

MAI/GEN/5#3

SECRETARIAT

(Formerly)

1220/C/II	1220/C/II 5/61

POSTS & TELEGRAPHS DEPT.

INTERNAL AIR MAIL SERVICE.

CONNECTED FILES.

NUMBER

FILE NOT TO GO TO DCA

SEE FOLIO 167

0270/FF
2415.

FIGAS Aircraft movements
Correspondence relating to mails.

Acting D.C.A
Through S.P.C.

110

Mr. Pitanguy of Salvador speaks. He says that the mail drop to Salvador has NOT been given priority and that on many occasions ordinary passenger flights have been carried out sometimes passing not far from Salvador ~~with~~ when a great diversion would have made a mail drop possible. Unfortunately he could not find the date but he sent a telegram on 29th March and presumably at ~~on that~~ the date this was a mail which had not been dropped. (I now see from file that afterwards his own mail which arrived on ^{on 26th!} Angkor told him that we returned that with our pilot & our plane as we are now we could complete the drop within 3 flying days of the arrival of the mail & that if in future he did not receive his mail in that period he should send a telegram.

He also raised as a rather tentative suggestion the possibility of arranging a mail pick-up from the North Camp. He suggests that if there is not an ordinary flight to one of these settlements within a week of the departure of a mail a pick-up might be arranged. ^{He suggests Salvador & there are the ordinary flights there} I did not hold out any promises about this. I wonder whether it would cause similar demands from other places. Also the more pick-ups we take on the more difficult it will be to arrange to carry them all out and the more likelihood of complaints. However could this plan be considered? Pick-ups are now made 1 train from Fox Bay or 1500 how long?
52

27/2/61

H.C.S.

Refer Mr. Pitanguy's complaint regarding the delivery of overseas mail.

Salvador mail has in effect received the same priority as all other settlements and will continue to receive same, the last incoming mail arrived in the Colony on May 11th, the 12th May was a non flying day and Salvador mail was delivered on May 13th.

The previous incoming mail arrived on March 27th and Salvador mail went overland on March 30th, the reason why Mr. Kern did not include a mail drop on the flights between these dates is not p.p.o.

known to me.

With regard to the diversion of the aircraft to drop mail whilst on normal passenger flight, this is not always possible and to accomplish this the aircraft is compelled to undertake low flying and in my opinion this should not be done with passengers on board particularly small children.

The possibility of a mail pick up for the North camp I feel should not be considered at the moment the staff position being what it is.

The West Falkland outgoing mail is now picked up at Fox Bay and Hill Cove but some West Falkland settlements must I am sure have a three to four hour ride to get their mail to one of these pick up points. On view of this I can't think Mr. Pitelago's request is a very urgent one

140

MSumby

27.5.61.

Inf. Mr. P. that it is

regretted but it is not possible

to arrange for pickups from North Camp at any rate

with the present staff but we do have

about mail drops is as ^{was} stated by me. ~~It~~ Please

let us know if you fail to receive your mail drop in future

in 3 flying days if he arrives if he mail

5/30/61

30th May, 61.

Sir,

I am directed to refer to our recent conversation regarding the possibility of arranging mail pick-ups from the North Camp, and to inform you that it is regretted that it is not possible to arrange for such mail pick-ups with the present shortage of staff.

2. The position about mail drops is as was stated by me. Please let me know if you fail to receive your mail drop in future in three flying days of the arrival of the mail.

I am,
Sir,
Your obedient servant,

(Sgd.) D.P. Morrison

for COLONIAL SECRETARY.

R. Pitaluga, Esq.,
SALVADOR.

Reply at
142

50-52-61
144

GIBRALTAR STATION,
PORT SAN SALVADOR,
FALKLAND ISLANDS.

142



26th June, 1961.

The Colonial Secretary,
STANLEY.

RMP/JEP.

Dear Sir,

No.1220/C/11 - 30th May, 1961.

141

Thank you for your letter bearing the above reference and date.

I quite understand the difficulty in arranging mail pick-ups with the present shortage of staff. Possibly the position could be reconsidered towards the end of the year when the air service staff will be at full strength once more.

2. Your advice on mail dropping procedure was supported by a very prompt drop after the arrival of the most recent overseas mail, and this was much appreciated.

Yours faithfully,

RMP
RMP

R.M. Pitaluga
R.M. Pitaluga
MANAGER

*bu for the
kore 8.7.61*

Ack'd *JH*
29/6/61

143

.YH.

To see 142 pl.

Sum

8.7.61

to see 142 8.10.61

Phoned 10.15 am. 31.10.61

144

C.S.

Consider the leaving of Stephens off today's flight's unfair in extreme. Our overseas mail awaiting collection because plane has been expected for approximately one week

an DC A for return T.D.C.

Shaw.

or 30/10/61.

145

DEA

In report on next pl.

Dean for CP

3.10.61

146 -

H.C.S.

Monday evenings flight was solely for the purpose of lifting the overseas mail from Fox Bay and Hill Cove.

Passengers were carried on both the outward and inbound flights to settlements close to both pick-up points to relieve congestion of the passenger list owing to heavy bookings and a number of bad flying days.

Port Stephens is not as yet a pick-up point for the overseas mail, and Mr. Shaw should have sent the mail to Fox Bay to be collected as he has on previous occasions without complaint. To have included Port Stephens on Mondays flight would have added at least 50 minutes flying time and would have made the arrival of the aircraft back in Stanley around 7:15 p.m., which considering that the pilot has to go back to the office, make out the next days schedule and have it at the Broad-cast Studio by 8:15 p.m. is in my opinion cutting things a bit fine.

If Mr. Shaw was willing to accept the responsibility of holding the mail at Port Stephens, I think it is very bad taste that he should send such a strongly worded telegram complaining when his plan was about to back-fire.

ms. - th.
3/11/61

147

To them to DEA - Tuesday

2/2/61

GOVERNMENT TELEGRAPH SERVICE

147

FALKLAND ISLANDSRECEIVED

(W. & S. Ltd. Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Salvador			31.10.61

To

'Phoned
Colonial Secretary Stanley

Would be grateful if aircraft could collect urgent business and Christmas mail for United Kingdom from Rincon Grande this afternoon understand present medical flight only a short one regards

Pitaluga

Time TM/LH

Reply at 148

GOVERNMENT TELEGRAPH SERVICE

148

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed In at	Date
	Psy			1.11.61
To	etat PITALUGA SALVADOR ('Phoned R/T Office 3.35/31st)			HOA/c

147 Your message discussed with Air Service but doubtful if it can be done within number of landings permitted by Pilots Orders regards

Colonial Secretary

Kiv 146

Time HLB/LH

149

Fitzroy
11th. Oct. 1961

The Director of Civil Aviation
Stanley.

Dear Sir,

While I was visiting Pt. Stephens recently Mr. Shaw , on behalf of everyone on the farm, pointed out that The Falkland Island Government Air Service do not make a practise of picking up overseas mail at Pt. Stephens.

I understand that it is usual to pick up mail at either Hill Cove or Roy Cove and Fox Bay. It takes nine hours on a horse to put mail from Pt. Stephens to Fox Bay in winter time, one hour less in summer, then there is the return trip. Hill Cove and Roy Cove are also eight hours ride from Fox Bay and in addition Government has provided a jeep track and bridges between these two settlements and Fox Bay. Nothing was done in the direction of Pt. Stephens at all. It is very probable that New Island Weddel and Beaver would also find that a properly advertised mail pick-up at Port Stephens would be useful.

I shall be grateful if you will give this matter your consideration and can assure ~~that~~ you that such an arrangement will be greatly appreciated at Port Stephens. I hope for a favourable reply in due course.

Yours faithfully,

S. Clement.

Acting Camp Manager .
Member of Legislative Council.

Reply at #150

15th November, 1961.

Sir,

Proposed Mail Pick-up Port Stephens

149

With reference to your letter to the Acting Director of Civil Aviation. I have spoken to the Acting Director of Civil Aviation about your letter of the 11th October, 1961. I also spoke to the elected member for West Falkland. There seems no doubt that an additional pick-up for the West will lead to increased demands from the East. It would I think be best to discuss when we all meet at a Standing Finance Committee meeting what, if any, additional pick-ups we should ask for during optimum conditions i.e. when there are two planes and two pilots and what we will accept when those conditions do not obtain. I hope you agree.

I am,
Sir,
Your obedient servant,
(Sgd.) R.H.D. Manders

COLONIAL SECRETARY.

The Honourable,
J.T. Clement, J.P.,
PUT ROY.

Reply at 154

RHD/IM.

Copy to D.C.A.

Hon C.T.

151

Please note for SFC

15.11.61

Hon L. S.

152

Noted for S.L.C., thank you

at

16.11.61

Pa

GOVERNMENT TELEGRAPH SERVICE

153

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed In at	Date
381	Stephens	23	1345	29/11

To

Colonial Secretary Stanley

Grateful you consider priority flight Dr McWhan Stanley to Stephens 30th November returning Stanley 1st December to conduct necessary ceremonies

Manager

*He has been
given a flight
no limits because
BU in 2 weeks
29/11/61*

Time SRS

Phoned SRS

BU 13/12/61



Fitzroy
Nov. 24th.

The Hon. The Colonial Secretary
Stanley.

Sir,

Proposed mail pick-up Pt. Stephens

150 I have to acknowledge your letter of 15th. November. While a demand for a pick-up at Port Stephens may lead to increased demands elsewhere in the islands it does not necessarily mean that these demands should be met without question. I maintain that Government have created a precedent when it started to make a habit of picking up mail at Roy Cove or Hill Cove.

If a further pick up ~~is~~ on West Falkland is too much for the Air Service with one pilot to attempt then I suggest that you substitute Port Stephens for Roy Cove. There is no doubt that Port Stephens is the most isolated Settlement on the main Island of West Falkland and not to be compared with any settlement on East Falkland.

I am.

Sir,

Your obedient servant,

J. J. Clement

Member of Legislative Council.

155

DCA. (with notes) for comments

We require discuss

2/1/61

H.C.S.

To the best of my knowledge the decision to make an additional pick up on the north of the west was made by my predecessor and not by Government, this decision being made long before any tracks were made or even thought of, and I feel that the additional pick up point was only made at Hill Cove as it appeared to be the best or rather the most convenient assembly point for the greatest number of settlements including outlying islands.


On taking over the Aviation Department I continued collect inbound overseas mail from both Fox Bay and Hill Cove as had been the practice whilst I was Senior Pilot in the service and during my whole stay in these islands there has been no serious objections to the present system.

I regret very much what has been done, as I am sure that the additional stop was added in good faith and to the benefit of the greatest number, now it has produced only a headache for those who were trying to help.

The isolated position of Port Stephens on West Falkland is not doubted, similar claims can be made by the Salvador Water settlements and Port San Carlos not to mention the Berkley Sound ports none of which have had tracks provided by Government, or any one of the eleven smaller inhabited Islands. Under the circumstances I can not see why Port Stephens can be considered to have a better claim than any of the others I have mentioned and who are apparently quite satisfied with the arrangements as at present.

Some considerable time past I read either in a Post Office file or an old Air Service file an instruction that Overseas mail would be picked up from Fox Bay only, and if the departmental decision to add Hill Cove is now causing Government embarrassment, it is my opinion that this second pick up point should be abandoned from now.

