*

PASSED DVW 1930Z 30th JAN 1969.

DISTRIBUTION: His Excellency The Governor of the Falkland Islands
Officer Commanding Royal Marines
Communication Centre Log Naval Party 8901

* *amended to Endurance 1600 31/1/69.*

Page..... of..... pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME <i>AMK</i>	OFFICE	TEL. No.
FOR OPR'S USE R	DATE TIME SYSTEM OPERATOR D	DATE TIME SYSTEM OPERATOR 31 JAN 1969	RELEASING OFFICER'S SIGNATURE RANK	

DECODE.TELEGRAM.*From* BRITAIN PUNTA ARENAS*To* COLONIAL SECRETARY STANLEY*Despatched :* 7th February 19 69 *Time :* 1815*Received :* 10th February 19 69 *Time :*

Following for HMS Endurance begins fuel
specification delivered Punta Arenas by lorry
220000 litres temperature 55F SG 40.5 at 56F
SG at 60F (15C) 821 exlinghter 88373 litres
temperature 55F SG 40.2 at 53F at 60F (15C)
822

Britain

P/L : AA

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			10.2.69
To	LTF CO HMS ENDURANCE			HOA/C

Following received from British Consul for you begins fuel specification delivered Punta Arenas by lorry 220000 litres temperature 55F SG 40.5 at 56F SG at 60F (15C) 821 exlinghter 88373 litres temperature 55F SG 40.2 at 53F at 60F (15C) 822 ends

Colonial Secretary

Time

AA

KIV - 325 fw regis.

0625/XVII

DECODE.

332 ✓

TELEGRAM SENT.

From SECRETARY OF STATE *to* GOVERNOR

Despatched: 11.2.69 *Time:* 1944 *Received:* 11.2.69 *Time:*

PRIORITY

No. 21. Your telegram No 28 the answer rests with
Commanding Officer Captain (P Maslen MVO RN) it is
suggested you ask him when communicating about ships
programme

STEWART

P/L : AA

DECODE.

TELEGRAM.

From H.M.A. ARETHUSA

To GOVERNOR FALKLAND ISLANDS

333
See Folios 340-24

Despatched : 10th February 1969 Time : 1510Z

Received : 11th February 19 Time :

PRIORITY

To the Governor Falkland Islands information NP 8901 and 8902 and
Endurance. Governor pass NP 8901 and 8902.

- My letter 225/2/7 dated 17th January summary of *Annals*
- (3) (a) request point of arrival for ETA
(b) ETA 1400 repeat 1400 — *GMT on local*
- Paragraph 4 March 15th.
Paragraph 6 request times and details of official calls.
Paragraph 7 request £1,000 in local currency on arrival.
Paragraph 12 (a) reception 75 guests on board 15th March.
(b) CO lunch or dinner party 6 guests. Would be delighted if you could come.
Paragraph 14 (a) ship can be open to visitors for three hours p.m. 16th or 17th March.
(b) children's party for 20 to 40 can be held not to be on same day as ship open to visitors.
Paragraph 15 ship can provide soccer and cricket teams.
Paragraph 20 loan of 36' work boat appreciated.
9210 confirm stocks of FFO.

} see (325)

P/L : SJS (via Moody Brook)

DECODE.

TELEGRAM.

334

From GOVERNOR FALKLAND ISLANDS

To (H. M. S. ARETHUSA) MOD NAVY LONDON

Despatched : 121425Z (12th Feb. 1969)

Time : 1425Z

Received :

19

Time :

MOD NAVY LONDON

ROUTINE 121425Z

FROM GOVERNOR FALKLAND ISLANDS

TO MOD NAVY

UNCLASSIFIED. PLEASE PASS H. M. S. ARETHUSA.

(33)

YOURTEL 101510Z REGRET YOUR LETTER 225/2/7 DATED 17 JANUARY
NOT YET RECEIVED. GRA TEFUL YOU SIGNAL SUMMARY OF LETTER.

P/L : SJS

FOR COMM CEN/SIGNALS USE.....

331

RESTRICTED

PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO ROUTINE DEFERRED	DATE—TIME GROUP 122019Z	MESSAGE INSTRUCTIONS MOD NAVY ZXY 1
FROM NP 8902			PREFIX GR
TO ARETHUSA			SECURITY CLASSIFICATION
<i>Q. for Secretariat L's plan</i> <i>1/11</i> <i>12/2</i>			RESTRICTED
			ORIGINATOR'S NUMBER
INFO ENDURANCE NP 8901			OEB

YOUR 101510Z. (333)

1. WORKBOAT WILL BE DELIVERED BY NP 8901 ON YOUR ARRIVAL.
2. NIL STOCKS FFO HELD. NAVAL FUEL DEPOT CAN SUPPLY DIESO, AVCAT, AVTUR AND OMD112 ONLY.
3. MOD NAVY PASS ARETHUSA.

DIST: H.E. GOV F.I. (INFO) NP 8902 OCRM CC(FILE) LOG

REF: VISIT HMS ARETHUSA PORT STANLEY.

Page 1 of 1 pages

REFERS TO MESSAGE

CLASSIFIED

☐ YES☒ NO
 DEPARTER NAME OFFICE TEL. No.
 RESTRICTED

FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
							12/2	1900	H	DVW	
							12 FEB 1969				RANK

MESSAGE FORM

NUMBER

R COMM CEN/SIGNALS USE

3625
—SEC—51-5947

PRECEDENCE-ACTION	PRECEDENCE-INFO	DATE-TIME GROUP	MESSAGE INSTRUCTIONS
ROUTINE	DEFERRED	111455Z	
FROM COLSEC STANLEY			PREFIX GR
TO ENDURANCE			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER RTT
			SPECIAL INSTRUCTIONS

ACRION WRITE	FOR CAPTAIN BUCHANAN. WE KNOW YOU WILL BE VERY FULLY ENGAGED DURING YOUR	5
	NEXT VISIT TO STANLEY. WOULD YOU NOMINATE YOUR OWN DATE FOR LUNCH OR	10
	DINNER WITH US AS MAY BE MOST CONVENIENT FOR YOU.	15
		20
		25
		30
		35
		40
		45
		50

DIST: COLSEC OCRM LOG

PAGE 1 OF 1 PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

TEL. No.

CLASSIFIED

☐ YES☐ NO

FOR CPRS USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICERS SIGNATURE
						D 2/2	0830	V	DVW	

RANK

11 FEB 1969

DECODE.

TELEGRAM.

338

From Punta Arenas, Chile.

To Secretary, Stanley, Falkland Islands.

Despatched : 14th February 19 69 *Time* : 1427

Received : 15th February 19 69 *Time* : 1000

Kindly pass following message to H.M.S. Endurance.

Begins. Your cable 101300Z no gun salutes no calls
required.

King.

pl : tb

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

339

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

Number	Office of Origin	Words	Handed in at	Date
	Stanley			17.2.69
To	LTF CO HMS ENDURANCE			HO A/C

Following received from King British Consul Punta Arenas for
HMS Endurance begins your cable 101300z no gun salutes no calls
required

Colonial Secretary

Time

tg

MESSAGE FORM

FOR COMM CEN/SIGNALS USE



PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 251115Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO NP 8901 — i.e., through			SECURITY CLASSIFICATION
INFO GOVERNOR FALKLAND ISLANDS			UNCLASSIFIED
			ORIGINATOR'S NUMBER
			KHT

W. 27/2

1. ON DETAILED PLANNING IT IS APPARENT THAT HIS EXCELLENCY'S TOUR WILL INVOLVE LESS FLYING THAN ORIGINALLY EXPECTED AND YOUR TOUR CAN NOW BE COMBINED WITH THE TOUR OF THE SHIP.

2. MORE PLACES COULD BE VISITED USING SHIP AS BASE BUT WOULD REQUIRE YOURSELF AND RELIEFS TO EMBARK 27th FEBRUARY TO 3RD MARCH. MACLEOD CONSIDERS THIS WOULD GIVE HIM SUFFICIENT TIME IN STANLEY.

IF THIS LATE PROPOSAL TO CHANGE OF PROGRAMME IS NOT TOO DISRUPTIVE TO YOUR PLANS IT HAS MANY ADVANTAGES. FINAL DECISION CAN BE DEFERRED UNTIL AFTER DISCUSSION ON ARRIVAL.

DIST: H.E. GOV F.I. OCRM CC(FILE) LOG

Page 1 of 1 pages

REFERS TO MESSAGE

CLASSIFIED

☐ YES ☒ NO

DRAFTER'S NAME

OFFICE

TEL. No.

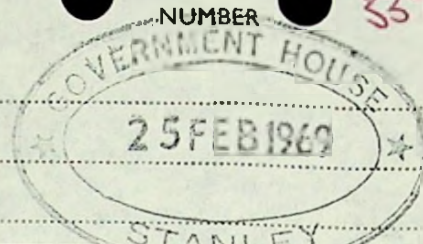
FOR OPR'S USE	DATE 25/2	TIME 0840	SYSTEM V	OPERATOR DVW	DATE 25 FEB 1969	TIME	SYSTEM	OPERATOR	D	RELEASING OFFICER'S SIGNATURE
										RANK

MESSAGE FORM

NUMBER

3396

FOR COMM CEN/SIGNALS USE



C.S. 25/2

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 251147Z
------------------------------	-----------------------------	----------------------------

MESSAGE INSTRUCTIONS

FROM ENDURANCE

PREFIX GR

TO GOVERNOR FALKLAND ISLANDS

SECURITY CLASSIFICATION

UNCLASSIFIED

INFO

ORIGINATOR'S NUMBER

RTT

S1
27h

YOUR 242001Z.

REGRET LETTER NOT RECEIVED ON BOARD.

DIST: H.E. GOV F.I. OCRM LOG

REF: ARETHUSA LETTER 225/2/7 DATED 17TH JANUARY, 1969.

Page 1 of 1 pages

REFERS TO MESSAGE

DRAFTER'S NAME OFFICE TEL. No.

CLASSIFIED

☐ YES ☒ NOFOR
OPR'S
USE

R

DATE TIME

25/2 0850 V

SYSTEM OPERATOR

D

DATE TIME

SYSTEM OPERATOR

RELEASING OFFICER'S SIGNATURE

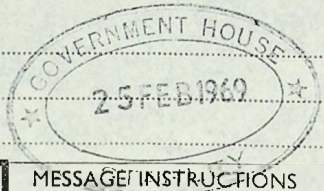
RANK

MESSAGE FORM

NUMBER

339 A

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION
ROUTINEPRECEDENCE—INFO
DEFERREDDATE—TIME GROUP
242001Z

MESSAGE/INSTRUCTIONS

FROM GOVERNOR FALKLAND ISLANDS

PREFIX GR

TO ENDURANCE

SECURITY CLASSIFICATION

UNCLASSIFIED

INFO

ORIGINATOR'S NUMBER

RTT

GRATEFUL TO KNOW WHETHER YOU HAVE RECEIVED COPY OF LETTER 225/2/7

DATED 17TH JANUARY, 1969 FROM ARETHUSA GIVING INFORMATION REGARDING

HER VISIT. IF SO GRATEFUL IF YOU COULD BRING LETTER ASHORE WEDNESDAY
MORNING.

GOVERNOR.

DIST: H.E. GOV F.I. OCRM LOG

Page 1 of 1 pages

REFERS TO MESSAGE

CLASSIFIED

☐ YES ☐ NO

DRAFTER'S NAME OFFICE TEL. No.

FOR OPR'S USE	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
R					D 25/2	0820	V	D VW	

25 FEB 1969

RANK

340

R.M.S. ENDURANCE - VISITS TO CAMP STATIONS

List of persons who might be considered for invitations to meals on board:-

DARWIN HARBOUR

R.G. Vinson J.P., Camp Manager in charge of all Falkland Islands Company farms. Nephew of late owner of Saunders Island. 40 years in Colony.

Mrs M. Vinson, M.B.E. (wife of above), elected member of Legislative Council 1964-68. 23 years in Colony.

Mr Rory Morrison, Section Manager, Goose Green and Mrs Morrison.

Mr A.B. Hadden, Accountant, Goose Green, 16 years in Colony, and Mrs Hadden.

Mr John Felton, assistant to Camp Manager, and Mrs Felton, (daughter of Mr Wickham Clement).

Mr John Poltock, Headmaster, Darwin School, 9 years in Colony, and Mrs Poltock.

PORT STEPHENS

Mr W.H. Goss, Manager (sometime mate of R.M.S. Darwin) and Mrs Goss.

PORT HOWARD

Mr D.M. Pole-Evans, J.P., Manager and Mrs Pole-Evans.

Mrs O. Pole-Evans, widow of former manager.

SALVADOR (GIBRALTAR STATION)

The Hon. Mr R.M. Pitaluga, elected member of Legislative Council and of Executive Council and Mrs Pitaluga.

Possible visitors from farms near Salvador:

Mr & Mrs J.D. Barton, Teal Inlet

Mr & Mrs R. Turner, Rincon Grande

Mr H. Greenshields, principal shareholder visiting Douglas Station

Miss J. Legget, Douglas Station

Mr J.D. Reid, Manager, Douglas Station

From : Captain P. W. Buchanan, Royal Navy

341 349
H.M.S. Endurance
BFPO Ships

10th January, 1969

No. 526

Sir Cosmo Haskard, KCMG, MBE,
Government House,
Falkland Islands.

U.S. 16/1

Dear Sir Cosmo,

Thank you for your letter which reached me via Perla Dan. We carried out the mail transfer by helicopter in marginal conditions, having had to divert some way to the North to meet her, but all went well.

I enclose a draft programme for the visits in the Falklands for your comments. The tides at Salvador favour a visit on 3rd March and so a clockwise tour is convenient. I have proposed an earlier start from Stanley so that we can fit in an overnight stay in Darwin Harbour, being the largest community. Although Saturday's and Sunday's appear whistle stop tours I think they should be long enough. It is about the only way to fit in New Island which I agree will be worth while.

I would be most grateful for any alterations or additions you may think necessary.

Yours sincerely,

Peter Buchanan.



Note: Endurance due Stanley from Punta Arenas on Wednesday 26 Feb; leaves Stanley for Valparaiso on Thursday 6 March.

? * 2 Vinton
2 Hamilton
2 Hadden
2 Pollock

318

DRAFT PROGRAMME FOR HMS ENDURANCE 27th FEBRUARY TO
4th MARCH, 1969

All times are Camp Time except for arrival and departure from Stanley

Thursday, 27th February 0930 1130

Sail Stanley

1400 1600 Arrive Darwin Harbour. Shore leave.

Darwin Harbour Spots: Steer riding

1930 Buffet Supper and film in Wardroom for up to 8 guests.*

Friday, 28th February

a.m.

Visits from school. *Time? 12 or 1*

p.m.

Shore leave

1400-

Ship open to visitors

1600

1800

Sail Darwin Harbour

Saturday, 1st March

0730

Arrive Port Stephens

a.m.

Shore leave

0900-

Ship open to visitors

1100

1230

Captain's Lunch Party on board *2 Goss invited 20/2*

1400

Sail Port Stephens

1900

Arrive New Island

1930

Buffet Supper and film in Wardroom for up to 8 guests. *2 Dams + 6 invited 20/2*

Sunday, 2nd March

a.m.

Shore leave

1100

Sail New Island

1400-

Visit Jason Isles

1530

1730-

Visit Sedge Island (see note 1)

1900

Monday, 3rd March

0830

Arrive Salvador Settlement

1230

Buffet Lunch in Wardroom for up to 12 guests. *Letter sent 20/2 to RMP*

p.m.

Shore leave

1400-

Ship open to visitors

1600

1900

Sail Salvador (Tide and Darkness dictate this).

Tuesday, 4th March

0830

Arrive Stanley (see Note 2)

- Notes: 1. The times for Jason and Sedge are for the ship. Using helicopters the whole period 1300 to 1900 could be spent on these visits. Survival suits would have to be worn by passengers on these open sea flights. 1900 is a deadline due to darkness.
2. Arrival Stanley can be any time after 0100 as convenient.

DECODE.

TELEGRAM.

~~337~~
342

From H.E. THE GOVERNOR

To H.M.S. ENDURANCE

Despatched : 15th February

1969

Time : 1255Z

Received :

19

Time :

151255Z

Further to my 301610Z I confirm Darwin Harbour Sports last week February. Thursday 27th is date of steer riding contest and Vinson, camp manager Darwin, has suggested arrival about 1400 camp time would give opportunity to see full programme. Depending on number of entries Vinson thinks programme would end between 1630 and 1730.

2. Grateful know your reaction.

GOVERNOR

P/L : SJS

Sent via "Moody Brook".

DECODE.

TELEGRAM.

343

From H.M.S. ENDURANCE

To GOVERNOR FALKLAND ISLANDS

Despatched : 18th February 19 69 Time : 1120Z

Received : 18th February 19 69 Time : 1245Z

ROUTINE 181120Z

Your 151255Z. (Reference Darwin Sports)

Arrival Darwin 1400 repeat 1400 Camp time 27th agreed. This
will mean sailing 0930 Stanley time.

2. May I call on you please with Commander Bennett, R.N., at 0915
Wednesday 26th before inspecting NP 8902?

P/L : SJS

DECODE.

TELEGRAM.

344

From GOVERNOR FALKLAND ISLANDS

To H. M. S. ENDURANCE

Despatched : 19th February

1969

Time : 1835Z

Received :

19

Time :

191835Z

Your 181120Z Thank you. Shall expect you and Commander Bennett
0915 Wednesday 26th.

P/L : SJS

Sent via "Moody Brook".

DECODE.

TELEGRAM.

345

From H.E. THE GOVERNOR

To VINSON DARWIN HARBOUR

Despatched : 19th February 19 69 Time :

Received : 19 Time :

Captain Buchanan has signalled thanks for message about
steer riding. Endurance ETA Darwin Harbour now 1400 hours camp time
Thursday 27th.

Private Secretary

P/L : SJS

DECODE.

TELEGRAM.

346

From.....H.E. THE GOVERNOR.....

To.....SEDGE ISLAND.....

Despatched : 19th February 1969 *Time :*

Received : 19 *Time :*

Grateful to know whether you wish anything particular brought
out when H.M.S. Endurance calls on 2nd March.

P/L : SJS

MESSAGE FORM

FOR COMM CEN/SIGNALS USE

347
504

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 191120Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS			SECURITY CLASSIFICATION
			UNCLASSIFIED
INFO NP 8901			ORIGINATOR'S NUMBER
			RTT

ARRIVAL PUNTA ARENAS DELAYED BY CURRENT ICE CONDITIONS BUT HOPE

ARRIVAL STANLEY UNCHANGED.

2. BRITISH AUTHORITIES PUNTA ARENAS AND B.N.A. SANTIAGO INFORMED.

DIST: H.E. GOV F.I. OCRM (NP 8902(INFO)) LOG

Page 1 of 1 pages		REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME		OFFICE	TEL. No.
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME
		19/2/08	30	V	DVW	D	
RELEASING OFFICER'S SIGNATURE						RANK	

DECODE.

TELEGRAM.

348

From H.M.S. ENDURANCE

To GOVERNOR FALKLAND ISLANDS.

Despatched : 20th February 1969 *Time* : 0001Z

Received : 20th February 19 *Time* :

ROUTINE 20001Z (Information NP8901)

My 191120Z. Am now clear of ice. ETA Punta Arenas a.m. Sunday
23rd subsequent programme unchanged.

P/L : SJS

Received via "Moody Brook"¹/₂

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSRECEIVED

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

346
349

Number	Office of Origin	Words	Handed in at	Date
355	Sedge Is	16	0815	22.2.69

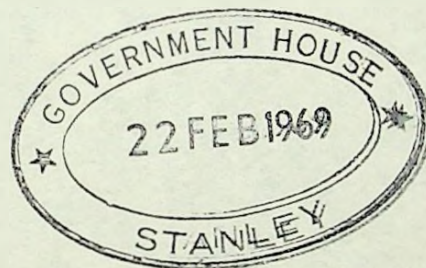
To

His Excellency The Governor Government House Stanley

Many thanks message most grateful for any mail

McBeth

RMC



Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

P664 Wt. P2809 5/61 RWS 843

SENT

348
351

Number

Office of Origin

Words

Handed in at

Date

To

GOSS PORT STEPHENS

CAPTAIN BUCHANAN INVITES YOU
 AND MRS GOSS LUNCH ON
 BOARD ENDURANCE 1230 CAMP
 TIME SATURDAY FIRST MARCH
 STOP GRATEFUL YOU SIGNAL
 REPLY TO ME

TE SIX OTHER GUESTS IF

YOU = PRIVATE SECRETARY

NAME STOP GOVERNMENT HOUSE

TO ALL



Maskard
 22/2/69

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

J4 Wt. P2809 5/61 RWS 843

SENT

Number

Office of Origin

Words

Handed in at

Date

To ENDURANCE

YOUR 2000012.

1. ON YOUR BEHALF I HAVE TAKEN
LIBERTY OF INVITING GUESTS AT
VARIOUS SETTLEMENTS UP TO NUMBERS
IN YOUR PROGRAMME STOP DETAILS
ON YOUR ARRIVAL HERE

DARWIN
2. AS PART OF A SPORTS WEEK
PROGRAMME THERE WILL BE A DANCE
AT GOOSE GREEN SOCIAL HALL FROM
2130 TO ABOUT MIDNIGHT
THURSDAY 27 FEBRUARY STOP MEMBERS
OF SHIP'S COMPANY WOULD BE
WELCOMED

3. MR AND MRS VINSON INVITE
YOU AND THREE OFFICERS PLUS

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

664 Wt. P2809 5/61 RWS 843

SENT

352
~~249~~

Number

Office of Origin

Words

Handed in at

Date

To

OURSELVES LUNCH JARVIN HOUSE
FRIDAY 28th FEBRUARY

4. JARVIN SCHOOL CHILDREN WOULD
BE AVAILABLE ANY TIME BETWEEN
0930 AND 1200 NOON FRIDAY
28th FOR VISITING SHIP STOP
GRATEFUL YOU INDICATE TIME
WHICH WOULD SUIT YOU

- GOVERNOR

Backard

22/2/69

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS**RECEIVED**

354

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

Number	Office of Origin	Words	Handed in at	Date
362	Salvador	29	1020	22.2.69

To

Sir Cosmo Waskard Government House

Thank you for letter stop list as your suggestion but will confirm by letter
early next week stop looking forward to your visit

Records Piteluga

EMc

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

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

Number	Office of Origin	Words	Handed in at	Date
386	New Is.	24	1400	24.2.69

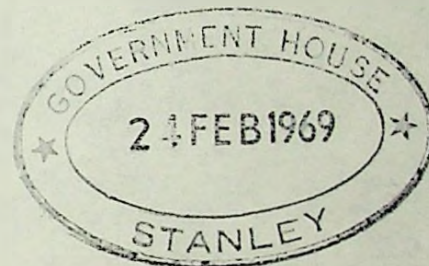
To

Private Secretary Stanley

Please pass our thanks to Wardroom for invite stop Others include

Mr and Mrs Smith Mr Smith Sen. and R Davis

Davis



Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

356

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

Number

Office of Origin

Words

Handed in at

Date

383

Port Stephens

51

1100

24.2.69

To

Private Secretary Stanley

It is with much pleasure Mrs Goss and myself accept Capt Buchanan kind invitation to Lunch on board March 1st Stop Looking forward to visit stop Would like to invite Sir Cosmo and Lady Waskard Capt Buchanan and Officers to Managers House for cocktails 1000 to 1200 March 1st

Goss

mb

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

357

P664 Wt. P2809 5/61 RWS 843

SENT

Number

Office of Origin

Words

Handed in at

Date

To

GOSS PORT STEPHENS

GOVERNOR THANKS YOU FOR KIND
INVITATION FOR SATURDAY FIRST MARCH
AND SUGGESTS THAT AS OFFICERS
ARE LIKELY TO WISH TO VIEW
PENGUINS PERHAPS APPROPRIATE
TIME TO FOREGATHER AT MANAGER'S
HOUSE WOULD BE 11.15 (ELEVEN
FIFTEEN) TO MIDDAY IF THIS
SUITS YOU AND MRS GOSS

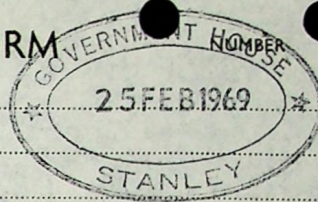
Goss replied agreeing and
saying he can provide
some transport and
a few horses.

I asked Edwin to ack
with thanks.

Alastair
25/2/69

lw
25/2

MESSAGE FORM



FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 221531Z	MESSAGE INSTRUCTIONS
FROM GOVERNOR FALKLAND ISLANDS			PREFIX GR
TO ENDURANCE			SECURITY CLASSIFICATION
			UNCLASSIFIED
			ORIGINATOR'S NUMBER
			RTT

INFO

YOUR 200001Z.

1. ON YOUR BEHALF I HAVE TAKEN LIBERTY OF INVITING GUESTS AT VARIOUS SETTLEMENTS UP TO NUMBERS IN YOUR PROGRAMME. DETAILS ON YOUR ARRIVAL HERE.

2. AS PART OF DARWIN SPORTS WEEK PROGRAMME THERE WILL BE A DANCE AT GOOSE GREEN SOCIAL HALL FROM 2130 TO ABOUT MIDNIGHT THURSDAY 27TH FEBRUARY. MEMBERS OF SHIP'S COMPANY WOULD BE WELCOMED.

3. MR AND MRS VINSON INVITE YOU AND THREE OFFICERS PLUS OURSELVES LUNCH DARWIN HOUSE FRIDAY 28TH FEBRUARY.

4. DARWIN SCHOOL CHILDREN WOULD BE AVAILABLE ANY TIME BETWEEN 0930 AND 1200 NOON FRIDAY 28TH FOR VISITING SHIP. GRATEFUL YOU INDICATE TIME WHICH WOULD SUIT YOU.

GOVERNOR.

DIST: H.E. GOV F.I. OCRM LOG

REF: CLEAR OF ICE. SUBSEQUENT PROGRAMME UNCHANGED.

Page 1 of 1 pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL. No.
FOR OPR'S USE R	DATE TIME SYSTEM OPERATOR D 3/2 0820 V DVW	RELEASING OFFICER'S SIGNATURE		
		RANK		

S 1320 L

MESSAGE FORM

OR COMM CEN/SIGNALS USE



PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 241700Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO GOVERNOR FALKLAND ISLANDS			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER RTT

YOUR 221531Z.

1. THANK YOU FOR ALL ARRANGEMENTS. SUITABLE TIME FOR SCHOOL CHILDREN IS 0930, DURATION ABOUT 1 HOUR. — *collection from shore?*
2. E.T.A. STANLEY 260730 LOCAL TIME.

DIST: H.E. GOV F.I. OCRM LOG

REF: DARWIN SPORTS ARRANGEMENTS AND SUBSEQUENT TOUR ARRANGEMENTS.

Page...1...of...1...pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL No.
FOR OPR'S USE R	DATE TIME SYSTEM OPERATOR 25/2 0821 V DVW 25 FEB 1969	D	DATE TIME SYSTEM OPERATOR	RELEASING OFFICER'S SIGNATURE RANK

360

Programme for H.M.S. Endurance in Colony Waters.

H.M.S. Endurance (Captain P. W. Buchanan, R.N.) is due to reach Stanley from Punta Arenas on the morning of Wednesday 26th February. It is not at present expected that it will be necessary for Endurance to visit Deception Island in connexion with the earth tremors being experienced there, because other ships nearer the scene are thought to be able to cope with the situation.

At 9.30 a.m. (Stanley time) on Thursday 27th February, Endurance is due to sail from Stanley for Darwin Harbour, with His Excellency the Governor and Lady Haskard embarked, arriving at Darwin Harbour at 2 p.m. (Camp time). All times mentioned hereafter are Camp time. During the afternoon the ship's company will have an opportunity to witness and perhaps participate in the steer riding at Darwin Harbour Sports.