Should however Government decide on a new Policy for the collection of mails, the discussion should be extended to include air drop deliveries and the imposing of an internal Air Mail postal charge, as you will agree that the present charge of 1/2d. open and 1d. sealed is to say the least ridiculously low for air delivery.


D.C.A. 6/12/61.

D.C.A.

I think it will be necessary for Government to come to a decision

- (a) as to how many mail pick-ups it is prepared to undertake; and
- (b) having decided on the number, where they should be. I should be grateful for your recommendations especially on point (a).

It would seem that we might perhaps have one procedure for the times when we are at full strength i.e. (neither of the aircraft are out of action and neither of the pilots are on leave) and another for other times when there is only one plane available. When there is only one plane available I think the time table is almost invariably full. A mail pick-up if accepted would presumably have priority over everything except medical flights. I imagine therefore that the Air Service itself would not be particularly affected if the number of air pick-ups was increased. It would merely mean that the general public would be inconvenienced since the ordinary programme of flights would be disturbed.

Obviously there has to be one pick-up from the West. I imagine that this ought to apply to every mail and not only the monthly mail by the 'Darwin'. At present a pick-up is I believe always made from Fox Bay. I presume that this is the most convenient place. We therefore appear to have one essential pick-up.

It might perhaps be argued that Fox Bay is the only essential pick-up and that anybody else who wishes to make sure of catching the mail should send his mail overland. But in practice everybody tries to avoid the trouble of sending his mail overland and people hope instead for an ordinary visit of the plane which will make this unnecessary.

I wonder whether it would be possible to try to arrange a provisional programme for a fortnight before a mail is due to go out. Those desiring ordinary flights during that fortnight would have to book before the beginning of the fortnight. A provisional list of flights would then be drawn up perhaps including pick-ups for some of the more inaccessible places which were not going to be served otherwise. The list of places to be listed would of course have to be a fairly small one to allow for bad weather. Any settlement which did not come into that list would reckon that it could not count on a visit from a plane and would have to make other arrangements if it was important to get its mail out. Of course I realize that there might be a great many other settlements visited which did not figure in the original list, but the point would be that the public would have no grievance if they missed the mail through not sending it overland when their settlement had not been on the original list.

When however there were two planes flying it might perhaps be possible to be very much more generous about mail pick-ups and it might be possible to arrange for one plane to be doing mail pick-ups while the other did ordinary flights.

The other question which arises is whether if some such procedure as the above were adopted it should be applicable to all outgoing mails or only the monthly mail by R.M.S. 'Darwin'. Possibly it would be sufficient to have one pick-up, Fox Bay, for mails other than the 'Darwin' and to try to introduce the procedure suggested by me for the monthly 'Darwin'. Could I have your views? Perhaps we could discuss sometime.

S. 2/1/62.

158
H.C.S.

With reference to your minute 157, a decision has already been made by Government regarding the picking up of overseas mail, the pick up point being Fox Bay and I should think that the reason for this selection is the fact that Fox Bay has a sub-post office situated there.

If Government should decide that the procedure for collection and distribution of overseas mail by aircraft is in need of revision, then the new procedure should be based on the following:-

- (a) Minimum aircraft and crew availability and not maximum or ideal.
- (b) The overseas itinerary of RMS. Darwin only.

It is my opinion, and this is based on seven years experience, that the present procedure is quite fair and reasonable and is acceptable to all but one settlement manager in the Colony, otherwise considerably more complaints would be contained in this file. I consider all that is necessary is that Government approval be given to the addition of Hill Cove as an official pick up point.

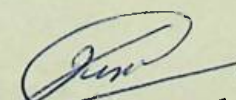
Our correspondent argues that the journey to Fox Bay takes nine hours, I do not agree, Dr Greenaway and Sir Raynor Arthur regularly covered the distance in seven hours, wet or dry, that is beside the point, what is relevant however is that this is only one man's time, whereas the shifting of mail from, New Island, Beaver Island and Weddell Island - which I assume is being used as additional pressure in favour of Port Stephens - would deprive the Islands of the services of at least three men required to man the boats, and bearing in mind the variable wind and sea conditions, for periods far in excess of that of Port Stephens who incidently employ considerably more men than the Islands.

Since the South West area has been grouped it would be interesting to know what the reactions would be if it were suggested that Weddell Island which is the most central and convenient assembly point in the area for the larger number of settlements, being 10mls. from New Island, 13 mls. from Port Stephens and 14 mls. from Beaver Island, be the obvious selection should the addition be considered necessary.

My own opinion of this request is that it has a more selfish motive than consideration for the community as a whole or to put it more strongly, yet another example of a certain element in the Islands trying to dictate policy.

It is all very well to say that one place is only 20 mts. flying from another but this makes the return journey 40 mts. plus a take off and landing, the fuel consumption would be not less than 12 gallons, costing approximately £2., whereas the revenue received for the journey would be less than 1/6d. per pound of mail lifted but Post Office revenue for the same weight at air mail rates would be not less than £4. 10/-.

I have no doubt that there is a lot to be desired and possibly the time is now right for revision, but not only the question of delivery and collection. The inauguration of an internal Air Mail service ~~with~~ with increased postal rates should be considered, also an increased contribution to the Air Service towards the cost of carriage, present contract is for £500 annually only.


D.C.A. 16-1-62.

GOVERNMENT TELEGRAPH SERVICE

158A

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed In at	Date
167	KC	23	0915	13/1

To
Colonial Secretary Stanley

I would like to congratulate whoever was responsible for the very helpful mail notice given in last nights news

SFT / 16.1.62
 Jca / 17.1.62.
 To note please.

158 B.

Cameron

15/1/62

18.1.62

SRS

Time

159

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
281	KC	55	1400	25/1

To
 Phone Colonial Secretary Stanley

Six days ago the Darwin arrived in Stanley stop Since then the aircraft has twice passed within sight of our settlement and our mail is still in ~~Stanley~~ the Post Office stop I would be grateful for an explanation and immediate advice as to how much longer we are expected to wait

Cameron

Time *SRS*

GOVERNMENT TELEGRAPH SERVICE

160.

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
282	KC	m 44	1435	25/1

To
Colonial Secretary Stanley

Thanks message stop There has been occasions to protest before about the couldnt matter less attitude of officials in Stanley to camp mail sto I would be glad if this latest manifestation of it could be brought to His Excellencys notice

Cameron

Time SRS

DECODE.

TELEGRAM.

From Mr. Pole-Evans, Port Howard.

To Colonial Secretary, Stanley.

Despatched : 19 Time :

Received : 12th January, 19 62. Time :

'Phoned.

Have requested Mr. McWhan to come here to conduct funeral service. Grateful you arrange priority flight.

Pole-Evans

P/L : LH

Reply at 160 B

Psy

12.1.62

POLE-EVANS POINT HOWARD (Conf. copy 'phoned R/T Station 1415/12th)

HOA/c

Priority flight arranged

Colonial Secretary

HLB/LH

To: Superintendent Posts & Telegraphs, and Director of
Of Civil Aviation.

The following message was received by me through the R/T just after 2 o'clock to-day:-

"Six days ago 'Darwin' arrived in Stanley. Since then the aircraft has twice passed within sight of the settlement and our mail is still in the Post Office. I would be most grateful for an explanation and immediate advice as to how much longer we expect to wait". *Camera.*

I consulted the S.P.T. who said that the mail had not been sent as they had no advice of any flight to Port San Carlos. I then consulted Miss Halliday in the Air Service Office who said there had been a misunderstanding. Apparently Port San Carlos was not put on the flights as it was not realized there was any mail for it. When the flight was about to begin an attempt was made to get Port San Carlos mail, but it could not be got in time before the aircraft flew.

I sent the following reply:-

"Very much regret Port San Carlos mail not sent yesterday owing to misunderstanding. I am investigating. Port San Carlos mail will be sent tomorrow weather permitting".

1. Please ensure that the Port San Carlos mail is taken tomorrow.
2. Could it please be explained how this misunderstanding arose. Can I have an assurance that such misunderstanding will not occur in future.
3. I believe there was no flying on Wednesday but that there was flying on Monday and Tuesday it was presumably on Thursday and also on Monday or Tuesday that the aircraft passed in sight of the settlement. Could not a mail drop have been arranged on Monday or Tuesday when the plane passed in sight of the settlement?

Robinson

Colonial Secretary.

RHDM/IM.

KIV 158

To: The Superintendent, Posts & Telegraphs Department.

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"Six days ago 'Darwin' arrived in Stanley. Since then the aircraft has twice passed within sight of the settlement and our mail is still in the Post Office. I would be most grateful for an explanation and immediate advice as to how much longer we expect to wait". *Cameron*

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Ryburn

COLONIAL SECRETARY.

RHDM/IM.

Copied to D.C.A.

*1210
G rps L DCA
Jm*

H.C.S.

Overleaf.

There was no misunderstanding as far as the Post Office was concerned. The Postmaster 'phoned F.I.G.A.S. Office this morning and enquired where the aircraft was going and was given a list of ports of call plus a list of stations at which mail would be dropped. Port San Carlos did not appear on either list. Port San Carlos was on Tuesday's flight schedule and mail was prepared accordingly. However later in the day the pilot returned P.S.C. mail as he was unable to complete his flight owing to a deterioration in the weather.

25.1.62.

Hold for JCAI
reply (wh is in)



AVIATION DEPARTMENT,

PORT STANLEY,

26th. Jan. 1962.

Mail Delivery - Port San Carlos.

Sir,

I have the honour to refer to your minute on the non-delivery of Port San Carlos mail. The following is a report of the operations carried out by this department during the past week.

On Monday January 22nd two flights were carried out, the first with a full load of passengers and mail for the centre and north settlements of West Falkland Islands being carried, a passenger inbound from Pebble Is. made further mail dropping on this flight out of the question, this also being the first time of "passing" Port San Carlos. The second flight left Stanley for Fox Bay with a full passenger load and mail for dropping inbound at south East Falkland settlements.

On Monday evening P.S.C. was announced for a mail drop on Tuesday, however on proceeding west both San Carlos and P.S.C. were weather bound the cloud base being well below the height of the surrounding hills and the pilot, correctly abandoned the delivery attempt, deciding to try again on his return from his west Falkland flight, on returning however the weather conditions in the area were if anything worse than encountered earlier, the pilot then decided to abandon any further attempts that day in view of his fuel position and the fact that Salvador Waters mail had still to be delivered.

The flight schedule on Tuesday evening announced P.S.C. for a mail drop on Wednesday, however adverse weather conditions made flying impossible on Wednesday.

The flight for Thursday was the same as for Wednesday with the addition of Darwin, a mail dropping notice also included. Mail requirements for this flight were passed to the Post Master on his request but for some unexplainable reason P.S.C. was not advised, the mail was collected by my engineer and taken to the hangar. Whilst loading the aircraft prior to launching I was called to the telephone to speak with the S.M.O. regarding a visit he wished to make on my return. This may have some bearing on me not knowing that P.S.C. mail was not on board the aircraft, it was not until I asked my dropper to get the P.S.C. mail that this was actually discovered.