On Friday 28th the children of Darwin School will visit Endurance during the morning and from 2 p.m. to 4 p.m. the ship will be open to visitors. Endurance is expected to sail from Darwin Harbour at 6 p.m.

At 7.30 a.m. on Saturday 1st March Endurance is due at Port Stephens; shore leave will be given and the ship will be open to visitors from 9 a.m. to 11 a.m. Endurance is expected to sail at 2 p.m. for New Island, arriving there at about 7 p.m.

On Sunday 2nd March, after shore leave at New Island, Endurance will sail at 11 a.m. and it may be possible for some members of the ship's company to visit the Crown Land Jason Islands, that is to say the South Jason and Elephant Jason Wild Animal & Bird Sanctuaries and the Flat Jason Nature Reserve. It is also hoped that it will be possible to make a call at Sedge Island during the evening.

Endurance is due to reach Gibraltar Station, Port San Salvador, at 8.30 a.m. on Monday 3rd March and to spend the day there. The ship will be open to visitors from 2 p.m. to 4 p.m., shore leave will be given, and Endurance will sail about 7 p.m. for Stanley, arriving there early on Tuesday 4th March.

Endurance is expected to sail from Stanley on the morning of Thursday 6th March at the conclusion of her Southern programme for this season.

Programme for H.M.S. Endurance

27th February to 4th March 1969

361

All times are camp time except for departure from and arrival at Stanley.

Thursday 27th February.	0930	Sail Stanley <i>leave public jetty 0905</i>
	1400	Arrive Darwin Harbour Shore leave Darwin Harbour Sports: Steer riding. (Tea at Mr & Mrs Vinson's house)
	1930	Buffet supper and film in Wardroom. Guests: Mr & Mrs Vinson and six other guests.
	2130	Dance at Goose Green hall.
Friday 28th February.	0930	Darwin School children visit ship. Lunch with Mr & Mrs Vinson for His Excellency and Lady Haskard, Captain and three officers.
	p.m.	Shore leave.
	1400-1600	Ship open to visitors.
	1800	Sail Darwin Harbour.
Saturday 1st March	0730	Arrive Port Stephens.
	a.m.	Shore leave.
	0900-1100	Ship open to visitors.
	1115-1200	Refreshments for Captain and officers at Manager's house.
	1230	Captain's lunch party on board; Guests: Mr & Mrs W.H. Goss.
	1400	Sail Port Stephens.
	1900	Arrive New Island.
	1930	Buffet supper and film in Wardroom; Guests Mr & Mrs J.J. Davis, Mr R. Davis, Mr & Mrs Smith, Mrs Smith senior.
Sunday 2nd March.	a.m.	Shore leave.
	1100	Sail New Island.
	1400-1530	Visit Jason Islands (wild animal and bird sanctuaries)
	1730-1900	Visit Sedge Island (Mr & Mrs W. MacBeth)
Monday 3rd March.	0830	Arrive Salvador
	1230	Buffet lunch in Wardroom; Guests: The Honourable Mr & Mrs R.M. Pitaluga, Mr & Mrs R. Turner (Rincon Grande), Mr & Mrs J.D. Barton (Teal Inlet), Mr H. Green-Shields, Mr J.D. Reid and Miss J. Leggett (Douglas Station).
	p.m.	Shore leave.
	1400-1600	Ship open to visitors.
	1900	Sail Salvador.
Tuesday 4th March.	0830	Arrive Stanley.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

P664 Wt. P2809 5/61 RWS 843

SENT

362

Number

Office of Origin

Words

Handed in at

Date

To

NAPIER WEST POINT ISLAND

REFERENCE CONVERSATION WITH GOVERNOR
ON 19TH FEBRUARY CAPTAIN BUCHANAN
AGREEABLE LIFT YOU AND RILEY
SHORT FOR BRIEF VISIT TO
JASONS SUNDAY SECOND MARCH ^{WEATHER} PERMIT
STOP ENDURANCE NOT CALLING
AT WEST POINT AND TRANSPORT
WILL BE HELICOPTER STOP
DETAILS LATER

= PRIVATE SECRETARY

Handed
36/2/69

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

363

P664 Wt. P2809 5/61 RWS 843

SENT

Number

Office of Origin

Words

Handed in at

Date

To

VINSON DARWIN HARBOUR

DRESS FOR BUFFET SUPPER

ON BOARD ON THURSDAY 27th

FEBRUARY, 18 LOUNGE SUIT

= PRIVATE SECRETARY

364

DARWIN HARBOUR,
23rd. February, 1969.

Gay E. Gallen

With reference to our telephone conversation the 21st. inst., and Captain Buchanan's kind invitation to a Buffet Supper onboard "Endurance" on the 27th., to my wife and myself plus 6 "others".

My wife and myself will be very pleased to accept this invitation, the "others" I have asked ~~on~~ behalf of Captain Buchanan are;→

Mr. & Mrs. R. Morrison
Mr. & Mrs. A.B.Hadden
Mr. & Mrs. J.R.S.Felton.

We now hope the weather co-operates, and yourself, Lady Haskard and other from the ship will join us for a cup of tea after the Steer Riding, and possibly arrange for some of the ship's Company to have lunch with us the following day.

Yours sincerely,

A. G. Lincoln

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

P664 Wt. P2809 5/61 RWS 843

SENT

365

Number

Office of Origin

Words

Handed in at

Date

To

JACKSON PEBBLE ISLAND

WHILE VISITING CROWN LAND VASONS
ON SUNDAY SECOND MARCH BY
HELICOPTER ^{GOVERNOR} A MAY HAVE OPPORTUNITY
TO VISIT BRIEFLY GRAND AND
STEEPLE VASONS STOP HE HAS
ALREADY CONSULTED AIR BARTON
STOP IF WEATHER PERMITS VISIT
IS THERE ANYTHING ~~IS~~ THERE
ON WHICH YOU WOULD LIKE TO
HAVE INFORMATION OR ANYTHING
WHICH CAN BE DONE ON YOUR BEHALF
= PRIVATE SECRETARY

Hastard

26/2/69

"Salvador House"



366
Gibraltar Station
Port San Salvador
Falkland Islands

24th February 1969

Dear Sir Commo,

Thank you for your letter of the 22nd. It is very kind of the Endurance's Wardroom Mess to invite Jene and I and up to 10 other guests to a buffet lunch on the day she visits Salvador and we shall be delighted to attend.

I have been in touch with the Bartons, Turners, Jack Reid and Harland Greenshields who have all accepted, including Miss Legget. Actually, the three from Douglas will be spending that weekend with us and will stay on for Monday. David Barton's parents will still be at T. I. at that time and would like to attend too so making a party of 9 in addition to Jene and I. My mother is no longer with us, she returned to Stanley at the end of January.

We will collect the people from Rincon and T. I. people will come over in their own boat. We expect quite a few of the farm people as well because all farms are giving a day off! The cookhouse here, would like to have up to 20 and John Lee, 10 or 12 of the ship's company for lunch; the other two householders may also offer something but I can advise this when you are getting near. I would be grateful if Capt. Buchanan would allow the shore leave in the morning and include the lunch period if convenient as it will be rather awkward if the sailors are coming ashore just as everyone from here, goes on board for the open ship period. There will be a few tame horses in the paddock here for anyone feeling like a short ride and a couple of chaps will be on hand to assist.

As you are arriving at 0830, I assume that you will have breakfast on board but we would be delighted if you and Lady Haskard and Capt. Buchanan would come ashore as soon as possible afterwards. We will have an open house from around 10.00 for all other officers who may have shore leave and there will be Smoko and drinks for all according to taste! Anyway, we will be delighted if you would all have cocktails here before going on board for lunch. We hope too that you will all spend the afternoon ashore; there will be Tea and 'places for putting feet up' as required!

Thank you very much for sending me the book The Battlecruisers at the Falklands, it was most kind of you. I read it at once and think it is one of the best first-hand accounts I have read of the battle. I will return it to you by air this week.

We finished shearing at lunch time today and will now have a short break for hay making, peat hauling and fence repairs before starting what I hope will be Salvador's final dipping season.

We wish you both a pleasant tour on the Endurance and look forward to seeing you next Monday. We hope the weather will be kind for the occasion.

With kind regards.

Yours sincerely

Brin Pitcher

DAILY ORDERS FOR MONDAY, 3rd MARCH, 1969

Officer of the Day: Lieut: SANDES
Duty Petty Officer: PO. SULLIVAN
Duty Leading Hand : LS. DAVIS
Duty Watch : 2nd STARBOARD
Duty SRE Operator : AB. JUDGE
Sunrise : 0526
Sunset : 1845

367

Dress: No.8's, Dutymen No.2's. The dress for entering & leaving harbour is No.8's, but all hands on the upper deck are to be dressed alike (eg. foul weather jackets) and caps.
Leave: To the Port Watch & 1st Starb Watch from 0930 to 1800

LIBERTYMEN ARE WARNED THAT THE SHIP IS UNDER SAILING ORDERS

- + 0725-Special Sea Dutymen to your stations-Cable Party muster on the FXL
Assume D.C. Condition Yankee
- 0800-Hands prepare for entering harbour
- 0830-Anchor off Salvadoe settlement - Stancomb Will lower- Port ladder and Starb: Boom.
- + 0945-Hands to flying stations
- 1000-One Hdo operating in local area-It is hoped to complete flying by 1230
- 1315-Prepare ship open to visitors
- 1400-1600-Ship open to visitors
- +1845-Cable Party muster on the FXL
- +1850-Special Sea Dutymen to your stations-Assume DC. Condition Yankee
- 1900-Weigh and proceed to Stanley.
- 2330-Advance all clocks one hour, to Stanley time
Middle Watchmen will relieve at this time
- 0100-(New time) ETA Stanley

<u>BOATS</u>	<u>Leave ship</u>	<u>Leave shore</u>	<u>Duty</u>
	1000	O.A.	Land Governor
	0930	O.A.	Land Libertymen
	1200	1215	Land Libertymen & B.O. WR. lunch guest
		1400-1600	Constant shuttle service for visitors
		1800	Bring off libertymen

NOTES

SALVADOR - (otherwise known as Gibraltar Station) - One of the oldest established farms in the Colony, the present owner being the Hon. Mr. R.M. Pitaluga, an elected member of the Executive and Legislative Councils.

There are three other settlements around Salvador waters, an extensive area of fairly protected sea with many arms running deep into the land. These settlements are Douglas Station, Teal inlet and Ricca grande.

All those who have given their names to the MAA will be given lunch ashore. Horses will be available for riding and the settlement generally are making efforts to entertain libertymen.

SPORT IN STANLEY - A cricket match has been arranged for Tuesday, 4th March at 1700 and the final match in the Stanley Soccer Shield Competition will be played at 1730 Wednesday, 5th March.

CLASSICAL BRITISH LOVE SCENES - We have been asked if anyone would like to visit Visa del Mar (near Valparaiso) Municipal Theatre on Sunday, 16th March to see Love Scenes from British Classics. Seats 40 escudos each. - Names to MAA please.

TOMBOLA - Day One Drawn by: M(E) 1. ROBERTS:

32, 51, 15, 6, 23, 29, 46, 78, 69, 37, 26, 5, 24, 48, 49.

One pair of No.8 trousers were taken from the drying room by mistake and used. They have been dhoibed and pressed. Anyone missing a pair of No.8 trousers contact the MAA.

J.B. Dixon

(J.B. DIXON)
Lieut: Comdr
First Lieut.

DAILY ORDERS FOR FRIDAY, 28th FEBRUARY, 1969

Officer of the Day: Lieut:RUFUS
Duty Petty Officer: PO.Rel.WOODLEY
Duty Leading Hand : LS. AMBROSE
Duty Watch : 2nd PORT
Duty SRE Operator : Ck.WING
Sunrise : 0521
Sunset : 1854

DRESS: No.8's,Dutymen No.2's, No.2's for leaving harbour

LEAVE: To the Starboard Watch & 1st Port Watch from 1230 to 1700
(Senior Rates 1200 to 1700)

LIBERTYMEN ARE WARNED THAT THE SHIP IS UNDER SAILING ORDERS

SATURDAY HARBOUR ROUTINE (No messdeck Rounds)

- + 0815 Hands to Flying stations
- 0830-One Helo flies to Stanley
- 0930-35 school children will arrive for an educational tour of the ship.
Volunteers to assist in this are asked to give their names to the M.A.A.
- 0930-approx Helo returns
- 1015-approx One Helo to visit North Area, Speedwell, Fox Bay, Pebble and Port
Howard returning late afternoon.
- + 1145-Clear lower deck of Junior Rates. Hands muster on the flight deck for
payment (see note)
- + 1345-Duty Watch muster on the Fore Deck (No.2's) prepare ship open for
visitors.
- 1400-1600-Ship open to visitors.
- + 1745-Special Sea Dutymen to you stations-Assume D.C. Condition Yankee
Cable Party muster on the Forecastle-Close all scuttles & square ports
Hoist the Stancombe Wills
- 1800-Weigh and proceed from Darwin (Procedure BRAVO-No.2's)

NOTES

PAYMENT-The Welfare Committee has decided to try to produce a worthwhile magazine as a memento of the ship's first year in commission. Maximum price will be £1. and after payment to-day everyone will be asked to pay this if they want a copy; we hope it will cost appreciably less than £1 in which case the money will be refunded. The more who order one the less it will cost and only those who pay £1 to-day will be sure of a copy.

VISITORS-The whole ship will be open to visitors, so check that security compartments are firmly locked. Everyone aboard is asked to help the duty watch in making all our visitors feel honoured guests.

STAMPS-We have a limited number of first day covers of the new issue British Antarctic Territory Stamps for sale at 4/9½ each They will be on sale from the library at 1900 to-day.

TOMBOLA-Day four drawn by Shpt.2:BURGESS

23,7,45,73,74,4,30,67,22,24,79,31,46,80,65,

<u>BOATS</u> -	<u>Leave ship</u>	<u>Leave shore</u>	<u>Duty</u>
		0930	Bring off schoolchildren
	1200	O.A.	Land Senior Rates
	1230	O.A.	Land Libertymen
	1400-1600		Constant shuttle service for visitors

1700 Bring off Libertymen
DARWIN- Darwin Harbour is the original settlement on the Isthmus joining the flat southern area of east Falklands to the rest of the islands.

The Southern area is known as LAFONIA, so named after Samuel Fisher Lafone, who received a grant of the whole of it in 1844. Lafone sold his interests to the Falkland Islands Company in 1857.

hm Darwin takes its name from Charles Darwin who camped near here in 1833 during his voyage of HMS BEAGLE.

The old wall made of peat sods which runs right across the isthmus and is covered in gorse was constructed in early days to control his movement of the wild cattle which at that time existed in large numbers

Goose Green, to-day the larger settlement, was started when the original settlement at Darwin was found to be unsuited for shipping due to lack of deep water alongside. The Ships Bell of the Great Britain hangs outside Goose Green cook house.

W. J. P. 100 pp Lt. Cdr. First Lieut

DAILY ORDERS FOR SATURDAY, 1st MARCH, 1969

Officer of the Day: Lieut. TAILYOUR. RM
Duty Petty Officer: SGT. SOUTH
Duty Leading Hand : LS. COOK
Duty Watch. : 1st STARBOARD
Duty SRE Operator : Mne HADAWAY
Sunrise : 0528
Sunset : 1902

.....
Dress: No. 8's, Dutymen No. 2's.

Leave: To the Port Watch and 2nd Starboard Watch from 0830 to 1300

LIBERTY MEN ARE WARNED THAT THE SHIP IS UNDER SAILING ORDERS

.....
AMENDED DAILY HARBOUR ROUTINE

- +0640-Special Sea Dutymen to your stations - Cable party muster on the FXL
Assume Damage Control condition Yankee.
- 0730-Anchor at Port Stephens - Procedure Charlie.
- 0800-Lower Stancomb, Wills-Port Ladder-Starboard Boom
Prepare ship open to visitors
- +0900-Hands to flying stations
0900-1100-Ship open to visitors
0915-Helo departs for tour of West Falklands, returning about 1700
1315-Hands prepare for sea
- + 1350-Special Sea dutymen to your stations-Cable party muster on the FXL
Assume Damage Control Condition Yankee
1400-Weigh and proceed to New Island (procedure Charlie)
- + 1730-Special Sea Dutymen to your stations-Cable Party muster on the FXL
Assume Damage Control condition Yankee
1845-Hands prepare to lower Stancomb. wills-port ladder-Starb boom
1900-Anchor off New Island (procedure Charlie)
Lower Stancomb. Will-Port Ladder-Starboard Boom

NOTES

<u>BOATS</u>	<u>Leave Ship</u>	<u>Leave Shore</u>	<u>Duty</u>
	0830	O.A.	Land Libertymen
	0900	O.A.	Land Governor
	0900-1100		Constant shuttle service for Visitors
		1200 } 1300 }	Bring off Libertymen
		1215	Bring of Capt's guests
	1330		Land Capt's lunch guests
		1930	Bring off WR Guests
	2300 approx	O.A.	Land WR Guests

SALVADOR-For our visit to Salvador on Monday we have many invitations for lunch ashore. So that we can give a good indication of those likely to accept, those who want to take advantage of this please give your names to the MAA. Leave will be given from 0930 to 1800.

PORT STEPHENS-Named as early as 1766 after Sir Philip Stephens, FRS, at that time First Secretary of the Admiralty. In the 1870's Port Stephens was the most important station on West Falkland, it belonged to the Dean Family. The farm is about 230,000 acres and has an extremely indented coast line, said to run to several hundred miles. Much of the higher land is of poor quality. The number of sheep carried is about 30,000. During the second world war Port Stephens was purchased from the Dean family by the Falkland Island Company, the present manager is Mr. W.H. Goss, who has been in charge since 1964. He has spent part of his life serving at sea and was mate of RMS. Darwin. There are penguin rookeries near Stephens Peak (736 feet high), south of the settlement. Bird Island lying off shore, is crown land and consideration is being given to declaring it a wild animal and bird sanctuary. The Penguin colonies, within easy walking distance, at Port Stephens are well worth a visit. Mr Goss will meet in 0030 boat, and have some transport and a few horses available for going there

JBA
Lieut: Comdr. First Lieut

DAILY ORDERS FOR SUNDAY, 2nd MARCH, 1969

Officer of the Day: Lieut: BOWER
Duty Petty Officer: Shpt. 2. BURGESS
Duty Leading Hand: LS. MILES
Duty Watch : 1st PORT
Duty SRE Operator : AB. PATRICK
Sunrise : 0566
Sunset : 1853

Dress: No. 8's, Dutymen No. 2's

Leave: To the Starboard Watch and 2nd Port Watch from 0800 to 1000
LIBERTYMEN ARE WARNED THAT THE SHIP IS UNDER SAILING ORDERS

AMENDED SUNDAY HARBOUR ROUTINE & SEA

0945-Voluntary Church Service in the Dining Hall
1015-Hands prepare for sea
1045-Cable Party muster on the Forecastle
1050-Special Sea Dutymen to your stations-Assume D.C. Condition Yankee
1100-Sail for Jason & Sedge Islands (Procedure Charlie)
1300-Hands to flying stations
1315-One Helo to Westpoint Island
1345-Two Helos to Jason & Sedge Islands with the Governor & Lady Haskard
Flying will continue until about 1800
Ship will remain at sea until arrival at Salvador at 0830 Monday.

Notes

<u>BOATS</u>	<u>Leave Ship</u>	<u>Leave Shore</u>	<u>Duty</u>
	0800	O.A.	Land Libertymen
	0830	O.A.	Land Governor
		1000	Bring off Libertymen
		1040	Bring off Governor

NEW ISLAND-(about 5,700 acres) is the property of Mr. J.J. Davis, About 3,000 sheep are run. The Island is described in the book "Penguin Summer" by Mr & Mrs Pettingill. New Island was frequented by American and British sealers from about 1812 onwards and its harbour has long been popular as an anchorage.

From 1908 to 1916 the British firm of SALVESEN & Co of Leith had a land based whaling station at New Island; the station was abandoned after whales became less numerous in Falkland Islands waters and the equipment was transferred to South Georgia. The remains of the whaling station can be seen at the southern side of South harbour. Russian ships engaged in fishery and whaling have been calling at New Island for many years. The Island is well known for its abundant wildlife-fur seal, sea lions, black browed albatrosses, penguins (rockhoppers, gentoo, jackass and occasionally macaroni), firebirds (Belcher's prion) and many other interesting birds. At night the firebirds make a noise which, if it is calm weather, can be heard like the distant roar of London traffic. Mr & Mrs Davis are still preservers of the birds and seals of New Island but are very pleased for visitors to walk about and view the wildlife. Some of the rookeries are only 20 minutes walk from the settlement.

JASON ISLAND-Grand Jason and Steeple Jason belong to Dean Bros, the owners of Peeble, Keppell and other Islands off the north coast of West Falkland. The whole of the Remainder of the Jason group belong to the Crown and are wild animal and bird sanctuaries. One island, Flat Jason, is specially protected, being a nature reserve. Sheep are grazed on Grand and Steeple Jasons and, under licence, on Elephant Jason. None of the farm islands are inhabited.

Fur sea colonies exist on the rocks which extend from the south-west of Elephant Jason and on the South-east part of the same Island. There is also a fur sea colony on South Jason. Estimates of the numbers of fur seal at each place would be helpful, as would spotting of any hitherto unknown fur seal colonies.

Hair Seal (sea lion) exist in very large numbers on Flat Jason as well as on most of the other Jason Islands. The reason why Flat Jason is a nature reserve is because it is believed that the vegetation has never been subject to damage by either fire or sheep; it is therefore one of the most interesting tussock Islands in the Falklands, being as far as is known, in its natural condition.

SEGE ISLAND-Owned by W. McBeth who has lived on the island since Dec, 1965 with his wife and children. Sedge is the smallest farm in the Falklands-850 acres and about 400 sheep. At one time guanaco were introduced but it is not known what became of them. Foxes were also introduced from Patagonia and increased greatly in numbers. The present owner has killed most of the foxes, since when small birds have increased greatly, especially Military Starlings and Wrens.

Lt. Cdr. First Lieut

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS**RECEIVED**

371

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

Number	Office of Origin	Words	Handed in at	Date
416	West Point	22	1315	27.2.769

To

Private Secretary Government House Stanley

Thank you for your message 25th Feb. stop Please convey my thanks to his Excellency and

Capt Buchanan

Napier

BMc

*Copy handed to Captain Buchanan
on same day*

Time

DECODE.

321 A

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 28/2/69

Time:

Received: 1/3/69

Time:

No. 28

PRIORITY RESTRICTED

Message from Arethusa ----- she sails from Valparaiso 10th March
and could take mails for the Islands.

Cypher : SJS

C.S. I gather you have seen.
Any use?

OK
5/3

6:5/3

PRECEDENCE - ACTION	PRECEDENCE - INFO	DATE - TIME GROUP	MESSAGE INSTRUCTIONS
PRIORITY		282318.Z. FEB	
FROM	HMS ARETHUSA		PREFIX GR
TO	HMS ENDURANCE	CS	SECURITY CLASSIFICATION
			UNCLASSIFIED.
INFO		DIG	SERIAL No.

FOR GOVERNOR FALKLAND ISLANDS. YOUR 261915.Z.

A.. AGREE ETA 1230 GMT.

B.. AGREE CALLS.

C.. RECEPTION GRATEFUL YOU ISSUE INVITATIONS ON MY BEHALF TIME AND DURATION AS YOU THINK APPROPRIATE.

D.. MY DINNER. DELIGHTED. AGREE GUEST LIST PLEASE ISSUE INVITATIONS.

E.. MOST GRATEFUL YOUR LUNCH SUNDAY AND DINNER MONDAY.

F.. AGREE SHIP OPEN TO VISITORS AND CHILDRENS PARTY.

G.. REQUEST SOCCER AND CRICKET MATCHES BE ARRANGED.

H.. HAD INTENDED TO FIRE PERSONAL SALUTE AT 1415 GMT BUT IF PREFERRED WILL FIRE ON ENTERING NARROWS.

REF: PROGRAMME FOR HMS ARETHUSA INTENDED VISIT FALKLAND ISLANDS.

DISTRIBUTION

X, GFI, FILE & LOG.

based to G.H. via 8901 at 1524Z/1 march JF

Page	1	REFERS TO MESSAGE	DRAFTER'S NAME	OFFICE	TEL. NO.
FOR OPS USE	R	DATE TIME SYSTEM OPERATOR	DATE TIME SYSTEM OPERATOR	RELEASING OFFICER'S SIGNATURE	RANK
		1st 0613 SA MAR .Z 1/203 GRAHAM			

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

372

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

Number	Office of Origin	Words	Handed in at	Date
17	Port Stephens	42	0915	3.3.69

To
Private Secretary Government House Stanley

Please convey to Sir Cosmo Lady Haskard Capt Buchanan and Officers and Crew
of HMS Endurance your visit and Hospitality very much appreciated and enjoyed by us in
all stop Thank you very much from all at Port Stephens

Cos

Copy sent to Endurance
5/3/69

TIC

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSRECEIVED

373

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

Number	Office of Origin	Words	Handed in at	Date
53	Salvador	24	1420	4.3.69

To

H.E The Governor and Capt Buchanan Stanley

Your visit very much enjoyed and appreciated stop Thank you for an excellent lunch

Jene and Robin Pitaluga

EMc

Copy sent to Endurance
5/3/69

Time

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

3574

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 041320Z	MESSAGE INSTRUCTIONS
FROM ENDURANCE			PREFIX GR
TO H.E.GOV.F.I.			SECURITY CLASSIFICATION UNCLAS.
INFO			ORIGINATOR'S NUMBER

THANKYOU FOR YOUR KIND MESSAGE.IT WAS A PRIVILEGE AND A GREAT
PLEASURE TO HAVE YOU BOTH ON BOARD.

DIST: OCRM H.E. GOV F.I. LOG.

Page.....of.....pages	REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	DRAFTER'S NAME	OFFICE	TEL. No.							
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE	
		04.	AM	V	PNB	D	04	AM	H	PNB	RANK

W.H. & S. 5011 MAR 1969

FOR COMM CEN/SIGNALS USE.....

PRECEDENCE—ACTION ROUTINE	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 061700Z	MESSAGE INSTRUCTIONS
FROM GFI.			PREFIX GR
TO GX.			SECURITY CLASSIFICATION
INFO			UNCLAS.
			ORIGINATOR'S NUMBER
			RTT.

ON BEHALF OF ALL IN THE FALKLAND ISLANDS, SOUTH GEORGIA
AND THE BRITISH ANTARCTIC TERRITORY. I WISH TO SAY WHAT AN EXCELLENT
IMPRESSION ENDURANCE HAS MADE ON HER FIRST AND VERY SUCCESSFUL
SEASON. HAPPY MEMORIES OF PAST FEW MONTHS ENSURE A WARM WELCOME ON
YOUR RETURN LATER THIS YEAR.

SIGNED GOVERNOR AND HIGH COMMISSIONER.

DIST...H.E. GOV F.I...OCRM...LOG.

MNE(S)BRADLEY.PN.

Page.....of.....pages		REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO		DRAFTER'S NAME		OFFICE		TEL. No.			
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
							06	1415	V	AEB.	RANK

DECODE.

TELEGRAM.

376

From CO ENDURANCE

To GOVERNOR FAULKLAND ISLANDS

Despatched : 6th March 1969 *Time :* 2015Z

Received : 7th March 1969 *Time :* 0630Z

Your 061700Z March is very much appreciated by all on board.
Those of us returning later in the year look forward to renewing many
friendships.

CO ENDURANCE

P/L : SJS

C.S.

knowing papers for filing on visits of HMS ships.
(see 361)

377

The five days spent in Falkland Islands waters by HMS Endurance were undoubtedly a success from his point of view of both his ship and his people visited. Captain Buchanan is keen to repeat his performance next season about the same time of year; his seems to suit everyone.