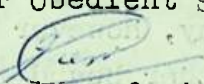
From your minute it would appear that my department is being held to fault for this minor lapse, however I feel that the Post Office is equally at fault, having been advised P.S.C. for dropping on the two previous days and possessing the knowledge that

/this

this mail was still in Stanley, being in possession of this knowledge and also the fact that the aircraft was landing at both Douglas Station and San Carlos ~~that~~ an enquiry ^{shd} would have been raised as to why P.S.C. was being omitted from the twice previously announced mail drop, this simple question to my clerk or the person collecting the mail would have removed the necessity of Mr Cameron's telegram and a rather lengthy explanation of the failings of the human being.

One other point which is most probably not known to you is that I suggested to the Post Master that he should try to get both San Carlos and Port San Carlos mails on board the helicopter which was going to Port San Carlos on Tuesday, this I know he did but without success.

I apologise profusely for my department's missgivings and I assure you that the error was purely human and not deliberate.

I am, Sir,
Your Obedient Servant,

Director of Civil Aviation.

The Honourable,
The Colonial Secretary,
Port Stanley.

29th January,

62.

Sir,

In continuation of my message I am directed to state that I have investigated the matter further and the position is as follows:-

The Darwin arrived on Saturday 20th January on Monday 22nd January two flights were carried out. On the first flight there was a full load of passengers and mail for the central and northern settlements of the West Falkland Islands and further mail dropping was impossible. This must have been the first time that the plane passed within sight of the settlement. The second flight was for Fox Bay with a full passenger load and mail for dropping inbound on the south of the East Falkland settlements. On Tuesday the mail was taken for Port San Carlos but on both the inward and the outward journeys weather conditions made it impossible to reach it. The mail would have been taken on Wednesday but there was no flying then owing to high wind.

It will be seen that up to that date there would have been no possibility of bringing the mail to Port San Carlos. The mail to Port San Carlos should however have been put onto the flight on Thursday and it was owing to a mistake, which I very greatly regret, that this was not done. For some reason when the list of places to be visited was sent to the Post Office the name was omitted and the Port San Carlos mail was not therefore sent from the Post Office. The pilot only discovered this after the plane had started and it was too late to do anything. It must be admitted that the failure to put the mail on the plane on Thursday was a most unfortunate mistake and I trust that you will excuse it.

I am,
Sir,
Your obedient servant,

(Sgd.) R.W.D. Manders

COLONIAL SECRETARY.

The Honourable
N.K. Cameron, O.B.E., J.P.,
PORT SAN CARLOS.

RNDM/LH

KIV 158

Reply at 167



PORT SAN CARLOS,
FALKLAND ISLANDS,
SOUTH AMERICA.

January 31st 1962

The Hon. The Colonial Secretary,
STANLEY.

NOT TO GO TO DC4

Sir,

166

This acknowledges your letter of January 29th and the explanation it offers for the delay in the delivery of the Port San Carlos mail. I regret that the explanation is unacceptable.

As the R/T message indicated this is by no means the first occasion on which there has been cause for complaint, and the files in the Secretariat should reveal letters addressed to your predecessor on the same subject.

The mail arrived in Stanley on Saturday January 20th. Given average luck there was reason to hope that it would be distributed throughout the colony in time for it to be answered by the next homeward mail leaving Stanley eight days later on H.M.S. Protector.

We need not doubt that as usual the staff of the Post Office worked all hours to ensure that Stanley residents received their mail with the least possible delay. What indeed would be said-and done-if the Post Office closed on Saturday and Sunday and only resumed the sorting of the mail at opening time on Monday? Yet it is accepted without question that the Air Service should shut down for the week-end since only the delivery of the camp mail is thereby affected. But we will let that pass.

On Monday the weather was fine so we could look forward to getting the mail after a delay of only two days. Soon after lunch the aircraft flew low over the settlement, but no mail was dropped. When five days later-seven days after the arrival of the Darwin-the mail eventually reached us we took the trouble to weigh it. It weighed seven pounds.

The final paragraph of your letter reads-"It will be seen that up to that date there would have been no possibility (sic) of bringing the mail to Port San Carlos."

Are we seriously asked to believe that when the aircraft left Stanley on Monday morning it would have been dangerously overloaded had it carried an additional 7 lb. packet? It is beyond belief; and we will go further and say that with good management the aircraft if necessary could have carried on that same flight not only our mail but the San Carlos, Douglas and Teal Inlet mail, perhaps 15 or 20 lbs. in all, the weight of a child in arms, a child

acked
20th. 5.2.62

31.1.62

168.

moreover with a certain precedence, Royal in fact, and Mail at that. What passengers, we are entitled to ask, were permitted to displace it?

We suspect that it is all due to muddle-headedness. Someone, presumably the Postmaster or the pilot, decides that only West mail should be carried. This would be sensible enough were the East and West islands in opposite directions, but how ludicrous when it is impossible to reach the West and return to Stanley without passing over East settlements. So why deny them their letter mail when so little weight is involved? Let the pilots answer that.

It was originally and rightly laid down that mail was to take priority in the aircraft second only to medical bookings. It would be of interest to know if this is still the ruling. The date of the arrival of mails in the colony is known for weeks beforehand. Equally with the Post Office the Air Service should be on their toes to distribute the camp mail with the utmost expedition. The S.M.O. might be asked to limit at his discretion medical demands on the Air Service on the days immediately following the arrival of the mail. Your predecessor professed to be shocked at this suggestion, but the S.M.O. would probably agree that not every medical flight is necessarily urgent.

On this occasion the mail was withheld from us for a week, and through negligence we were denied the opportunity of answering it by the Protector. Fortunately the Darwin sails only eight or ten days later, but on previous occasions it has happened that a whole month has been lost by similar mismanagement. And if we fail to protest with sufficient vigour it will quite surely happen again.

I am,

Sir,

Your obedient servant,

M. R. Cameron

1220/C/II

169

7th February, 62.

To: Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY

Failure to drop Port San Carlos mail

I am afraid that Mr. Cameron is not satisfied with the explanation I sent him. He states that the mail weighed 7 lbs. and that it could have been carried on the Monday and dropped. I wonder whether the Post Office informs you of the weight of the mail before you arrange your flights.

2. There is another point. If mail drops really have priority over ordinary passengers does not this mean that we take no ordinary passengers unless we have accounted for the whole of the mail.

3. Could I have your observations on the above two points.

(Sgd) R.H.D. Manders.

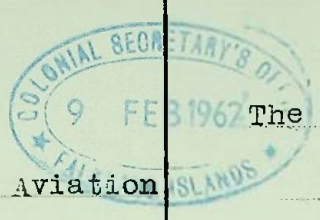
COLONIAL SECRETARY

Reply at 170.

No. 0270/C/II.

MEMORANDUM

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



8th. February, 1962.

The Honourable,

From:- Director of Civil Aviation

The Colonial Secretary,

Stanley, Falkland Islands.

PORT STANLEY.

SUBJECT:- PORTSAN CARLOS MAIL.

169

With reference to your memorandum 0270/C/II dated 7th. inst. regarding the last inbound Port San Carlos mail, as I have not seen all the correspondence on the subject to date I do not consider that I am in a position to make further comments. However as a Pilot I would not state how many sheep a particular shearing shed could hold. The Post Office can not tell me the weight of mail I will be required to carry on any flight, because the mail for delivery by aircraft does not close until 08:30 hours on the morning the flight is to take place, the reason for this will be obvious to you, any deviation from this procedure will result in a spate of local complaints.

2. I have little doubt that your interpretation of a mail priority is the correct one, which places medical requirements only above that of mails. You may recall an interview I had with you some time back when I was asked what I considered would be the time required to carry out a mail delivery, I suggested three working days, this reply appeared to be quite satisfactory. The mail drop for Port San Carlos was announced for the second working day and within the time stated by me. Surely when it was found not possible to drop the mail on that day and the mail returned to the Post Office it was the duty of that department to remind myself of this fact before or even at the time I collected the mails for delivery next day. I feel that an explanation as to why this was not done should be sought from the Postal Authorities.

Director of Civil Aviation.

171
in file for 517; etc 3.0.
5.

1220/C/II

12th February, 62

Sir,

Mail Pick-ups

I discussed this matter with unofficial members of Legislative Council.

2. We might try the following:

- (1.) Continuance of the announcement of the visits of the Aircraft for the week before the mail goes. This seems to be very welcome and does in fact solve quite a bit of the difficulties.
- (2.) No official announcement of any additional place for mail pick-ups.
- (3.) When arranging flights for the week consider both mails and passengers and arrange flights accordingly. In other words if there is any area (whether Port Stephens area or East Falkland North Camp or any other area) which is NOT receiving a visit of the plane to pick up passengers if a visit can be arranged to pick up mail there is no objection, in fact every advantage, in arranging such a visit since we regard mails as a high priority.

3. If you see no objection could you try on these lines and see how it works?

I am,
Sir,
Your obedient servant,

(Sgd) R. H. D. Manders.

COLONIAL SECRETARY

Reply at 175

14th February, 62.

Sir,

I agree that three days to complete a mail drop sounded reasonable to me and I do not suppose this correspondence would ever have started had not the unfortunate mistake been made of forgetting the Fort San Carlos mail on the Thursday. But since it has come up the following points arise -

- (i) according to SPT 7 lbs. is an average mail for stations other than Darwin;
- (ii) this means that in weight we could serve about 20 stations at the sacrifice of one passenger;
- (iii) I imagine therefore that as far as weight goes we could complete the entire mail drop in one day;
- (iv) we do give preference to mail over passengers;
- (v) it would seem therefore that if we were only concerned with weight the answer would be to take the whole mail in one day if necessary not taking any passengers;
- (vi) however I imagine that it would ^{Cause} ~~some~~ too much strain on a pilot to have to go round the entire island doing mail drops at every settlement in one day. I do not know how a mail drop compares in strain with a landing;
- (vii) I suppose also that it is uneconomical to do a mail drop at a place to where passengers want to go and it is better to land the passengers and take the mails.

Could you please consider the above. If (v) were practicable we should consider doing it but if there is something in my arguments (vi) and (vii) please say so.

If in the case of the flight on Monday 22nd January these considerations applied I think we should so explain to Mr. Cameron.

I am considering sending the enclosed to all Camp Stations. Do you agree?

I am,
Sir,
Your obedient servant,

(Sgd) R.H.D. Manders. *RM*

COLONIAL SECRETARY

Director of Civil Aviation,
STANLEY.

RHDM/FH

Draft Circular to all Camp Stations

Mail Drops

It is illegal to drop mail from an aircraft in circumstances which could endanger persons or property and it seems necessary that at every station where it is desired that mail drops should take place reasonable precautions should be taken to the satisfaction of the Director of Civil Aviation. I would suggest -

- (a) a space should be set apart and marked out or otherwise denoted;
- (b) before the mail drop is due to take place and until after it is completed there should be some danger signal e.g. hoisting of a flag;
- (c) while the signal is up nobody should in any circumstances be allowed into the area set apart.

BU for reply (173) 22.2.62



AVIATION DEPARTMENT,
PORT STANLEY,
FALKLAND ISLANDS.

Ref; 1220/C/II.

17th. February, 1962.

Sir,

Mail Pick-ups.

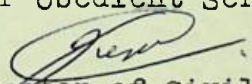
172

With reference to your letter 1220/C/II dated 12th. inst. the practice of advertiseing settlements scheduled for a visit during the following week, through the medium of the news reader, presents no difficulties to my department and will most certainly be continued. The only complaint so far was that a certain station had not been mentioned, the reason for this was that no booking had been received up to the time of typing the news letter.