At Darwin 50 out of 70 people who wished to visit his ship were unable to do so because of rough weather; his 20 who did manage to get on board by boat had to be taken off by helicopter. A visit to Darwin next season, preferably during sports week, would be a nice gesture. Fortunately all his school children were able to go on board and so were guests invited to a buffet supper in his wardroom.

Next season a call at Port Louis would be appropriate as his place where Captain Ross carried Ender + Terror is of great interest and people at Green Patch + Johnston's barrow could pre-arrange at Port Louis. Captain Buchanan is anxious to include Port Howard in his itinerary in order to repay hospitality received during his Chaffers visit. Details for next season can be considered later; there is no dearth of places to visit and in addition to his obviously interesting ones I should like to see North Am on his list.

13/6

7. (1) The child of a female prisoner may be admitted into the prison with its mother if the court which committed the prisoner shall have authorized such admission, and the child shall not be taken from its mother unless the medical officer shall so direct:

Provided that no such child shall be retained in prison after it has attained the age of twelve months unless the medical officer shall consider such retention to be highly desirable or unless there is no suitable person who is willing and able to care for the child.

(2) Any child so retained shall, if necessary, be clothed at the public expense.

(3) The medical officer may make such recommendations regarding the diet of such child as he may deem fit.

Compulsion to work.

18. All male prisoners over the age of seventeen years and under the age of sixty years who are undergoing sentence of imprisonment or penal servitude shall, if certified by the medical officer to be fit therefor, be set to work, and may be compelled to work inside or outside the walls of the prison, on such work and at such times and in such manner as may be prescribed, subject to the approval of the Governor, in standing orders issued by the Officer in Charge:

Provided that female prisoners shall not work outside the prison unless so ordered by the medical officer, and shall be employed only on such labour as is suitable for women.

Nature of work.

19. The work to which any prisoner undergoing sentence of imprisonment or penal servitude may be set within the prison shall be such as may be prescribed or as may be ordered by the Officer in Charge and approved by the Governor, and such work may include the necessary services of the prison or of the quarters of the Officer in Charge, but shall not include any personal services for prison officers.

Appointment of medical officer.

20. The duties of medical officer of the prison shall be performed by such medical officers as the Governor may from time to time appoint.

Duties of medical officer.

21. The medical officer shall have the general care of the health of all prisoners, and shall make known to the Officer in Charge any circumstances connected with the prison or the treatment of the prisoners which at any time appears to him to require consideration on medical grounds.

Examination of prisoners.

22. The medical officer shall examine every prisoner as soon as possible after admission and immediately prior to discharge, and on such other occasions and for such other purposes as may be prescribed, and shall record the results of such examination on the nominal roll of prisoners.

Inspection of prison.

23. When there are prisoners or other persons held within the prison the medical officer shall, at intervals of not more than once in each fortnight, inspect the prison, including the drains, lavatories and kitchens, and the food provided for prisoners, and shall perform such other duties in connection therewith as may be prescribed.

Medical officer's directions.

24. The Officer in Charge shall put into effect any directions which the medical officer may give for preventing injury to health.

Removal to hospital.

25. (1) A prisoner may, by the direction of the medical officer or, in urgent cases, of the Officer in Charge, be removed to the hospital.

(2) Save as otherwise expressly provided, a prisoner shall be deemed for all purposes to be in prison custody while he is in or proceeding to and from hospital:

26th February,

69.

Colonial Treasurer,

Colonial Secretary,

333
Visit of H.M.S. Arethusa

This is to confirm that £1,000 of local currency has been asked for on arrival, Saturday 15th March, 1969.

(W.H. THOMPSON)
COLONIAL SECRETARY

0625/XVII

34T
379

26th February,

69.

Dear Captain Goss,

333 This is to confirm that you will undertake the duties of A.D.C. on the 15th March when H.M.S. Arethusa arrives in Port Stanley.

The drill is expected to be that Captain Maslen will arrive at the public jetty at 9:55 a.m. to be met by you and taken to Government House to make a formal call at 10 a.m.

It may be that you will be asked to accompany the Captain from Government House to my office and the office of the Colonial Manager of the Falkland Islands Company.

The Governor, with yourself in attendance, is expected to leave the public jetty for the return call at 11:15 a.m.

Yours sincerely,

(W.H. THOMPSON)
COLONIAL SECRETARY

Captain R.V. Goss, E.D.
Stanley.

SC

P625/XVII

342
360

26th February, 69.

Dear Secretary,

Will you let me know whether you are interested in a cricket match with H.M.S. Arethusa on Saturday 15th March, 1969.

333

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

Secretary,
Stanley Cricket Club.

SC

Reply 346

0625/AVII

~~343~~
381

26th February,

69.

Dear Secretary,

Will you let me know whether you are interested in a football match with H.M.S. Arethusa on Sunday 16th March, 1969.

1
353

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

Secretary,
Football Association,
Stanley.

SC

~~WPL~~
~~2446~~

0625/XVII

26th February,

69.

Superintendent of Education.

Colonial Secretary.

Visit of H.M.S. Arethusa

Advance warning. Please be prepared for a children's party on board H.M.S. Arethusa on Monday the 17th March. Numbers are expected to be between 20 and 40.

333

(W.H. THOMPSON)
COLONIAL SECRETARY

SC

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			26.2.69

To

LTF MOD NAVY LONDON

HO A/C

(Passed through "Moody Book")

From Governor Falkland Islands unclassified please pass HMS Arethusa regret your letter 225/2/7 of 17th January not received stop Based on your telegram 333 101510Z and presuming your times GMT suggest ETA be advanced to 1230 GMT with official call Government House 1300 GMT call being returned 1415 GMT stop Names of 75 persons for reception Saturday available stop Would you wish us issue invitations on your behalf and for what time and duration stop My wife and I accept with thanks your invitation lunch or dine Saturday and suggest dinner with other guests Colonial Secretary and Mrs Thompson Senior Unofficial Council Member and Mrs Barton stop Sunday 16th sherry party midday Government House for Captain and Officers followed by lunch for Captain and two followed by tour of neighbourhood stop Suggest ship open to public Sunday afternoon and childrens party for 40 Monday afternoon stop Dinner party Monday Government House for Captain First Lieutenant and two other Officers stop Soccer and cricket teams available stop Would you wish fire gun salute on entering narrows query £1000 local currency will be available stop Suggest public jetty be used throughout stay

Reply at (347)

386

Time

R

Colonial Secretary
Colonial Secretary's Office
Stanley.

Ref P.625/XVII



2, Ross Rd West
Stanley
28th February 1968

66 346

384

Dear Mr Thompson,

Thank you for your ~~letter~~ letter

concerning a cricket match against H.M.S.
Aethura on Saturday 15th March 1969.

The club would be delighted to
play the ship on the afternoon of
Saturday the 15th March. In view of
the restricted daylight hours might I
suggest a start be made at 2.15 pm?

Yours faithfully

Peter Trevelyan
Hon. Sec.

347
385

PRECEDENCE - ACTION	PRECEDENCE - INFO	DATE - TIME GROUP	MESSAGE INSTRUCTIONS
PRIORITY		282348.Z. FEB	
FROM	HMS ARETHUSA	PREFIX	GR
TO	HMS ENDURANCE	SECURITY CLASSIFICATION	
INFO		DIG	SERIAL No.
			UNCLASSIFIED.

FOR GOVERNOR FALKLAND ISLANDS. YOUR 261945.Z.

Reply to (345)

A.. AGREE ETA 1230 GMT.

B.. AGREE CALLS.

C.. RECEPTION GRATEFUL YOU ISSUE INVITATIONS ON MY BEHALF TIME AND DURATION AS YOU THINK APPROPRIATE.

D.. MY DINNER. DELIGHTED. AGREE GUEST LIST PLEASE ISSUE INVITATIONS.

E.. MOST GRATEFUL YOUR LUNCH SUNDAY AND DINNER MONDAY.

F.. AGREE SHIP OPEN TO VISITORS AND CHILDRENS PARTY.

G.. REQUEST SOCCER AND CRICKET MATCHES BE ARRANGED.

H.. HAD INTENDED TO FIRE PERSONAL SALUTE AT 1445 GMT BUT IF PREFERRED WILL FIRE ON ENTERING NARROWS.

REF: PROGRAMME FOR HMS ARETHUSA INTENDED VISIT FALKLAND ISLANDS.

DISTRIBUTION X, GFI, FILE & LOG.

Page 1 of 1		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL. No.	
CLASSIFIED		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO							
FOR	DATE/TIME	SYSTEM	OPERATOR	DATE/TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE		
OPR'S	1st 0613	SA							
USE	MAR .Z 4/403	GRAHAM					NAME		

ROUTINE

ENDURANCE

ARETHOSA

031445Z MAR

MESSAGE INSTRUCTIONS

PREFIX

SECURITY CLASSIFICATION

UNCLASSIFIED

DIG

SERIAL

*This is my reply to
Buchinta's (347), sent
from Endurance*

FROM GOVERNOR FALKLAND ISLANDS.

THANK YOU FOR YOUR 282318Z FEB. INVITATIONS WILL BE ISSUED FOR YOUR
PARTIES. RECEPTION 1830 TO 2000. SOCCER AND CRICKET MATCHES WILL BE
ARRANGED DETAILS TO FOLLOW. AGREE PERSONAL SALUTE 1415 AND NO SALUTE
ON ARRIVAL. SHERRY PARTY SUNDAY 16 IS INTENDED FOR ALL AVAILABLE OFFICERS

GOVERNOR. X.LOG.

REFERS TO MESSAGE

CLASSIFIED

YES

NO

DRAFTER'S NAME

OFFICE

TEL. NO.

DATE TIME

SYSTEM OPERATOR

D

3/2

KT

SS

B

RELEASING OFFICER'S SIGNATURE

RANK

RESTRICTED

~~349~~
387

13. Entertainment ashore. It is requested that details of any official entertainment offered may be communicated in the following form.

- (a) Date, Time and Place
- (b) Nature of Function
- (c) Person's rank/rate and number invited
- (d) Dress
- (e) Host and Sponsor
- (f) Transport arrangements to and from ship, including the time of leaving the ship.

14. Open to Visitors.

- (a) The ship may be opened to visitors for about 3 hours in the afternoon of one day, preferably on the 16th or 17th March, but not on the day on which the children's party is held.
- (b) A children's party could be given for about 20 underprivileged children if it is considered desirable.
- (c) Organised visits by military personnel, schools or institutions can be arranged. The ship can take up to two groups in the forenoon and afternoon. Groups should not exceed 20 persons.
- (d) Invitation cards for the entertainments on previous page are forwarded separately. *NR received*

15. Sport. HMS ARETHUSA can provide teams of average club standard 2nd or 3rd teams for cricket and soccer. A number of officers and ratings also play squash. It is requested that details of any games arranged can be supplied in the following form.

- (a) Game to be played
- (b) Date, Time and place *- 2.30*
- (c) Opponents and shirt colours where appropriate *blue*
- (d) Will referees/umpire be provided *- yes*
- (e) Changing facilities
- (f) Transport arrangements

16. Publicity material is enclosed. The Captain is willing to give a Press briefing on arrival.

17. Dress. Blue uniform will be worn.

18. Floodlighting. Your advice is requested on the question of floodlighting the ship. Only one side, or the bows, can be floodlit.

19. Church Services. Details of local services are requested.

20. Boats. It is understood that a 36 ft fibre glass work boat is available. The loan of this during the visit would be appreciated.

21. It is requested that two copies of the reply to this letter may be sent to the Commanding Officer, HMS ARETHUSA and one copy to the Flag Officer Flotillas, Western Fleet.

RESTRICTED

RESTRICTED

~~25~~
388

Enclosure to Commanding Officer ARETHUSA's letter No 225/2/7

1. Ships particulars: length 372 feet
beam 41 feet
draught 18 feet

Complement: 18 Officers
60 Senior Ratings
180 Junior Ratings

2. The ship carries 3 Chinese laundrymen, who are issued with R.N. Identification Cards.

3. Arrival

(a) What is the point of arrival for E.T.A.?

Stanley Harbour Narrows

(b) Pilot - your advice on the need for a local pilot is requested.

- Check with Harbormaster

(c) Harbour frequencies - what are they? *Provide information 4.5. m.m.*

4. Berthing. Which anchor berth has been allocated? *Advise*

5. Customs and Pratique. This is assumed that clearance will be *Confirm* granted automatically.

6. Official Calls. It is requested that the following details may be included in the programme.

(a) Style, rank, title, name and appointment of personage, and at which address the call is to be made or returned.

(b) Transport requirements. *GH can will be provided.*

(c) Dress and Ceremonial.

7. Fresh Provisions. It is requested that a reputable contractor be asked to call on the Supply Officer. *C.S.*

8. Mail. It is requested that the times and place for collection of mail may be sent to the ship on arrival. *C.S.*

9. It is intended to operate the ship's Wasp helicopter. The airfield will be kept informed of the flight plans. *No airfield*

10. Leave. It is intended to give all night leave unless you advise *C.S.?* otherwise.

11. Patrols. A small shore patrol will be kept at stand by onboard.

12. Entertainment onboard.

(a) The Captain and Officers would be pleased to hold a reception for a maximum of 75 guests on the evening of the first day. Your advice on the start time is requested. *6.30 - 8 pm Sat 15th*

(b) The Captain would be pleased to hold a lunch or dinner party. The Captain's table can seat eight. *Dinner Sat 15th*

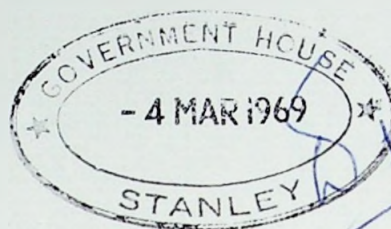
Captain P. Maslen, MVO, Royal Navy

H.M.S. ARETHUSA
B.F.P.O. Ships

225/2/7

17th January 1969

His Excellency Sir Cosmo HASKARD
The Governor
Falkland Islands



Your Excellency,

1. As your Excellency will be aware, Her Majesty's Ship ARETHUSA is scheduled to visit Port Stanley from the fifteenth to the eighteenth of March 1969.
2. It is proposed to arrive at 0900(+4) on the 15th March, and depart at 0900(+4) on the 18th March. *— now altered to 0930 local (1230 GMT)*
3. Information concerning the ship and visit is contained in the enclosure. Any tours of penguin rookeries, or other visits of natural interest would be much appreciated.
4. The officers and men of my ship are much looking forward to this visit - as am I.

I have the honour to be,
Sir,
Your Excellency's obedient Servant,

(P. MASLEN)
Captain
Commanding Officer

Copy to:
The Flag Officer Flotillas, Western Fleet

CS. papers for your information

*I have dictated a draft signal to Miss Brown.
Which I shall be sending you.*

MS 6/3

0625/XVII

390,

6th March 69

To: The Adjutant,

From: The Colonial Secretary.

Falkland Islands Defence Force,

STANLEY.

Copy to: Captain R.V. Goss, R.D.

Gun Salutes - H.M.S. Arethusa

H.M.S. Arethusa will only fire a personal salute when His Excellency the Governor goes on board and so the Falkland Islands Defence Force will NOT fire a return salute as is customary when ships fire on entering harbour.

(W.H. THOMPSON)
COLONIAL SECRETARY

ZCZC 55 1

HMS ENDURANCE 33 07 0001

GOVERNOR PORTSTANLEY



YOUR 061700Z MARCH IS VERY MUCH APPRECIATED BY ALL
ON BOARD STOP THOSE OF US RETURNING LATER IN THE
YEAR LOOK FORWARD TO RENEWING OUR MANY FRIENDSHIPS
CO ENDURANCE 062015Z

COL 061700Z 062015Z

CS.

NNNN

0625/KVII

7th March,

~~352~~
394
69

Post Master,

Colonial Secretary

Stanley.

H.M.S. Arethusa will arrive on Saturday the 15th March departing on the 18th March. The ship's Commanding Officer requests that he be notified of the times and place for collection of mail immediately on arrival of the ship.

(W.H. THOMPSON)
COLONIAL SECRETARY

SC

0625/XVII

353
392

7th March,

69

Dear Sir,

We have warned H.M.S. Arethusa that there will be a cricket match at 2:15 p.m. on Saturday 15th March. It is now over to you to arrange the necessary transport and to make the necessary contacts with them.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

P. Trevelyan, Esq.,
2 Ross Road West,
Stanley.

~~354~~
353

7th March,

69.

Dear Sir,

H.M.S. Arethusa is due to arrive in Stanley on Saturday the 15th March and will remain for three days. She is expected to arrive at 0930.

They have requested that provision suppliers call upon the Supplies Officer.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

Chief Storekeeper,
West Store.

SC

0625/XVII

~~555~~
394

7th March,

69.

Dear Sir,

H.M.S. Arethusa will arrive on Saturday 15th March departing 18th March. She is expected to arrive at 0930.

They have requested that provision suppliers call upon the Supplies Officer.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

D. Peck, Esq.,
Philomel Store,
Stanley.

SC

0625/EVII

~~356~~
395

7th March,

69

Dear Sir,

H.M.S. Arethusa is due to arrive in Stanley on Saturday the 15th March and will remain for three days. She is expected to arrive at 0930.

They have requested that provision suppliers call upon the Supplies Officer.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

T. Dobbins, Esq.,
Fitzroy Road.

SC

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
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Stanley

7.7.69.

To

Copy: WE. (2)
OC NP 8902 (2)
Flag Officer 715111 as WF. (1)

MOD NAVY LONDON

H.O. 2/c

~~NAVY SECRETARIAT~~

(Passed through "Moody Brook")

From Governor Falkland Islands. Unclassified please pass HMS Arethusa.

1. Further to my 031445z your letter 225/2/7 of 17th January now received. Please note Stanley time is three hours behind GMT your letter indicates four hours. Suggest all times in signals hereafter be local.
2. Point of arrival for HMA Stanley Harbour Narrows.
3. Pilot unnecessary.
4. Harbour frequencies 4.5 k/cs 0800 - 1200, 1350 - 1600, afterwards Hovercraft Unit frequency of which you will be advised separately.
5. Berthing at your choice but suggest Cathedral bearing 220 Chimney Naval Fuel Depot bearing 300.
6. Customs clearance granted.
7. Official calls. Government House car will be at Public Jetty 9:55 local time.
8. ADC Captain Goss Falkland Islands Defence Force will meet and accompany to Government House. Thereafter accompanying for brief calls at offices on Colonial Secretary and Manager Falkland Islands Company. Governor would like to leave Public Jetty 11:15 local for return call. Grateful confirmation you will provide ship's boat.
9. Fresh provisions difficult Stanley but suppliers including baker asked to contact your Supplies Officer on arrival.
10. No mail awaits you. Postmaster will contact ship on arrival to arrange outward mail.
11. No airfield exists in Falklands but football ground suitable for helicopter. ~~Landing pad also available Hovercraft Unit, Moody Brook.~~

Time

1:51

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

396A

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
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To

Page 2

12. All night leave agreed.
13. Glad take advantage organised visits by school children in addition to childrens party. Two groups of 20 each suggest Monday morning grateful agreement and time.
14. Cricket match arranged 14:15 Saturday. Club Secretary will contact on your arrival
15. Soccer match arranged 2:30 Sunday. Stanley wearing blue. Referee provided. Suggest players come ashore in football kit. Football pitch short walk from Public Jetty.
16. Squash court available club member Spruce will contact on arrival.
17. Floodlighting of ship popular. Suggest decision be taken on arrival.
18. Sunday Church services - Christ Church Cathedral (Anglican) Holy Communion 0800; Family Service 1030; Holy Communion 1115; Evensong 1900. Bishop Tucker present Stanley. St Mary's Roman Catholic Church. Holy Mass 1000 and 1900. Confessions Saturdays 11:30 - 12:00, 1800 - 18:45 and by appointment. The Tabernacle (United Free Church) 11:00 and 19:00. Harbourmaster will deliver "Welcome to Stanley" pamphlets on board.
19. 36' workboat available. See signal dated 12th February from H.P. 3902.
20. In view of reception Saturday grateful you indicate dress preferred for you & dinner guests.

Time

RRB.

MESSAGE FORM

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION ROUTINE.	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 071534Z.MAR.	MESSAGE INSTRUCTIONS
FROM C.in C.WF.			PREFIX GR
TO NP8901.			SECURITY CLASSIFICATION
INFO MOD. NAVY.			CONFIDENTIAL.
			ORIGINATOR'S NUMBER
			KDB.

YOUR HAK. 041300Z. TO MOD NAVY.

A. ARETHUSA SAILING VALPARISO 10th MARCH 1969. FALKLANDS ETA 18th. MARCH 1969. THENCE MONTEVIDEO.

B. ENDURANCE SAILING U.K. 21 OCTOBER 1969 FOR 1969-1970 SEASON. DATES AT FALKLANDS NOT YET KNOWN.

C. NO P.F.A'S CURRENTLY PLANNED UNTIL SEPTEMBER 1970.

D. CONTRADICT SIGNAL ON THIS SUBJECT SHOULD BE ADDRESSED TO Cinc.

DIST...HE.GOV FI...OCRM...OC NP.8901...LOG.

MNE(S)BRADLEY.PN.

Page 1 of 1 pages	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 R 08 1000 h AEB	DATE TIME SYSTEM OPERATOR D	RELEASING OFFICER'S SIGNATURE	
		RANK		

DECODE.

TELEGRAM.

CS.

From PRIVATE SECRETARY

To H. M. S. ARETHUSA

Despatched : 12th March 1969 Time : p.m.

Received : 19 Time :

Colonial Manager Falkland Islands Company and Mrs Sloggie
invite four officers lunch on Sunday after sherry party.

Private Secretary

P/L : SJS

Sent via "Moody Brook"

DECODE.

TELEGRAM.

From H. E. THE GOVERNOR

To H. M. S. ARETHUSA

164
14/3

Despatched : 14th March

19 69

Time : 1545Z

Received :

19

Time :

PRIORITY
UNCLASSIFIED
141545Z.

✓

1. I accept with thanks offer of conveyance by helicopter for return call and suggest 1115 at football field. I should like Captain Goss to accompany me. Would this mean two trips query.
2. Regarding gun salute I was under impression this would be fired at time of my call on you and thus not require reply by shore battery. Only if you prefer to fire salute on entering Narrows would shore battery reply but grateful early notification your preference.
3. Thank you for offer to have school children aboard Monday 0930 and 1030.
4. Itinerary for you to view wild life on Monday will be suggested on arrival.

P/L : SJS

Sent via "Moody Brook"

DECODE.

TELEGRAM.

Cs.

14/3

From PRIVATE SECRETARY

To OSMOND SMITH JOHNSON'S HARBOUR

Despatched : 14th March 1969 Time : 1515 (by "Edith")
Received : 19 Time :

Captain Maslen of H.M.S. Arethusa would much like to visit King Penguin rookery Volunteer Sanctuary on Monday 17th March by helicopter. Carw would be taken to cause least disturbance and landing would be at distance from rookery. Grateful your agreement.

Private Secretary

P/L : SJS

FOR COMM CEN/SIGNALS USE.....

PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 141800Z	MESSAGE INSTRUCTIONS
FROM ARETHUSA.			PREFIX GR
TO H.E.GOV.FI.			SECURITY CLASSIFICATION
INFO			UNCLASSIFIED.
			ORIGINATOR'S NUMBER

1. MUCH REGRET I HAVE BEEN DELAYED STRAIGHTS OE MAGALLEN AND
WILL BE LATE IN ARRIVING.

2.REQUEST 8902 SET WATCH AT 1800 AND I WILL PASS ETA.

Page 1 of 1 pages

REFERS TO MESSAGE

CLASSIFIED

☐ YES☒ NO

DRAFTER'S NAME

OFFICE

TEL. No.

FOR OPR'S USE	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
R	14	1545	V	AEB	D				
									RANK

FOR COMM CEN/SIGNALS USE.....

PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 141900Z	MESSAGE INSTRUCTIONS
FROM ARETHUSA			PREFIX GR
TO H.E. GOV. F.I.			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER

YOUR 141545Z

1. CAPTAIN GOSS CAN ACCOMPANY.

2. WILL FIRE SALUTE AT TIME OF CALL. REGRETT CONFUSION OVER THIS.

3. MANY THANKS.

DIST...H.E.GOV. F.I...OCRM...LOG

Page 1 of 1 pages

REFERS TO MESSAGE

CLASSIFIED

☐

YES

☒

NO

DRAFTER'S NAME

OFFICE

TEL. No.

FOR OPR'S USE	R	DATE 14	TIME 1540	SYSTEM V	OPERATOR AEB	D	DATE TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
										RANK

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 142126Z	MESSAGE INSTRUCTIONS
FROM ARETHUSA.			PREFIX GR
TO H.E.GOV.FI.			SECURITY CLASSIFICATION
INFO			UNCLASSIFIED.
			ORIGINATOR'S NUMBER
			RTT.

1. GIVEN REASONABLE WEATHER ETA NARROWS 1130 LOCAL TIME.
2. SUGGEST I PAY MY CALL AS ARRANGED ARRIVING FOOTBALL FIELD 0930,
GRATEFUL I COULD BE MET AND PROVIDED OPORTUNITY TO CHANGE FROM FLYING
CLOTHES.
3. REQUEST YOU DELAY CALL BY 15 MINS THIS WILL ENABLE US TO FIRE SALUTE
AND EMBARK YOU DURING LAST MILE INTO ANCHOR BERTH.
4. REGRET INCONVENIENCE.
5. REQUEST MOODY BROOK NET WATCH 0800 WHEN ACCURATE ETA CAN BE GIVEN.

DIST...H.E.GOV.FI...OC.NP.8902...OCRM...LOG.

MNE(S)BRADLEY.PN.

Page 1 of 1 pages		REFERS TO MESSAGE CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		DRAFTER'S NAME		OFFICE	TEL. No.			
FOR OPR'S USE	R	DATE 14	TIME 1945	SYSTEM V	OPERATOR AEB	DATE D	TIME 15 0800	SYSTEM H	OPERATOR AEB.	RELEASING OFFICER'S SIGNATURE
RANK										

FOR COMM CEN/SIGNALS USE

PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 141545Z	MESSAGE INSTRUCTIONS
FROM H.E.GOV.F.I.			PREFIX GR
TO ARETHUSA			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER

YOUR 141245Z.

1. I EXCEPT WITH THANKS OFFER OF CONVEYANCE BY HELO FOR RETURN CALL

AND SUGGEST 1115 AT FOOTBALL FIELD. I SHOULD LIKE CAPTAIN GOSS TO
ACCOMPANY ME. WOULD THIS MEAN TWO TRIPS.

2. REGARDING GUN SALUTE I WAS UNDER IMPRESSION THIS WOULD BE FIRED AT

TIME OF MY CALL ON YOU AND THUS NOT REQUIRE REPLY BY SHORE BATTERY .
ONLY IF YOU PREFER TO FIRE SALUTE ON ENTERING NARROWS WOULD SHORE
BATTERY REPLY BUT GRATEFUL EARLY NOTIFICATION YOUR PREFERENCE.3. THANK YOU FOR OFFER TO HAVE SCHOOL CHILDREN ABOARD MONDAY 0930
AND 1030.4. ITINERARY FOR YOU TO VIEW WILD LIFE ON MONDAY WILL BE SUGGESTED ON
ARRIVAL.

DIST...HE.GOV.F.I.....CRM....LOG

Page 1 of 1 pages

REFERS TO MESSAGE

CLASSIFIED

☐ YES☒ NO

DRAFTER'S NAME

OFFICE

TEL. No.

FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	AEB	RELEASING OFFICER'S SIGNATURE
							14	1530	V			RANK

14 MAR 1969

DECODE.

TELEGRAM.

From H.M.S. ARETHUSA

To GOVERNOR FALKLAND ISLANDS

Despatched : 141900Z 14th March 1969 Time : 1900Z

Received : 19 Time :

Your 141545Z.