2. Regarding sub-para. 2 I interpret this as meaning that no additional pick up points have been approved.

3. Landings arranged in accordance with sub-para. 3 will have to be announced the previous night, and the reason for the landing ^{will be} queried by the farm concerned, the reply will be heard throughout the Colony and this will result in requests for pick-ups from any station not being visited, refusal to grant these requests will most certainly be followed up by a series of complaints and once again an attempt to help will be used as ammunition against us. We cannot hope to satisfy all the people all the time but a firm policy on mail pick-ups will go a long way to achieving this.

I am, Sir,
Your Obedient Servant,

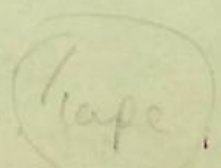

Director of Civil Aviation.

The Honourable,
The Colonial Secretary,
PORT STANLEY.

see. 1. Road 62 to receive
3 to 4 E but 12.10 for a reply
6/73

5/24/62.

BU 1.3.62



Y.E.

This file deals with 2 questions. First there is a complaint by Mr. Cameron see 161 and 166 and Mr. Cameron's further letter at 167 to which I have drafted a reply. As I see it the taking of the mail to Port San Carlos on the 2nd day after the 'Darwin' arrived i.e. on the Tuesday, 'Darwin' having arrived on Saturday, was quite reasonable and the air service did their very best to deliver the mail that day. The mistake was made in not putting the mail on to the aircraft on the 3rd flying day which was the Thursday. We cannot excuse this except that it is human ~~to~~ *to*. I do not think there is anything more that can be said about this. The Post Office are at present a bit shy of asking the air service when they think they have omitted to take mail which they should take as they are afraid of being told to mind their own business. The letter which I have drafted to the SPT with a copy to the DCA is intended to remedy this state of affairs.

2. The second question is that of mail pick-ups which originated with a request that there should be a mail pick-up from Port Stephens. At present the only place from which a mail pick-up is done is Fox Bay and either Hill Cove or Roy Cove. As far as I can make out, however, it would make little difference if one did not have a mail pick-up at all because in point of fact the aircraft always calls at Fox Bay and either Hill Cove or Roy Cove every week so that a special mail pick-up is hardly necessary. The position and my suggestions after discussing with Leg. Co. members are shown at 172. The DCA considers that my 2 sub-paragraph 3 of 172 is dangerous since if anybody heard that the aircraft had gone specially to a place to pick up mail there would be a chorus of complaints from the places that they had not come to pick up mail. The DCA has of course had more experience of how these things work than I, but I cannot help thinking that considering that mail is supposed to have priority and considering that probably most stations would be able to get their mail taken somehow by the normal visits of the aircraft either to their station or to some nearby one, it would be right when working out flights to try to arrange to pick up mail from places which were not otherwise being served. Perhaps it is worth discussing this in Ex. Co.

8th March, 1962.

RHDM/FH

16h

H. C. S.

I think the main point that Mr. Cameron makes in his letter of January 31 is "It was originally and rightly laid down that mail was to take priority in the aircraft, second only to medical bookings. It would be of interest to know if this is still the ruling". If this is to be interpreted in its literal sense, it means that on the arrival of a ship, and after the mail is sorted, there should be no passenger flights until all the mail has been delivered. I understand the position is, that by judicious planning, the D.C.A. arranges for mail to be delivered within three working days following the 'Darwin's' arrival. Since he does not drop mails when carrying passengers, this must require some careful working out.

2. There is also the passenger side to be considered. Camp passengers arriving home in the "Darwin" are often very anxious to get home with the minimum of delay, and I have no doubt that when only one aircraft is operating, there would be criticism if the aircraft were to carry mails only on its initial flights after the arrival of the ship.

3. Normally, mail delivered within three days gives adequate time for people in the Camp to reply by the next 'Darwin'. It could conceivably not give time if there is an outward opportunity by another vessel soon after 'Darwin's' arrival, but these opportunities are largely bonuses, and provided we give adequate notice of them, it should enable Camp people to get their mail away, except in answer to letters received by the immediately preceding 'Darwin'.

4. It was most unfortunate that Mr. Cameron's mail was left off one flight, and this I think is the chief reason for his complaint. I see at 165 the D.C.A. mentions that he suggested the San Carlos and Port San Carlos mails should be sent out by helicopter on January 23. I am most surprised that the Postmaster was unable to get this done, because I know that the Navy are always ready to help in this way. I would like to know the reason for his lack of success.

5. Although your minute to me was written on March 8, I did not see it until my return from Teal Inlet on the 12th. There is unlikely to be an opportunity for you to write to Mr. Cameron before he arrives for Ex.Co. on March 20, and you might perhaps like to make a point of seeing him on the 19th to talk the matter over.

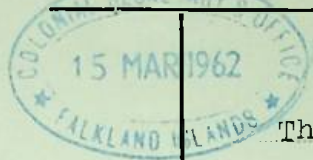
6. With regard to the question of picking up outgoing mails at other places, which was initiated by the letter from Mr. Clement about Port Stephens, I believe you are getting out some particulars of calls made by the aircraft prior to 'Darwin's' departure during the last few months. I think there is no little danger in extending this service because if we do it for one we shall be expected to do it for all, and this could involve many extra hours of flying for a very few letters.

March 14, 1962

BA 178
SP? promises to find out from Postmaster
P 19th to then to be given
P 173/02-

No. _____
It is requested that, in any reference to this memorandum, the above number and date should be quoted.

MEMORANDUM



14th. March, 19 62.

The Honourable, _____

From: Director of Civil Aviation,
Stanley, Falkland Islands.

The Colonial Secretary,
PORT STANLEY.

SUBJECT :- Mail Recording.

Since our recent telephone conversation on the compilation of records showing mail deliveries and collections from camp stations I have given the matter some more thought and in view of the fact that such a record would be of no practical value and little statistical value to this department, may I suggest that the sorting section of the Post Office be requested to furnish the information required.

2. No record whatever of deliveries or collections are kept in this office, on the other hand a very accurate and complete record of all mail movements, land, sea, air, internal and external are maintained in the Post Office. Under the circumstances it is ~~in~~ my opinion that the information should be supplied by the department possessing the most accurate documentation and that is the Post Office.

3. I have drawn up a form which I think would provide the 'quick glance' information you require, it is designed to hold one weeks movements only as a longer period would make the form unwieldy. Also enclosed is a form at present in use in the Post Office which could probably be modified to provide your information, it will be noted however that this form contains a number of camps which are no longer in operation.

Director of Civil Aviation.

180

I would hope to form an

agency to the Service to use

for the as it will definitely

show all flights - could on office files

→ send 1st week

memo & send to each would be for here

ending 6/1/62

8/11/62

Replnat
185

Forms sent to
DCA by Miss
Halliday
22.3.62

S/c Air Service form received & sent to DCA today
21. 20/3/62

182 191

East and West Falkland Mail Receipt.

Per

Date

Post Office Fox Bay		
East Fox Bay		
West Fox Bay		
Port Howard		
Weddell Island		
New Island		
West Point Island		
Chartres		
Carcass Island		
Roy Cove		
Port Stephens		
Spring Point		
Hill Cove		
Dunnose Head		
Pebble Island		
Saunders Island		
Speedwell Island		
Lively Island		
Port San Carlos		
San Carlos		
Douglas Station		
Teal Inlet		
Rincon Grande		
Salvador		
Johnsons Harbour		
Port Louis		
North Arm		
Darwin		
Fitzroy		
Ajax Bay		
Albemarle		
Bluff Cove		
Bleaker Island		
Green Patch		

Received the above mentioned mails with all seals intact

Total _____

Signature

1220/C/II

15th March, 1962.

179
184

Sir,

You mentioned recently that your staff were somewhat shy of bringing it to the notice of the air service when mail which they considered ought to be delivered was not called for. This arose in connection with some mail which had been on the flight the day before and was omitted from the flight on the day in question. I should prefer that in cases of this nature your department should err on the side of giving information to the air service. Even if the air service are already aware of the facts and could not carry a mail no harm would be done, whereas if the air service had happened to have forgotten the mail a great deal of inconvenience could be saved.

I am,
Sir,
Your obedient servant,

(Sgd) R.H.D. Manders.

COLONIAL SECRETARY

The Superintendent
Posts and Telegraphs,
STANLEY.

RHDM/FH

Kiv 178

BW Monday 19.3.62 (178)

DECODE.

TELEGRAM.

355
185

From Miller, Blake, Luxton, Fox Bay

To Colonial Secretary, Stanley

Despatched : 17th March, 1962 Time : 0900

Received : 19 Time :

Grateful assurance priority given to mail pickup
on West with adequate notice before Darwin sails

Miller, Luxton, Blake.

P/L : TB

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

354
186

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			19.3.62
To				
etat	MILLER LUXTON BLAKE FOX BAY			HOA/c

Aircraft will call Hill Cove Wednesday or later

Colonial Secretary

Time RHDm/TB

Copy to D.C.A. AND S.P.T.

Your reference

General Post Office,

In any reply
please quote:

STANLEY, Falkland Islands.

.....19th March, 1962.....

Sir,

I have the honour to refer to your letter 1220/C/II of 15th March, 1962, and to state with due respect that there appears to be some misunderstanding regarding the procedure for the delivery of mails to the Camp by air.

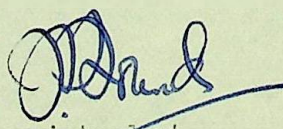
2. Delivery of overseas mail by air normally takes from two to three days, weather permitting. After the first days delivery the flight schedule for the second days delivery is given to the Post Office and if certain farms are not included the Postmaster or the Senior Clerk invariably draws attention to the fact. There is therefore no question of the Air Service not knowing what mails remain to be delivered. Whether or not it is delivered rests entirely with the Air Service, the Post Office having no authority to insist on it being carried. The position as I see it is that mail is not always given the advertised priority it deserves.

3. I am sorry to be so insistent on this matter and have no desire to appear 'buck passing' but I do feel that it should be placed on record that I am entirely satisfied that the Postmaster does all in his power in the present circumstances to ensure that mails are delivered promptly.

4. Finally, may I suggest that some hard and fast ruling be made regarding the delivery of mails - particularly in the following categories :-

- (i) mail drops - to include mails which arrive by ships other than "Darwin".
- (ii) mail 'pick ups' - to include mail for despatch by ships other than "Darwin".
- (iii) delivery of surface mail to farms not served by "Darwin's" round voyages.

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


Superintendent.

The Honourable,
The Colonial Secretary,
STANLEY.

Kiv 180 ✓

188

1220/C/II

26 March, 62.

To: The Director of Civil Aviation,

From: Colonial Secretary,

STANLEY.

Mail Recordings.

179

I am directed to refer to your memorandum of 14th March, 1962, and to inform you that the duplicated forms which have already been sent to you should be completed with retrospective effect from the 6th January, 1962.

(sgd) H. L. Beard

for

COLONIAL SECRETARY

DRM/TB

K IV 187

No. _____

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



MEMORANDUM.

28th. March, 1962.

To: The Honourable, _____
The Colonial Secretary,

_____ PORT STANLEY.

From: Director of Civil Aviation,

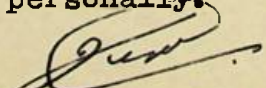
Stanley, Falkland Islands.