1. Captain Goss can accompany.
2. Will fire salute at time of call regret confusion over this.
3. Many thanks.

/PL : SJS

Passed from "Moody Brook".

CS
LH S.
14/3 ✓

DECODE.

TELEGRAM.

CS
14/3
S1

From.....PRIVATE SECRETARY.....

To.....OSMOND SMITH JOHNSON'S HARBOUR.....

Despatched : 14th March 1969 Time : 1515 (by "Edith")
Received : 19 Time :

Captain Maslen of H.M.S. Arethusa would much like to visit King Penguin rookery Volunteer Sanctuary on Monday 17th March by helicopter. Carz would be taken to cause least disturbance and landing would be at distance from rookery. Grateful your agreement.

Private Secretary

P/L : SJS

DECODE.

TELEGRAM.

From H.M.S. ARETHUSA

To GOVERNOR FALKLAND ISLANDS

Despatched : 141245Z 14th March 1969

Time : 1245Z

Received :

19

Time :

PRIORITY

UNCLASSIFIED: 141245Z

1. Your 121300Z RTT. All times local.

Para 8 very happy provide ship's boat but it is open and has no canopies as alternative could bring you off by helo if latter preferred. Would fire personal salute on entering Narrows grateful for decision by next routine.

Para 10 very willing to take outward mail to Montevideo to be on board by 0800 by Tuesday 18. *Postmaster informed*

Para 13 agreed 0930 and 1030.

Para 20 dress for dinner guests at reception, black ties and short skirts.

2. I am very interested to see King Penguins and as much wild life as possible, and would like to use my helo for this on Monday.

3. Will maintain constant loudspeaker watch on 4.5 m/h in case you wish to call me.

P/L: SJS

Passed from "Moody Brook"

397.

C.S.

For you -
I have sent
you copy of my
reply.

LA
S. 14/3

DECODE.

TELEGRAM.

From H.M.S. ARETHUSA

To GOVERNOR FALKLAND ISLANDS

Despatched : 141800Z 14th March 19 69 *Time :* 1800Z

Received : 19 *Time :*

PRIORITY

UNCLASSIFIED

1. Much regret I have been delayed in Straits of Magellan and will be late in arriving.

2. Request 8902 set watch 1800 and I will pass new ETA.

P/L :SJS

Passed from "Moody Brook"

398.

CS

14/3

DL.

14/3

151

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSRECEIVED*CS.*

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

Number	Office of Origin	Words	Handed in at	Date
190	Johnsons Hbr	29	0930	15.3.69

To

Private Secretary Stanley

Capt Haslen has permission to visit Volunteers as arranged Monday 17th March pleased
to know that care will be taken not to disturb birds

O.R Smith

Enc

Time

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

CS.

PRECEDENCE—ACTION PRIORITY	PRECEDENCE—INFO DEFERRED	DATE—TIME GROUP 151110Z	MESSAGE INSTRUCTIONS
FROM ARETHUSA			PREFIX GR
TO H.E.GOV.F.I.			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER

SHIP ETA NARROWS 1230.

MY ETA FOOTBALL FIELD 0940.

DIST.H.E.GOV.F.I....OCRM....LOG.

Page.....1.....of.....1.....pages

REFERS TO MESSAGE

CLASSIFIED

☐ YES☒ NO

DRAFTER'S NAME OFFICE TEL No.

FOR OPR'S USE	R	DATE 15	TIME 0840	SYSTEM V	OPERATOR AEB	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
											RANK

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE

—MeC—51-8047

PRECEDENCE-ACTION PRIORITY	PRECEDENCE-INFO DEFERRED	DATE-TIME GROUP 151050Z	MESSAGE INSTRUCTIONS
FROM H.E.GOV.F.I.			PREFIX GR
ARETHUSA			SECURITY CLASSIFICATION UNCLASSIFIED
INFO			ORIGINATOR'S NUMBER
			SPECIAL INSTRUCTIONS

YOUR	142129Z. ALL	POINTS AGREED.	SIGNED GOVERN OR.	5
				10
				15
				20
				25
				30
				35
DIST...	H.E. GOV.F.I.	OCRM...	LOG.	40
				45
				50

PAGE 1 OF 1 PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL. No.	
		CLASSIFIED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO							
FOR OPRS USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR
					D	15	0845	V	AEB
					RELEASING OFFICERS SIGNATURE				
					RANK 115 MAK				

Amz hnto file
Sx
399

Guests invited to a Sherry Party
at Government House
at midday on Sunday 16th March 1969.

The Captain and Officers, H.M.S. Arethusa

The Hon. Mr W.H. Thompson, C.B.E., Colonial Secretary, and Mrs Thompson

The Hon. Mr L.C. Gleadell, C.B.E., J.P., Colonial Treasurer, and Mrs Gleadell

The Hon. Mr A.C. Barton, C.B.E., J.P. Member of Executive Council and Mrs Barton

The Hon. Mr R.V. Goss, B.D., Member of Executive Council and Legislative Council,
and Mrs Goss

Mr and The Hon. Mrs D.G.B. King, Member of Legislative Council

The Hon. Mr W.H. Clement, J.P., Member of Legislative Council, and Mrs Clement

The Hon. Mr R.W. Hills, Member of Legislative Council, and Mrs Hills

Mr H.L. Bound, J.P., Assistant Colonial Secretary and Mrs Bound

Mr J. Kerr, M.B.E., Director of Civil Aviation, and Mrs Kerr

Mr H.T. Luxton, Harbourmaster, and Mrs Luxton

Mr D.J. Draycott, Superintendent of Education, and Mrs Draycott

Dr J.H. Ashmore, J.P., Senior Medical Officer, and Mrs Ashmore

Dr C.M. Malone, Medical Officer, and Mrs Malone

Mr T.J. Peck, Inspector of Police, and Mrs Peck

Mr J. Bound, M.D., J.P., Superintendent of Posts and Telecommunications

Mr E.C. Gutteridge, J.P., Superintendent of Power & Electrical Dept.,
and Mrs Gutteridge

Mr H. Bennett, J.P., Registrar General, and Mrs Bennett

Mr T.W. Royans, Superintendent of Public Works, and Mrs Royans

Mr C.M. Johnston, Officer in charge Radio & Space Research Station, & Mrs Johnston

Mr E.C.J. Clapp, Officer in charge British Antarctic Survey Office, and Mrs Clapp

Lt. Cmdr. J. Salter, R.N.

Lt. Cmdr. A.C. Cook, R.N.

Lt. P. Orchard, R.N.

Captain M.L.A. MacLeod, R.N.

The Right Revd. Monsignor J. Ireland, Prefect Apostolic of the Falkland Islands

The Right Revd. C.J. Tucker, Bishop of the Falkland Islands, and Mrs Tucker

The Revd. P.J. Millam, Christ Church Cathedral, and Mrs Millam

* The Revd. P.J. Charman, Presbyterian Minister, and Mrs Charman

Mr A. Sloggie, Colonial Manager, Falkland Islands Company, and Mrs Sloggie

Captain R.H. Miller, R.M.S. Darwin, and Mrs Miller

Miss S.J. Swanick, Private Secretary, Government House

Mr J. Monro Higgs, Cable and Wireless, and Mrs Monro Higgs

Mr P.C. Summers, Chairman, Stanley Town Council, and Mrs Summers

... / ...

Mr A.B. Monk, J.P., Manager, San Carlos Sheepfarming Company, and Mrs Monk
Mr C.H. Robertson, J.P., retired farm manager, and Mrs Robertson
Mr R.L. Robson, J.P., retired farm manager, and Mrs Robson
Mrs E.A. Pitaluga, widow of farm manager
Mrs C. Luxton, J.P., widow of farm manager
Mrs B.M. Harding, widow of farm manager
Miss M. Biggs, M.B.E., Librarian, former member of Legislative Council
Mrs M. McWhan, widow of presbyterian minister
Mr R.F. Johnson, Chief Meteorological Officer, and Mrs Johnson
Mr R.W. Stainer, Manager, Space Research Station West, and Mrs Stainer
Mr P.J. Cheek, former member of Legislative Council, and Mrs Cheek
Mr R.D. Clements, Logistics Officer, British Antarctic Survey, and Mrs Clements
Miss J. Draycott, daughter of Superintendent of Education
Miss A. Denholm, Matron
Mrs E.A. Stewart, Nursing Sister
Mr D.R. Morrison, Postmaster, and Mrs Morrison
Mr W.H. Roberts, Supervisor, Government Wireless Station, and Mrs Roberts
Mr C.T. Reive, Broadcasting Engineer, and Mrs Reive
Mr A.J. Blyth, Assistant Superintendent of Power and Electrical Dept., and Mrs Blyth

* Miss Denholm and the Revd. P.J. and Mrs Chapman were
unable to accept the invitation.

400

DECODE.TELEGRAM.*From* GOVERNOR FALKLAND ISLANDS*To* H.M.S. ARETHUSA*Despatched* : 18th March

1969

Time : 9.50*Received* :

19

Time :

On your departure from the Falkland Islands I would like to say how much your visit to Stanley has been enjoyed. The hospitality shown to visitors to the ship has been much appreciated and our only regret is that time did not permit you to visit settlements outside Stanley. All good wishes for your homeward passage.

GOVERNOR

P/L : SJS

Sent via "Moody Brook"

DECODE.

TELEGRAM.

From H.M.S. ARETHUSA

To GOVERNOR FALKLAND ISLANDS

Despatched : 181226Z 18th March 19 69 Time : 1226Z

Received : 181250Z 18th March 19 69 Time : 1250Z

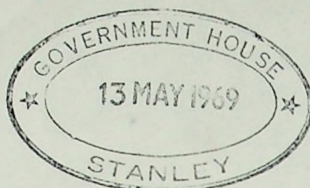
PRIORITY

UNCLASSIFIED 181226Z

Very much regret that I cannot deviate even to go along the north coast and so I fear there can be no question of visiting any of the settlements. Very many thanks for your many kindnesses we shall long remember the Falklands.

P/L : SJS

Passed via "Moody Brook"



403
O/C. f.y.i. - min back
to me please. 404 3/6/69

402

1/6. Seen Stonington. very good.

[Signature]
3-6-69.

HMS ENDURANCE
at Sea

19th March, 1969

No.226

COMMANDER-IN-CHIEF WESTERN FLEET

HMS ENDURANCE - REPORT OF PROCEEDINGS FOR THE PERIOD
1ST DECEMBER, 1968 TO 6TH MARCH, 1969

Reference: Commander-in-Chief Western Fleet's letter No.WF 2/26.0 dated 28th August, 1968.

1. The attached report is forwarded in accordance with paragraph 20 of the reference. The sequence of main events has been reported already in HMS ENDURANCE signals 282100Z December, 1968, 191400Z January, 061500Z February, 211335Z February and 061830Z March. This report is confined therefore to a summary of the ship's operations during her first Antarctic season.

2. It is considered that the balance of the various tasks was about right and that a satisfactory pattern has been established into which to fit future season's programmes. It is believed that the ship has made a favourable first impression on those who live and work in the area.

[Signature]

(P.W. BUCHANAN)
CAPTAIN, ROYAL NAVY
COMMANDING OFFICER

- Annex A. Report of Proceedings
B. Rescue Operation from Stonington
C. Photographic Record

Copies to:

Ministry of Defence (Navy)
Naval Historical Branch

His Excellency the Governor of the Falkland Islands ✓

Hydrographer of the Navy

THE SHIP

Design

1. In her first season the ship has proved most suitable for her intended tasks. The hull design and built-in strength enable her to operate in most ice conditions liable to be met in the area during the summer months and she has good sea-keeping qualities. The conversion can be considered a success and no major operational shortcomings have been apparent, with the possible exception of range. Although an endurance of about 32 days at sea is adequate for normal commitments it allows little margin should an emergency arise towards the end of a period away from a fuelling base. This factor, together with proposals for improving Junior Ratings accommodation, storeroom arrangements, stowage of boats and provision of sonar has been represented separately.

Appearance

2. The colour scheme of red hull, mast and decks, white superstructure and buff funnel has proved most effective not only for identification from the air but the red is a practical colour to maintain with a small ship's company and few opportunities for painting. The overall appearance, although unusual for an HM Ship, is functional and an indication of her role.

Machinery

3. The machinery generally has performed well. The long periods of main engine running with little opportunity for maintenance has proved the suitability of this type of machinery for such a ship. During the 96 days covered by this report there has been one period of 4 days, one of 3 days and two of one day each when the ship has not been under way. When operating in ice it is often necessary to run the engine for long periods at slow speeds and under heavy loading conditions. Although the engine is not suited to this, excessive carboning-up of the pistons has not occurred. More modern designs of polar vessels overcome this problem by the use of a variable pitch propeller.

4. The three original diesel generators have given cause for concern since one suffered extensive damage due to the failure of a bottom end bolt. Until remedial action, which is in hand, is completed the remaining two are used only in emergency, thus justifying the apparently lavish provision of three additional generators during the conversion.

Aviation

5. The Flight has been employed on many unusual and interesting tasks but, apart from the icing characteristics inherent in any present day helicopter when operating in low temperatures, no undue difficulties have been encountered. Aircraft serviceability on the whole has been good. The unfortunate forward slope of the flight deck, which is the subject of a separate report, is a design feature which should not be allowed to re-occur.

THE SHIP'S COMPANY

6. The complement has proved adequate and suitable. However, if the full Royal Marines detachment were borne, thus reducing the number of seamen, certain difficulties would be met.

/This fact

This fact together with proposed minor amendments to the scheme of complement has been reported separately.

7. In spite of the very limited opportunities for shore leave or recreation throughout this period the morale of the ship's company has remained high. The varied, often difficult and sometimes exciting conditions, added to a wealth of new experiences have contributed to this. Exped. parties, both in Antarctica and in the Falklands, have proved popular and have given invaluable experience to those taking part. With a small ship's company there is no place for "passengers" and the willingness with which members of all departments have volunteered to assist in any extra work has been most encouraging.

8. The health of the ship's company has been excellent.

THE TASKS

9. The main tasks of the ENDURANCE when on station are:
- To provide a naval presence in the area.
 - To assist and support the British Antarctic Survey.
 - To carry out hydrographic surveying.