SUBJECT :- Mail Recordings.

188
179
With reference to your memorandum 1220/C/II dated 26th March, 1962 I regret that I am unable to comply with your instruction, the reason for this being stated in paragraph 2 of my memorandum dated the 14th, March, 1962 on the same subject.

2. In the interests of safety all that is required by the Air Service in respect of mail is total weight to be carried and that is all that is shown on a load sheet. For a breakdown an additional form would have to be carried in the aircraft and completed by the pilot, who has much more to think about and do in the course of a days flying than any other pilot anywhere.

3. Bearing in mind the much larger clerical staff of the Post Office and the records maintained by that department, without malice of forethought I suggested that the information be requested from that department, I again submit the suggestion for consideration and will if necessary discuss the matter with you personally.


Director of Civil Aviation.

B.D. Monday 2.4.62 (Note at bc)

How 179.

190

It will be sufficient if

to return given

"derivative movements"

the reading "mail returns"

can be disregarded.

or 3/4/62

GOVERNMENT TELEGRAPH SERVICE

191.

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
140	KC	16	0915	11/4

To
Colonial Secretary Stanley

The prompt and extremely accurate delivery of our Darwin mail very much appreciated

Cameron

192
Please copy to SRT & Ca
12.9.62

Time SRC

Copied 13/4/62.

2 May,

62.

To: Director of Civil Aviation,
From: Colonial Secretary,
STANLEY.

Delivery of Camp Mails

The matter has been carefully considered and it is now I think agreed by all that the present manner in which the monthly mail is delivered in 3 flying days or less is very satisfactory. I presume that when there are two aircraft and two pilots it will be possible to set aside one entirely for delivering the mail and that in that case it may be possible to get it all out in two flying days or even one.

x | I realise that when the Darwin comes in with mail she usually carries passengers who are also anxious to go home but it is suggested that an attempt should be made as far as possible to eliminate flying by passengers other than Darwin arrivals and urgent medical cases until the mail has been delivered and that an appeal might perhaps be made to people not to book on those days. May I have your views on this?

But if the second aircraft will be flying before the next mail comes in it might be better to postpone such action till we are flying one aircraft again.

(Sgd.) R. H. D. Manders

COLONIAL SECRETARY

RIDM/TB

BU 24.5.62 (x above)

Reply at 201

194

L. J/C/II

7th May, 62.

To: The Director of Civil Aviation,

From: Colonial Secretary,

STANLEY.

Delivery of Camp Mails

195

We further discussed the above matter and I would now be glad if you would have the form of which a supply is forwarded herewith, marked up daily and sent to me fortnightly.

As there has been some delay, these arrangements could commence with effect from 1st May, 1962.

(Sgd.) R. H. D. Manders

COLONIAL SECRETARY

197

No. _____

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



MEMORANDUM.

8th. May, 19 62.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

To: The Honourable,

The Colonial Secretary,

STANLEY.

SUBJECT :- AIRCRAFT MOVEMENTS.

With reference to the above subject, I enclose ammended forms showing visits to farms carried out by the aircraft from 1st Jan. 1962 to 30th. April 1962 inclusive.

2. You will note that the forms indicate landings only as I do not maintain a record of individue mail deliveries whether by landing or drop, one can however reasonably assume that both delivery and collections were made when a landing has been recorded. Mail drops for this period can without difficulty be supplied by the Post Office.

3. To maintain a mail drop record in this office it will be necessary for the Pilot to submit an additional report to the office, Falkland Island pilots already do much more than is required in the

/ way

198

maintaining records, checking passengers on and off aircraft, weighing and manhandling luggage and freights, and I am not prepared to ask or tell a pilot to compile a record which is of no value to him in the operation or safety of his aircraft.



Director of Civil Aviation.

199.

DCA. The pilots would of course maintain such records as they were instructed by C.A.C. but it was never so intended to throw extra burdens of record keeping on them. I agree that hundreds of mail drops can be obtained from S.P.T.

Please write & return

R. 12/5/62

H. E. S.

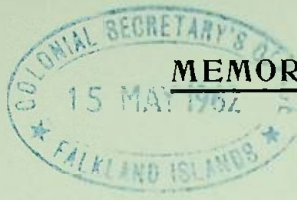
All due respects but I regret I can not
read you writing.

J. 15/5/62.

Bygone.

No. _____

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



MEMORANDUM.

14th. May, 19 62.

To: The Honourable,
The Colonial Secretary,
PORT STANLEY.

From: Director of Civil Aviation.

Stanley, Falkland Islands.

SUBJECT :- Camp Mails - Delivery & Collection.

A3

With reference to your Memorandum 1220/C/II dated 2nd. May 1962 on the above subject, I am pleased to note that the present mail delivery times is accepted by all and considered 'very satisfactory! Obviously when two aircraft are available for service every endeavour will be made to speed up delivery but this should in no way effect the basic delivery policy. Let us not forget the reason for obtaining the second aircraft, that is to ensure that one aircraft is available for service at all times, an aircraft on intermediate inspections being accepted as still available for use in emergency, consequently any operating policy should be based on one aircraft only being available.

2. Having had the misfortune of being detailed to and carrying out a complete mail drop of the Colony in one day, I would never detail or recommend any one else to do this, it is to say the least sheer madness.

3. We are all aware that the Air Service is heavily subsidised by Government, the ridiculously low figure paid for the delivery and collection of mails in no way helps reduce this figure, therefor in the interests of economy, both in money and flying hours the practice of carrying a full load of passengers to one settlement should be continued irrespective of whether the passengers are Ex. Darwin or not. The aircraft should also be utilised at the end of a drop for picking up passengers, otherwise a considerable wasteage of flying hours will occur.

4. My heaviest booking periods are Friday, Saturday and Monday, Darwin departures and arrivals nine times out of ten fall on a weekend also. In an endeavour to accomodate all I have on a number of occassions in the past made this known to the travelling public in notice form and requested that only those whose journeys were really necessary at the weekend should book for those days, to date not one atom of notice has been taken and I feel we would be wasteing our time in repeating this request.

5. There is however one problem which still has to be settled and that is the collection of mails for overseas, I maintain that special flights should only be laid on for scheduled North bound sailings of RMS. Darwin, otherwise during the summer months a state of chaos will be reached, especially with the unpublicised moves of Naval and B.A.S. ships. Also, as in the past a special collection should not be made when a ship calls at a settlement after a delivery has been made by air of the incoming mail. Your ruling on the above points will be much appreciated, a copy of this ruling should also be passed to the Post Master.

Director of Civil Aviation.

2.0 Thursday 200 can case out with copies
199. number with 501 10
send more data book information in
file
19/5/62

202.

Discussed with D.C.A.

I now suggest the following.

1. A plane would not be engaged entirely on mail drops which is an undue strain but with 2 planes we would be able to complete deliveries in 2 days with 1 in 3 days as now.
2. A notice to go out warning ordinary passengers to avoid the mail period ~~is~~ if they still persist they will have the lowest priority or if they get stranded it will be their own fault. This period will be kept ~~primarily~~ for people catching ships & (after a while) in) getting home & mails.
3. The mail priority applies to the scheduled mail each month (generally but not I think quite always in Darwin) There are extra mails but they can not expect the same priority.
4. Mail pickup up should NOT be increased at present anyhow. It will however follow the opportunities to various stations get to get off the mail and possibly this would be changed later on.

5 If a vessel calls at one of the
 firm-up stations not less than weeks
 after the delivery of the previous mail
 it is reasonable to expect them to
 have written their replies in time to
 catch the ship rather than to await the
 uncertainty of a mail firm-up in such
 cases a firm up will not be necessary.
 (we should however give a warning in such cases
 before the ship leaves)

SPT.

Could I have your views

We ~~dis~~ could discuss on Monday

R 26/5/62.

DCA. Result of our discussion was sent to SPT.

only one further suggestion.

If an extra mail ^{outward} occurs a fortnight from
 a scheduled mail though we will NOT promise a firm up
 we will try to arrange one if we have time.

Do you agree?

R 28/5/62 -

H.C.S.

Reference your suggestion, on the surface this is a reasonable one, however this pick up should be downgraded in Priority and should not require the aircraft to carryout a large & uneconomical diversion, secondly, at least one weeks warning of such a request should be given, otherwise we will be showered with complaints about insufficient warning.

John
P.C.S.
29/5/62.

150 marks
for
11.6.62

206.

Entered w SPT was agreed This case can now be filed

R-12/6/62

Pa.

DECODE.

No. 136.

TELEGRAM.

From Mr. Miller, Fox Bay.

To Colonial Secretary, Stanley.

Despatched : 22nd September, 19 62. *Time* : 0900

Received : 22nd September, 19 62. *Time* : 1200

'Phoned.

Can any steps be taken reasonably vigorously to obtain "Penelope" to undertake "Philomel" voyages now cancelled.

Miller

Reply at 218

P/L : LH

Thom Col. Sec.

Can any steps be taken
reasonably vigorously to obtain
Penelope to undertake Philomel
voyages now cancelled

Miller

H.A.

gr

209

A.C.S

Have discussed this with Bundes,
Skipper of "Penelope" who states he
will make a run to far side
of Kent early October after he
completes a trip to Johnson's Harbour.

ASB.

24.9.62

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

210
*filed
 22nd*

WT P2809 5/61

Number	Office of Origin	Words	Handed In at	Date
252	KC	25	0915	21/9

To
 Colonial Secretary Stanley

With Philomel indefinitely laid up suggest that possibility be examined of distributing any paper and parcel mail by air to Darwin Postoffice

?
 Cameron
 212

211 Reply at 217.

Post Office asked to obtain repeat of last six words

Post Master advises that words underlined should read "... Camp paper and Parcel mail now in Post Office by air"

Time SRS

24.9.62
 24.9.62

213

DECODE.

TELEGRAM.

No. 157.

From Mr. Clement, Fox Bay.

To Colonial Secretary, Stanley.

Despatched : 25th September, 19 62. *Time* : 0900

Received : 25th September, 19 62. *Time* : 1530

Grateful you advise what arrangements are being made to get mails to Fox Bay area.

Clement

P/L : LH

Reply at 217.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

217
214

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			26.9.62
To	CLEMENT FOX BAY EAST		<i>Cameron KC</i>	HOA/c
	etat CAMERON PORT SAN CARLOS			

Arrangements being made for delivery of mail stop Postmaster will inform you direct

Colonial Secretary

Copy to Postmaster

Time RB/LH

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

218
215

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			26.9.62
To				
etat MILLER ROY COVE				HOA/c

Arrangements being made for delivery of mail stop Postmaster will inform you direct stop Penelope will be used if necessary

Colonial Secretary

Copy to Postmaster

Time RB/LH *162* *A.C.S.* *Telegram books amended pl. 29. 9. 62 (215) pu*
NFA needed / M... L...
27. 9. 62

POSTS AND TELECOMMUNICATIONS DEPARTMENT

*With the Compliments
of the
Superintendent*

*Yes.
For information - copies have been sent
to DCA.*



STANLEY,
FALKLAND ISLANDS.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED219
216

P2809 5/61

Number	Office of Origin	Words	Handed In at	Date
284	KC	15	1430	26.9
To postmaster Stanley				

Many thanks to all concerned for our very prompt maildrop much appreciated

Cameron

NB/

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

220
217

P. & S. Ltd.—250 Pd(7/59).

Number	Office of Origin	Words	Handed in at	Date
174/524	FoxBay	13	0900	27.9.62.
To	Postmaster Stanley			

Very many thanks express mail delivery much appreciated

Howard

Time NB/

Pg. 8

1. 10. 62.