Contribution to these three tasks during the 1968/69 season has been made as follows.

Naval Presence

10. The Falkland Islands The passage and assistance afforded to Lord Chalfont and his party, with the subsequent part played by the ENDURANCE helicopters and Royal Marines in apprehending the three Argentinians who crash landed in the Falkland Islands has been reported previously. In addition to this visit, two subsequent periods have been spent in the Falkland Islands; one of five days in Port Stanley over the New Year and one of eight days at the beginning of March. Five days of the final period were spent visiting settlements around the Islands with His Excellency the Governor and Lady Haskard embarked.

11. Port Stanley Short visits to Port Stanley with its small but friendly population and its long and close connections with the Royal Navy are always a pleasure. They also help demonstrate the continuing interest of the United Kingdom government in the Falklands, and enable assistance and support to be given to the Naval Parties stationed there. Port Stanley, although the main depot for fuel in the area, is unable to supply visiting ships with fresh provisions in any significant quantity. Communication with the South American continent is also only by monthly steamer.

12. Outlying Settlements During the tour of the settlements five separate communities were visited. Some of them had been visited by HMS LYNX in 1964 but many had not seen an HM Ship since the "Bay" class frigates in the early nineteen fifties. Many of the anchorages are confined and ill-charted and the strong prevailing winds often make boat-work difficult. However, exchange visits between the ship and shore were possible and much goodwill was engendered. It is intended to make such a tour each year, covering all settlements about every three years.

/South Georgia

13. South Georgia Since the decline in the whaling industry the population of South Georgia has dropped to about fifteen souls. The Administrative Officer is therefore being withdrawn this year and the only remaining activity will be a British Antarctic Survey base at King Edward Point. The ship's visit was therefore the last by an HM Ship under the present regime, and also coincided with the 47th anniversary of the death in that place of Sir Ernest Shackleton.

14. Antarctic Territories Five of the six British Antarctic bases were visited during the season. A visit to the sixth, Halley Bay on the Weddell Sea, requires a longer passage and time did not permit this. It is hoped to programme a call there next season. At all bases visits were exchanged between the ship and shore and any assistance required was given. An informal nightly radio routine called the "Goon Show" is kept between all BAS bases and ships and this is invaluable for the exchange of information on day to day activities. Good liaison was maintained with RRS SHACKLETON and RRS JOHN BISCOE and all three ships spent Christmas Day in company at anchor in Potter Cove, King George Island.

15. Foreign Bases Two unscheduled events, the Ministerial visit to the Falklands and the rescue operations from Stonington, took up all the slack in the programme and little time remained for visiting foreign bases. A brief call however was made at Ardley Island on Christmas Eve and the members of the Chilean and Russian bases were entertained on board. It is hoped to extend these activities next season. The Chilean base is still under construction and very close to the established Russian Base. Although it is understood that this proximity has caused some concern at international level, relations and co-operation on the spot appeared excellent.

16. Chile During the season two calls were made at Punta Arenas, one of four days and one of 26 hours. This southernmost city of the World has a direct air link with the United Kingdom for mail, stores and passengers, good fresh provisions are available and a small naval repair facility exists. Fuelling arrangements however, are poor. There is a small, but hospitable British Community and relations with the Chilean Navy are most friendly. Due to the dispute between Chile and the Argentine in this area all foreign warships transitting Chilean territorial seas are now required to embark a Chilean Naval Officer. It was found convenient between visits to Punta Arenas to keep one on board and Sub Lieutenant VALENZUELA profited by a voyage to the Antarctic.

Support for the British Antarctic Survey

17. On her arrival at Montevideo in November, the JOHN BISCOE was required to dock to repair a leaking stern gland. This presented the first opportunity of assisting the British Antarctic Survey and fifteen tons of stores and 6 passengers were transferred to the ENDURANCE for delivery at Deception Island. This enabled the base there to be re-opened on time. Other tasks have included the carrying from the UK and unloading by helicopter to an otherwise inaccessible position at Signy Island of a prefabricated hut, the carrying on deck of a Single Otter aircraft from South Georgia to Deception, the delivery of provisions and mail to bases, the transfer of passengers and stores between bases and the rescue of the stranded Twin Otter aircraft from the Larsen Ice Shelf.

/This incident

This incident is described at Annex B. The Single Otter delivered to Deception unfortunately had a short life as it subsequently crash landed in the mountains behind Stonington. All the occupants were rescued by the Twin Otter but the aircraft has not been recovered.

18. During the period of earth tremors at Deception Island additional radio routines were kept in case help was needed. These were discontinued the evening before the final eruption when the ENDURANCE was on passage to Punta Arenas and the SHACKLETON had arrived in the area. Had Deception decided to erupt twelve hours earlier the ENDURANCE would have been well placed to effect the rescue.

Surveying

19. In addition to two major survey tasks, four minor ones have been completed. These were ship sounding to prove the non-existence of Svip Rocks and Nereide Patch and boat surveys of Deception Island and Potter Cove. All these are in the South Shetland group. The main Hydrographic task was the survey of the area to the west of the Argentine Islands. Hifix stations were established on two suitable islands and 1,930 miles of ship sounding carried out in a previously uncharted area. Extremely severe conditions eventually necessitated the striking of one Hifix Camp which had nearly fulfilled its useful purpose and the work was continued using one Hifix station in conjunction with a radar transponder. The Survey established a safe navigable channel south of the Argentine and Betbeder Islands to seaward and also fixed island groups and rocks previously some miles in error. The inshore work has since been progressed by a detached party under Lieutenant MAZZEO which is now embarked in the JOHN BISCOE for passage home.

20. The second major survey task was for the Directorate of Overseas Survey and required the triangulation of Crystal Sound, just north of Adelaide Island. Thirteen stations had to be occupied for theodolite and tellurometer observations and this required placing small parties at often precipitous locations, producing difficult flying conditions. Bad weather caused frustrating delays and one party endured four days on an exposed ridge sometimes in 60 knot blizzards. Ice conditions also became difficult and at times the ship was quite unable to move. However the task was eventually finished thus completing the triangulation of the West coast of the Antarctic Peninsular and allowing all previous triangulations to be adjusted to a common system. During this period the ship's survey party was augmented by a surveyor from the British Antarctic Survey.

Scientific Work

21. One Marine Biologist, sponsored by the Natural Environment Research Council, was embarked for ten weeks. He was studying the distribution and concentration of Krill with a view to its use for human consumption. Many samples were taken and deep frozen for return to Southampton University for analysis. Other scientific work such as the recording of all whales sighted, and reporting on seal concentrations and types has been undertaken by ship's officers for various scientific bodies. The potential of the ship for scientific work has not yet been exploited, nor will this be possible until the full outfit of oceanographical equipment is fitted. It is understood that this will be in 1970.

HELICOPTER OPERATIONS FROM STONINGTON

1. During the late evening of December 10th, whilst the ship was approaching South Georgia, a report was received that the Twin Otter aircraft belonging to the British Antarctic Survey had been forced to land in an unknown position by bad weather and shortage of fuel. The aircraft was unsure of its position but had managed to land on an ice shelf in total white-out conditions, having failed to find Stonington Base after a six hour flight to Fossil Bluff and back. The ENDURANCE immediately turned back and reported that she would be in the area in four days time.
2. Whilst on passage south, with the aid of radio compass bearings from a beacon provided by the RRS JOHN BISCOE, the aircraft was able to fix its position as being on the Larsen Ice Shelf, some 80 miles from Stonington and the wrong side of the Antarctic Peninsula. Throughout the operation the Twin Otter was unable to transmit other than speechless procedure, but a daily schedule was arranged with Stonington.
3. It was apparent that the only way to reach the aircraft was for the helicopters to operate from a forward base at Stonington, as it would not be possible for the ship to approach closely enough from the eastern side of the Peninsula, and so preparations were made to launch both helicopters when the ship arrived within 100 miles of Adelaide Island Base, which it did early on 15th December. However, the weather on that day was unsuitable for such a flight, with 500 ft cloudbase and heavy snow reported at the destination.
4. By 16th December, the ship had managed to force through heavy pack ice to within 85 miles of Adelaide, where weather conditions had improved, and so the helicopters were launched. The first leg was to Adelaide to refuel, after which the trip to Stonington was a further 50 miles. Before this time, the Otter had used its last drop of fuel to fly as close to Stonington as possible, and was now only 45 miles from the base; it was also established that an emergency stock of 21 drums of Avtur was held at Stonington. These facts simplified the operation considerably, making it unnecessary for the helicopters to ferry fuel from Adelaide as originally planned.
5. On arrival at Stonington, the weather was perfect with no cloud or wind, and so after a quick lunch the first attempt to fly across the mountains was made. The range rises steeply to an average height of 6,500 ft, the lowest crossing that can be made being at just over 5,000 ft. The width of the range at Stonington is a little over 35 miles. The first crossing was eventful as clear air turbulence was encountered, causing momentary jack stall in both aircraft, and a complete cover of stratus was lying over the peaks of the central plateau. However, a way across was found with 300 ft clearance between the

/plateau

plateau and the cloud. On arriving at the far side, however, the helicopters found themselves on top of 8/8ths stratus, and although the Otter managed to home them to on top, using 121.5 mcs, there was insufficient fuel to spend more than five minutes looking for a gap before having to return to Stonington. A further attempt was made in the evening, but by then conditions had deteriorated even more.

6. During the next three days a further five attempts were made, but the only day that the Otter reported good weather, no flying was possible at Stonington. It was easy to appreciate how an aircraft had once spent three months there in unsuccessful attempts to cross the mountains. However, on the evening of December 20th, the Otter reported that the cloud on the eastern side was breaking up, and the helicopters were launched immediately. As the cloud was sitting right on top of the mountains, the crossing had to be made above cloud at 7,000 ft which did not make navigation easy as the winds at that height were completely unknown, also because of the fuel being carried for the Otter, the helicopters' endurance was only just adequate for the return journey. Fortunately a descent was found to be possible through a gap above a glacier, and with a cloud base of 1,500 ft and good visibility, the Otter was soon sighted.

7. Whilst refuelling the aircraft and providing the first hot drinks for ten days, it was noticed that the weather was deteriorating rapidly. Fifteen minutes later, the helicopters took off again in light snow, to find that the cloud was now 8/8ths at 500 ft and conditions were almost "white-out". After 12 miles flying across the ice shelf, it was fortunately found possible to climb up the same glacier above which the gap had been found for the descent. An uneventful return was then made, again above cloud at 7,000 ft until arrival at the western side of the mountains where it was completely cloud-free. The Otter had taken off shortly after the helicopters, and it was able to fly direct to Adelaide. The helicopters returned next day, again via Adelaide, to the ship, which had been unable to make very much progress through the ice.

8. Whilst at Stonington both aircraft remained serviceable throughout. The main problem was that both H/F sets were unserviceable awaiting spares and therefore, when airborne, the helos were unable to talk to Stonington. As the weather there can change very violently and rapidly, this was a continual source of worry. The safety of the aircraft at Stonington could have been a difficulty as it sits within 100 yards of a large glacier and is subjected to violent katabatic winds; over 100 knots had been recorded there one month earlier, but fortunately 25 knots was the maximum experienced during the five day stay.

405.

CS

Captain Buchanan's report, dated 19th March 1969, concerning Endurance's first season in these waters is for filing in the Secretariat.

I would like the photographs to be displayed in the entrance to the Secretariat for general interest but I suggest that this be done after mid-July as I suspect that Winter Show propaganda may occupy much of your notice board space.

*After a period of display I would like
his photographs back please - not his report.*

*W
5/6/69*

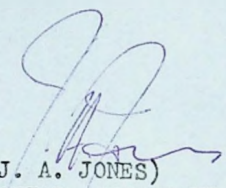
CONFIDENTIAL

406.

A.C.S.

Please see H.E.'s minute at p.405. I shall be glad if you will arrange as necessary with General Office for the appropriate display of the photographs (some overall caption will be necessary to describe what they are), at the Secretariat entrance after mid July, as indicated.

2. I would suggest display for four weeks from mid July after which, you will note, H.E. would like to have the photographs back.


(J. A. JONES)
COLONIAL SECRETARY

16 June, 1969.

0625/XVII

SC

B.W. 15.7.69

CONFIDENTIAL

407.



Gibraltar and South Atlantic Department,
Foreign and Commonwealth Office
London S.W.1

2 June, 1969.

HGF 10/3

Dear Sir Cosmo,

I have been told by the Ministry of Defence that the gas turbinised anti-submarine frigate H.M.S. Exmouth is to visit Brazil and Argentina in July but that apparently time will not allow her to go far enough south to visit the Falkland Islands.

2. The ship's itinerary is from the United Kingdom to Recife and on to Rio de Janeiro. She leaves Rio on 14 July and arrives at Puerto Belgrano on 19 July, where she stays until 23 July. She then returns to the United Kingdom via Rio and Recife, spending 27 and 28 July in Rio, and 30 July - 2 August in Recife.

3. I thought you should know of this visit, which is apparently the normal flag-showing affair, although the ship is not going to call on you.

[Handwritten signature]

(A. St.J. Sugg)

Sir Cosmo Haskard, K.C.M.G., M.B.E.,
STANLEY,
FALKLAND ISLANDS.

See 408



12/6 C.S. We always like to know whether we are one of H.M. ships anywhere near us.

12/6/69

CONFIDENTIAL

M.B. Point to PA not aware taking place. 12/7/6

Please BV on file C.C. Kennedy. To be to me, pl. 12/13/6

BU 12/7 12/27/6

DECODE.

CS NFAN LA 27/6 4078

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 26/6/69

Time:

Received: 27/6/69 Time:

No. 85

CONFIDENTIAL

407

Sugg's letter of 2nd June: visit of Exmouth.

This visit has been postponed indefinitely because of mechanical defect.

Cypher: SJS

410

AC.S. -

F.H.C. photographs put on display
today 15/7/69

409
General Office

F.H.C. 27/6

ACS This Bu is wnt 405-6. For your action.
For my work also to discuss.

409
BW 15.8.69 to mldaw