218

1220/C/III

December, 62.

To: Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY.

Mail-Pick-ups

It was mentioned to me that a plane had visited Carcass Island recently and it was suspected that it was for a mail pick-up.

2. When I was discussing matters with you some months ago I asked whether it would be possible to pick-up mail from places other than the places noted for mail pick-ups when a plane was available but I now see that this cannot be done as in this case it has led to an enquiry from Saunders Island as to why pick-ups should not be arranged for them and other Islands. I fear therefore that we have to keep strictly to the rules and never do mail pick-ups except for the approved places. If for any exceptional reason it is felt that in any case a pick-up should be done from any other place it would be necessary to consult me first.

3. If my informants were wrong and in fact the plane did not visit Carcass for the special purpose of a mail pick-up please let me know as soon as possible so that I can explain the position.

or
(Sgd) R.H.D. Manders.

COLONIAL SECRETARY

Bu 71267

RHDM/FH

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

MEMORANDUM
5 DEC 1962
COLONIAL OFFICE

4th December, 1962.

To: The Honourable,
The Colonial Secretary,
Port Stanley.

From: Director of Civil Aviation,
Stanley, Falkland Islands.

SUBJECT:- Mail Pick Up.

18
With reference to your 1220/C/III dated 1st December, 1962 the suspicion of your informant is quite correct, the aircraft did land at Carcass Island and pick up mail.

2. During our earlier discussion on this subject, I explained to you exactly what would happen if we authorised further pick-up points, however you suggested that we may try to fit in a pick-up from a settlement which had not had a visit by aircraft for some length of time, this has now been done and proved my earlier statements to be correct.

3. There is however possibly one redeeming feature in this case and that is the aircraft was actually proceeding to Carcass Island for the purpose of dropping mail, also the fact that earlier in the week I had a request from Carcass Island to pick up an urgent letter which I understand was addressed to your good self.

4. From paragraph two of your memorandum am I now to understand that in future mail will only be picked up at Fox Bay, ~~only~~, Hill Cove having been added by my predecessor without authority.

[Signature]
Director of Civil Aviation.

2203

[Handwritten notes:]
inf DCA has to Hill Cove Port Cove pick up
can now be considered to be an approved one
with fa and SFC notes
8/12/62

[Handwritten notes:]
~~memo for this file~~
ASB:whs

221

1820/C/II

?th December, 62.

To: Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY.

Mail Pick-up

219

I am directed to refer to your memorandum of 4th December, 1962, and to inform you that the Mill Cove Roy Cove pick-up can now be regarded as an approved one.

or

(Sgd) R.H.D. Manders.

COLONIAL SECRETARY.

222

H.C.T.

f. 220. To note for S.F.C. pl.

S.F.C.S.
7.12.62

DRM/EM

162

923

Dear Sir,

Noted for next S. F. 1. Thank you

A. L.

11. 12. 62.

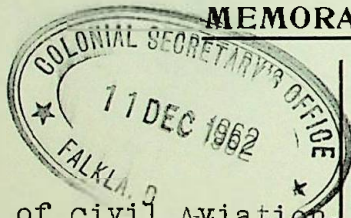
100

11 12 62

(Rev.) H. E. D. Kender

No. _____

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



MEMORANDUM

11th. December, 19 62.

From: Director of Civil Aviation,

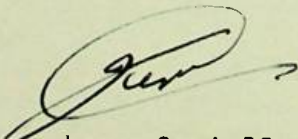
Stanley, Falkland Islands.

To: The Honourable,
The Colonial Secretary,
PORT STANLEY.

SUBJECT :- Mail Pick Up Points.

With reference to your 1220/C/II dated 7th. December, 1962 it is noted that Hill Cove/Roy Cove has now been approved as an official pick up point.

2. I consider this a wise decision and respectfully suggest that the mainland and island farms on the west be advised of this decision.


Director of Civil Aviation.

Reply at 225

R.

1220/C/III

225

15 December, 62.

From: The Colonial Secretary,

To: Director of Civil Aviation,

STANLEY.

Mail Pick-up Points

224 Your memorandum of 11th December, 1962.

I do not think an official announcement is necessary now as the Public is probably unaware that the Hill Cove/Roy Cove pick-up never had official approval.

or
(Sgd) R.H.D. Manders.

COLONIAL SECRETARY

RHDM/FH

Pa

DECODE.

TELEGRAM.

From Cameron, Port San Carlos.

To Colonial Secretary, Stanley.

Despatched : 19 *Time* :

Received : 18th December, 19 62. *Time* :

'Phoned from R/T Station 10.20 18.12.62.

All of us here most grateful to the Post Office and Air Service for the prompt delivery of our Christmas mail.

Cameron

P/L : LH
Copies to: S/PT
DCA

See 82-19/12/62

GOVERNMENT TELEGRAPH SERVICE

227

FALKLAND ISLANDS

RECEIVED

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
6/2	Hillcove	11	0830	7/1



To

Colonial Secretary Stanley

Request airmail delivery receive priority as airmail schedule

Bedford

sw

Time SRS

227-

The heart of 227 I mean is that no mail work
was done for Monday. The reason was explained
on the air on Monday evening - waste of flying
to do a mail drop on Monday re again on Wednesday
in front of fault. No flying at all on Monday -

Tuesday so the question has not really arisen.

The member's remarks will be printed in that
~~the~~ the mail drop will now take place as soon as
possible so I mean we need not send an
elaborate reply explaining as above NFD
on 8/1/63. fca

1220/C

7 June,

63.

To: The Postmaster,

From: The Colonial Secretary,

STANLEY.

Onward delivery of air packets

I am informed that there are occasions when small packets posted at considerable expense by air are sometimes forwarded to Camps by surface post.

2. Would you please take whatever steps necessary to ensure that such postings are always delivered by first opportunity.

(Sgd.) H.L. Bound

for COLONIAL SECRETARY

230

DECODE.

TELEGRAM.

No. 88.

From Honourable L.A.C. Bedford, Hill Cove.

To Colonial Secretary, Stanley.

Despatched : 11th June, 19 63. *Time* : 0900

Received : 11th June, 19 63. *Time* :

Am inundated with protests regarding non delivery of mail. Feelings running very high on north of West. Would appreciate explanation regarding non delivery of mail being broadcast.

Bedford

P/L : LH

Reply at 232

231

DECODE.

TELEGRAM.

No. 104.

From Messrs. Miller, Roy Cove Blake, Hill Cove.

To Colonial Secretary, Stanley.

<i>Despatched :</i>	11th June,	19 63.	<i>Time :</i> 0905
<i>Received :</i>	11th June,	19 63.	<i>Time :</i>

Reference paragraph 2 of your letter number 1220/C 13th May 1961. Please advise why passengers were carried Monday 10th thereby leaving insufficient time to complete maildrop. Plane now undergoing overhaul so our mail is indefinitely held in Stanley.

Miller Blake

Reply at 232.

P/L : LH

11th June, 63.

Sir,

It is not always possible with one plane to complete the mail drop in one day and in the general interest flights have to be planned in a reasonably economical way. For instance when the mail had to be delivered at New Island and there were passengers to be brought in on Monday and when a journey had to be made to Pebble on Tuesday (now postponed to Wednesday) there would have been no point in leaving the passengers at New Island and going to Pebble with the mail only to have to go back to both places the next day.

I am,

Sir,

Your obedient servant,

R.H.D. Manders

COLONIAL SECRETARY.

S. Miller, Esq., J.P.,
ROY COVE.

W. Blake, Esq., J.P.,
HILL COVE.

The Honourable
L.A.C. Bedford,
HILL COVE.

INDM/LM

on.
Reply from S Miller at p 234

229

Delivery in the Falklands of packages sent from England by air mail. We recently addressed a letter to the Postmaster on this subject.

2. Difficulty may arise either through

- (a) the fact that a package will not fit into the pigeon hole where ordinary air letters are placed and this might lead to its being confused with ordinary paper mail. I have impressed upon the Postmaster that we could not excuse delay occurring in this way. If a package will not fit into the pigeon holes it must be put somewhere else where it does not get mixed with the paper mail.
- (b) The trouble could also occur owing to the fact that packages cannot be included in the ordinary air drop. An example occurred in the present mail when a package arrived by air mail for Roy Cove. It could not be included in the air drop and so was sent by 'Philomel' and will arrive in less than a week. I think it is all right if the packages can be delivered in less than a week from the date on which the Darwin arrives in Stanley. There might however be a case in which it was not possible to ensure delivery within a week either by sea or by an ordinary flight. In such a case I think the Postmaster would have to apply to the Colonial Secretary for an order to make a special flight to deliver such packages. But we will consider that question when it arises.

5.

NFA

RHDM/TB
Copy to Cio Posts and Tels. for information and guidance.

There is more correspondence
i.e. 232



.....June 14th.....19 63.....

The Hon,
The Colonial Secretary.
STANLEY.

Sir,

232 I have to acknowledge your letter of 11th June which was in reply to the telegram from Mr Blake and myself protesting against the delayed delivery of U.K. letter mail this week.

I find your brief reply extremely unsatisfactory and very obviously written in complete ignorance of the recent history of camp airmail drops.

Although our telegram referred specifically to this week's mail delivery you would appear to be totally unaware that for a considerable number of U.K. mails no precedence has been given to mail dropping prior to movement of passengers.

As soon as mails are received in Stanley the Post Office sorts letters as quickly as possible and Stanley residents receive their letters usually within 3/4 hours of the arrival of the mails - and quite rightly so. Why therefore does delivery of camp mails receive less importance ?

As a reason for non-delivery of mails in this area on Monday last you quote that passengers had to be brought in from New Island. On that same day passengers (and Government official ones at that, with priority over other passengers) were booked to come in from Roy Cove.

It would appear to me rather useless to issue printed lists of aircraft priorities, if the air service, in multiple successive mail drops, can play ducks and drakes with priorities.

And as far as the camp is concerned any protest would appear to be utterly ineffective.

Yours faithfully,

A handwritten signature in cursive script, appearing to read "Sydney Smith".

Manager.

Reply at 236.

Ack'd
H.L.
14.6.63

235

G.E. Draft reply to 234 submitted at O/C.
232 was sent instead of a telegram to reply to

231.

I have drawn on 177 in my draft reply.
Para 3. DCA told me re I verified from #500
to G.E. in several offences his reply

I will be in a position to answer any questions
which may come out in select Committee.

Furthermore if this is accepted as a general
statement of policy it may be of help to my

successor if similar complaints are received.
A copy of his letter copies go to DCA.

22/6/63

PTT

24.6.63

8

copy to [unclear]

26 June,

63.

Sir,

Air Drop Priorities

234

I am directed to acknowledge your letter of 14th June, 1963, on the above subject. In the first place I am to draw attention to the fact which you yourself mentioned, namely that the telegram to which I was replying by my letter of 11th June referred specifically to the mail delivery of that particular week. My letter therefore was confined to that subject, as any discussion on the general history of mail dropping appeared to be inappropriate in the circumstances. Since however the general question of mail drop priorities has been raised the opportunity to discuss this question is welcomed.

2. You state that no precedence has been given to mail dropping prior to movement of passengers. It surely would not be contended that NO precedence has been given. If however your contention is that in no circumstances should a single passenger other than a medical priority be carried until every postal package has been delivered, I am to make it quite clear that Government does not accept this position. This difficulty only arises when one of the aircraft is non operational. In such cases considerations of economy both in the expense in operating the aircraft and in the time of the pilot have to be taken into consideration. There is also the passenger side to be considered. Camp passengers arriving home in the "Darwin" are often very anxious to get home with the minimum of delay and there can be no doubt that there would be criticism if the aircraft were to carry mails only on its initial flights after the arrival of the ship. The position is that when there is only one aircraft by judicious planning the Director of Civil Aviation arranges for mail to be delivered within three working days following the "Darwin's" arrival, and indeed he very often accomplishes his task in two days as in fact he did in this case. Furthermore the special urgency is usually caused by the limited time in which replies to the letters received can be written in time to catch the next outgoing mail. This consideration did not apply in the present case.

3. You refer to the fact that on the Monday in question official passengers with priority were booked to come in from Roy Cove. It seems possible that you are referring to Mr. Cumming the Dentist who, I am informed, did apply for a flight for that Monday. As you are aware, Medical priority flights are granted by the Senior Medical Officer and in this case he stated that no priority was necessary and that in fact Mr. Cumming need not come in until Tuesday.

4. To sum/ . . .

S. Miller, Esq., J.P.,
ROY COVE.

RNDM/III

4. To sum up: Government does accept the position that priority should be given to the dropping of mails. It seems unlikely that this will present any problem when two aircraft are flying in which case it will probably be possible to dispose of the entire maildrop in one day. When however there is only one aircraft it is considered that the air service should make a point of getting the entire drop completed in not more than three flying days. The question of giving time whenever possible to answer incoming letters in time to catch the outgoing mail will always be borne in mind. It would, I think, be generally agreed in full that the Director of Civil Aviation is actuated by a strong sense of duty to the public and takes great pains to carry out his obligations in this as in other respects as best he can. Government does not accept the contention that no passengers should in any circumstances be carried until the entire mail drop has been completed.

I am,
 Sir,
 Your obedient servant,

(R.H.D. Manders)

COLONIAL SECRETARY.

NFA.

52.

Copy sent to Sec.

NFA
 D.A.
 29.1.50

9 July,

63.

Sir,

I am directed to refer to the question of the outward mail for Port Stephens which caused some concern owing to distance of Port Stephens from Fox Bay and the fact that there was no mail pick-up from Port Stephens.

2. It appears that in spite of there being no scheduled pick-up it must be comparatively rarely that Port Stephens can not get their mail off by plane in time to catch the 'Darwin'. I think the position must have been improved by the fact that the visits for the coming week are now announced.

5. The following are the dates that the 'Darwin' sailed since December and the time of the last visit of the plane to Port Stephens before the 'Darwin' sailed -

Plane visited Port Stephens

22nd December
18th January
15th March
11th April
2nd May
15th May

Darwin sailed

27th December
28th January
18th March
15th April
6th May
26th May

I am,
Sir,
Your obedient servant,

8

COLONIAL SECRETARY.

The Honourable,
T.A. Gilruth, J.P.,
STANLEY.

*Waring file things
on the airmail file*

IHDM/IM.

SA 10.7.63



The Acting Colonial Secretary,
Stanley.

Sir,

I would be grateful if you would pass the content of this letter to His Excellency the Governor when he returns to the Colony later this month.

231 - 237 I refer to the exchange of letters and telegrams between the Col. Secretary and myself during June re priority of mail drops and pick-up of outgoing mails. The correspondence during June specifically was in connection with mail delivery but the question, in the background then, has now arisen over priority of mail pick-up for north going U.K. mail.

130 in 1220 | C In his letter to me No.1220/C dated 13th May 1961 the Colonial Secretary quoted, " 2. There has been no alteration of priorities, and the maildrop and pick-up from and for the monthly overseas mail still has priority over everything except medical flights."

I am aware of the fact that if the "Darwin" makes a circular camp tour during the few days prior to her departure with U.K. mails, camp people are expected to place their mails on the vessel and in such case any separate pick-up as such is not warranted.

In this case however "Darwin" was on this side of West Falkland 14 days before her departure date on 16th August; the vessel did not call at Roy Cove but she was at Hill Cove on August 2nd and we did connect her there with what mail we had. In view however of the long time before the vessel was due to leave the Colony we did expect there would be a pick-up of mail for the 16th.

On inquiry per R/T this morning direct to the Director of Aviation, this officer advised me that the air service was not making any such mail collection and refused to deviate even from Saunders (where the aircraft is scheduled to make a call at the moment, only being prevented by adverse flying weather) to Hill Cove - a distance of about 10 miles.

I have been advised that it is not economical to arrange flights that do not carry any passengers, in order to handle in-coming or out-going mails, but in the case of this request for a collection it would seem to me that to make a small deviation to collect mails on this occasion when there has been an unusual long period before the departure north of the "Darwin", is the sort of 'service' that a Government department could normally be expected to make. There is still a week before mail leaves Stanley but the only suggestion the Director of Aviation could make was that there was a scheduled call at Chartres on 15th.

As the mail closes on that day, with the inevitable delays due to non-flying weather, the suggestion to connect by that flight was absurd and extremely unhelpful. We shall now send our mail overland to Foxbay in the hope that a call will be made there in time for outgoing mails, but whether we connect in this way is quite problematical.

I feel that it is high time that some protest was made over the Government's extraordinary reluctance to co-operate in this matter of maildrops and priorities; the subject of this letter being the complete indifference of the department concerned as to a reasonable chance to

reply at 250.

connect with outgoing U.K. mail when a period of 14 days has elapsed between the only chance we had of putting mails on to "Darwin" before her departure on August 16th.

To me it is utterly frustrating to make no headway at all with Government in this matter. People and businesses in Stanley are in the comfortable position of sitting alongside the Post Office and can post up to the last minute - in the camp on the other hand we must write immediately on receipt of mails and post a fortnight beforehand, ~~because~~ because it is 'not economical' for the Air Service to make a flight, even with passenger carrying, to deviate to collect mails.

To me the word 'economical' is a ridiculous one to use in this connection. The Air Service is a 'Service' and can never hope to be an economical service. The income from passengers and freight can never come near to the liabilities totalled by cost of purchase of aircraft and spares, fuel and by no means least salaries and passages on leaves.

The bulk of the Colony's income comes from the camp; there can be no dispute about that; but in the case of mails the major service considerations very definitely serve mainly Stanley and its inhabitants.

I would be grateful if you would note that I do not in any manner wish to criticise the activities of the Air Service as a whole. On the contrary, I am full of praise for the active manner in which aircraft are maintained and flown in service, and in weather that stopped much flying in the earlier days.

My protest is directed on Government policy to use the air service as sparingly as possible in connection with mail flights, for inward and outward overseas letters. Very little deviation is required to collect mails on most passenger flights during the last few days before the outward departure of "Darwin" and a little more consideration of this by Government would be of immense benefit to farms (which are business concerns and need regular mail connection) and of little deviation or 'extra' to the air service flights.

A little more consideration and thought on camp mail problems is not going to hurt anyone.

Yours faithfully,

Stanley Hunter

B. U. for H. S. return.

BU 318-13

J. E.

239. Long before Mr. Miller's letter reached me I had had a telephone call from Mr. Clement (Fitzroy, Legs) telling me for what it was worth that he thought Mr. Miller's latest widely publicized (by R/T) complaint was a lot of nonsense. He very respectfully says this. D.C.A. received a similar message from Mr. Gilvuth who urged him 'not to give in' which must have caused D.C.A. some embarrassment as such an attitude does not arise.

I have talked to D.C.A. about the complaint and he has explained much that I did not previously know. Briefly the position is that the aircraft will call at Foubay and/or Hill Cove to pick up outgoing mail unless there has been a boat call at either of these ports since the arrival of the last mail. As a rule this works quite well but the case arose where this boat call occurred a fortnight before the departure of the Darrin for Montserrat and Mr. Miller rather seems to have taken it for granted that because of this time factor a further aircraft call for mail would be made.

D. C. A. stuck to the rules and did not call.

242

One can appreciate Mr. Miller's feelings. He can see the plane overhead and yet his mail remains uncollected. But he forgets that flights are planned to keep the number of landings and take-offs within a certain limit and a call at Hill Cove might well mean the exclusion of somewhere else. Landing at Hill Cove involves more than a detour for a course of 10 miles. Someone, and D. C. A. does not admit complicity, seems to have offered "economical" reasons for not calling and this ill-advised word has obviously rankled him.

I suggest replying that policy, formulated after much discussion and with general all-round agreement, remain unchanged and that priority for mail pick-up is given when there has been no boat connection since the last inward mail. In the event of a really long gap Government would give special consideration to departing from the rule (May/September next year might see such a situation), but the gap of 14 days to which Mr. Miller refers is not considered sufficiently long to warrant a departure from the rule. There is evidence that people in the camp, for whom the air service is almost exclusively operated, do not all share the opinion expressed by Mr. Miller with regard to mail pick-up and there seems to be no ground for considering any alteration to the mail priority rule which, on the whole, works to the general satisfaction of all concerned.

L.C.

11.9.63

H.Ag.C.S.

I see that at 203 in this file, recording a discussion with the D.C.A., the C.S. wrote: "If a vessel calls at one of the pick-up stations not less than a week after the delivery of the previous mail it is reasonable to expect them to have written their replies in time to catch the ship rather than to await the uncertainty of a mail pick-up and in such cases a pick-up will not be necessary. (We should however give a warning in such cases before the ship leaves.)".

2. I do not know on what date Mr. Miller received the mail which arrived in the Colony by "Darwin" on July 26. If he received it on Saturday, he had inside of a week to answer it before the call of the "Darwin" at Fitzroy on August 2; but if he did not receive it until July 29, that much less. At that time of the year farmers would not normally be very busy, but there could be farm work to do which made replying to a mail difficult in such a short time. I do not know if there were any calls at Roy Cove or Hill Cove between August 2 and August 9, when Mr. Miller got on the R/T, and it seems that after that time a call could not easily have been arranged. I gather from the telephone calls that were made by Mr. Clement and Mr. Gilruth after the R/T conversation, that Mr. Miller's demands may have been somewhat peremptory.

3. I think there is some danger in replying that "priority for mail pick-up is given when there has been no boat connection since the last inward mail", because Mr. Miller may well produce the argument that the few days he had between receiving his mail and the call of the "Darwin" did not give him enough time to reply and there still remained two weeks before the "Darwin" sailed northbound on the 16th. It is difficult to be rigid in these matters because, if one says there should be an interval of one week, the reply can come back - why should it not be ten days? But would it commit us too much if we were to make it a week ~~as~~ *proposed in 203? before sailing?*

September 12, 1963.

PA

244

BERTRAND & FELTON LTD.

ROY COVE,
FALKLAND ISLANDS.

The Acting Colonial Secretary,
Stanley.

...September..23rd..1963.

Sir,

239

I refer to my letter of August 9th concerning mail priorities.

I had asked for the content of the letter to be passed to His Excellency the Governor on his return to the Colony.

As there has been no further reply I can only assume that Government does not wish to make any comment upon the subject matter; if this assumption is correct it is a great pity.

Yours faithfully,

Robert Muller

Ack'd
TR. 30.9.68

KIV 243

↓

245

J. E.,

I have left this as long that Mr. Miller has had to open me into action.

Mr. Miller's main complaint is that a period of 14 days should elapse between the boat call and the departure of the mail and that no attempt we made to fill the gap with an airborne mail pick up. It would be nice to be able to say that mail will be picked up a week before Darwin's departure but in this I feel we could be ill advised.

Mr. Miller seems to be the only one

who is annoyed about it or no other manager, much less the two legs members in the area, ~~are~~ is associated with his letter.

Fixed rules with the aircraft are unwise because of the weather. To say that a certain thing will be done on a certain day is to disregard all that experience has taught us. Mail pick up was once confined to Fox Bay where there is a sub post office. It was extended to Hell Cove in certain circumstances. Further extension or improvements for this area will, I am sure, lead to requests (equally if not more loudly heard) for special consideration for other remote places, e.g. Port Stephen. Just before the Darwin visit we have the even present problem of getting passengers from the camp in to Stanley in time. If we add mail pick up commitments we would appear to be taking on more than we can handle, and might well be faced with the decision of picking up a passenger or the mail but not both.

Looking over the calls of the aircraft (file 0270/FF attached) it is noted that either Roy Cove, Hell Cove or Charter does not receive at least one visit during the fortnightly periods. The places to be visited during each ensuing week are broadcast and with reasonable flying weather we would feel that the mail to catch an outgoing opportunity has a good chance of doing so provided Managers are prepared to send it to some nearby station mentioned on a flight schedule.

247

I think that the phone calls from Memo Blewett and Gilman were significant in that a call at Port Stephens has long been regarded by some as of a greater need than that at Hill Cove. The danger of improving the Hill Cove pick up time in the probability that it would lead to requests for an extension of the pick up points.

I attach a draft letter to Mr. Miller.

L.G.

10.10.63

248

HCS

I made a mistake originally in the last sentence of 243, which I have corrected.

2. I entirely agree on the dangers of demands from other Camp stations for mail pick-ups. It's easy enough to drop mails, but it would take 3 days flying to make a complete Camp pick-up.
3. D of A considers that the instance Mr Miller quoted was an exceptional case and is most unlikely to recur.

I understand that as a rule mail is picked up at Fox Bay and Hill Cove shortly before "Darwin" sails. The Postmaster informs Fox Bay of pick-ups by W/S and the sub. postmaster is responsible for informing the West by telephone. Is there any reason why such information should not be announced by R/S?

Sanderson Island could send mail to Hill Cove by boat if they knew a call was scheduled.

4. I understand Mr. Miller was most offensive on the R/S and I have no admiration for his tactics. Pl. reply as in draft. It's unlikely to satisfy him!

RA 10.10.63

12 October, 63.

Sir,

289

I am directed to refer to your letter of the 9th August on the subject of mail pick-ups and to apologise for the delay in replying. It is considered that the instance to which you refer, where an interval of 14 days elapsed between the call of the 'Darwin' and her departure from the Colony, was an exceptional case, but should such an interval occur in future your representations will be borne in mind.

I am,

Sir,

Your obedient servant,

Sgd. L. G.

ACTING COLONIAL SECRETARY

S. Miller, Esq., J.P.,
ROY COVE.

Pa

BERTRAND & FELTON LTD.

ROY COVE,

FALKLAND ISLANDS

July 31st 19 64

The Hon.,
The Officer Administering the Government.
Stanley.

Sir,

I am forwarding to you the enclosed letter which more-or-less speaks for itself. The writer, Jock Morrison, is the cook at Weddell Island and of course it would have been better if the letter had been written by the manager there, Lisle McGill.

However they do seem to have suffered a 'forgotten' spell in that area with regard to delivery of heavy mails. "Philomel" certainly invariably seems to return to Stanley from this side of the West either from here or The Chartres; I know the vessel is going there on the current voyage but never-the-less it is getting on towards four months since that area had a surface call with mails.

With regard to mail pick-ups, this depends on the D.C.A. but it should not be difficult for the Port Stephens-Weddell area to enjoy a pick-up similar to this north-west corner.

Blake and myself only obtained a pick-up in this corner because we 'belly-ached' for one and I suppose other areas could do likewise

However I presume Morrison has written to me as his Leg. Co. elected member so I pass the lot on to you for your consideration.

It is important for farms to catch outgoing mails, and in my opinion if this occasionally curtails passenger lifting then that does not matter. In the old original printed list of 'priorities' circulated from the Air Service office some years back, all mails (letters) had ~~priority~~ priority immediately after 'medicals' and before anything else.

Yours sincerely,

Raymond Butler

C-24/A
F-20/A
251/A

J.D. Morrison,
WEDDELL ISLAND.

1st. July, 1964.

Dear *Mr. Miller,*

My object in writing to you is to bring to notice the serious delay in the delivery of paper and parcel mail to this very much neglected S.W. area. d
4/8/64

At the moment, there are three incoming mails lying at Stanley and, by the time that PHILOMEL completes her runs to the North Camp, it is likely that DARWIN will have brought a fourth and, possibly, PHILOMEL due for another spell on the "sick list".

This area is known, locally, as "THE FORGOTTEN LAND", - most of the people are loth to do much about it - "No use fighting Government", which frequent remark, of itself, gives some cause for reflection.

There does not appear to be any valid reason why Port Stephen should not be a focal point for mails - much the same as ROY COVE and HILL COVE. It is understood that this matter has already been mooted on more than one occasion but did not receive the necessary support from one "LEGCO" member. How, or why, such a thing could possibly happen in a tiny community like the Falklands is beyond comprehension.

In these enlightened days, it is incredible that a delay of some 2-4 months, instead of 2-4 weeks, could occur, and it would seem that urgent action is warranted to obviate possible, or probable, recurrence.

IN THE MEANTIME, OUTGOING OVERSEAS MAILS ARE BEING MISSED.

Your co-operation in this respect would be very much appreciated by everybody concerned, and your comments, in due course, interesting.

Kind regards,

J.D. Morrison

SPT

252

Postmaster

Please read folios 251 and 251A.

This may or may not be true, and I note the ^{Complainant}complaint gives no specific details.

I suggest SPT writes to him, with a copy to S. Miller, asking for more exact details.

Whatever action you take please let the member for the West see that Government takes notice. *Let me know the outcome.*

S.I.

O.A.G.

WHT/FA

253

all *once I please see the file in which the delivery of heavy mails to the more isolated parts of the West, is dealt with*

[Signature]
26.8.64.

SPT

254

0604/vi attached.

[Signature]
25.8.64

255.

H.C.S.

252. Mr. Morrison has only been at Weddell for a few months but but this corner of the West ~~ix~~ (Weddell Is., Port Stephens, New Is. and Beaver Is.) is poorly served and the matter comes up from time to time. This Department has been pressing for a better service for some time but with little success. I gather the objections are mainly economic. Please see the more recent correspondence on the subject in 0604/VI attached and 144, 146, 149, 150, 152 and para 6 of 177 in this file. This will give you the background.

With the present voyages of the "Darwin" and the "Philomel" a full island coverage of mails will have been made - except again Fort Stephens and Islands on the South West of the West.

The Post Office is fully aware of the necessity for an improved mail service to this area and I suggest that the matter again be referred to B.F. Co. when it meets next month. In the meantime if you agree I will write to Mr. Morrison as in draft at b.c.

X

2. 9. 64.

256

Send drafts a bf.
Then send back to
me for action on X above
W!

3-9-64

257

Ref: 054/117.

POSTS & TELECOMMUNICATIONS DEPARTMENT,
Stanley, Falkland Islands,

3rd. September, 1964.

Dear Sir,

Your letter of 1st July, 1964 addressed to the Hon. S. Miller, Roy Cove, about the mail service to the south west area of the West Falkland has been referred to me. The position is well known to the Post Office who have been pressing for an improved service for some time. In the circumstances I am requesting Government to place the matter on the Agenda for the next meeting of the Executive Council.

Yours faithfully,

(sgd.) J. BOUND

Superintendent.

Mr. J.D. Morrison,
WEDDELL ISLAND.

c.c. Hon. S. Miller, Managers Port Stephens, Weddell and Beaver,
New Island. *e. s. 1220/c. - Postmaster.*

258.

Handwritten: ~~1108~~ Thank you.

Handwritten: 2. File returned as 256, p2.

Handwritten: 3.9.64

Handwritten: 51.

259

S.P.T.

Ref 257.

Please let me have a draft
minute for Ex-Co setting out the entire
problem together with the financial
implications involved.

I would like it not later than
the 23 Sept.

W!

8.9.64

260

HES.

Draft Memo herewith.

I have discussed with the Com. he
agrees with facts & figures.



21.9.63.

ACT,

Internal mail service.

Please read folios 251 to the end.

I am attaching a draft memorandum for the Standing Finance Committee.
Please add to the Agenda for the October meeting.

W.I.
/

22nd September, 1964
WHT/IM.

No.

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



MEMORANDUM

262

6th October, 1964.

From: The Superintendent,

Posts & Telecommunications,
Stanley, Falkland Islands.

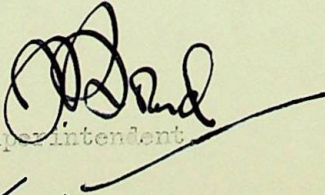
To: The Honourable,

The Colonial Secretary,


STANLEY.

SUBJECT:- Delay in Delivery of Camp Heavy Mails.

The majority of Camp heavy mails arriving by the "Darwin" on 9th October and "A.E.S." on 21st October, 1964, will be held up in Stanley owing to the lack of shipping. "Darwin" will be calling at Port Howard and Port Stephens only and I gather that "Philomel" will be doing Berkeley Sound only. When this is realised in the Camp complaints may well be forthcoming but there is little we can do about it other than charter the "Penelope" if available. Should I enquire about the possibility and probable cost of chartering the "Penelope"?


Superintendent.

Declassified with SPT. This has now resolved itself
JB/JB. Since there is no heavy mail on Darwin.

 15.64 fl.

Memorandum No. 6 of 1964 to Standing Finance Committee

Delivery of Heavy Mails to the Camp

Owing to the lack of shipping great difficulty is experienced by the Post Office in distributing heavy mails to certain parts of the Colony. Port Stephens, Weddell, Beaver and New Islands, West Point, Carcass and Saunders Islands and to a lesser extent San Carlos Waters and the Speedwell Group are those mainly affected. Often up to four overseas mails (parcels and papers) are left lying in the Post Office awaiting delivery. A better service is long overdue.

It is the policy of the Post Office to clear all mails as soon as possible after arrival and this is accomplished by sending 'Philomel' to ports not covered by 'Darwin'. Invariably some Camp Stations are left out and have to wait at least another month before a further shipping opportunity occurs.

The ports which are left out are those which usually offer comparatively little inducement for diversion. The annual diversion costs to provide an adequate service are estimated as follows:-

- (i) To San Carlos Waters en route to Purvis
at £12 per voyage £48
- (ii) To Port Stephens and Islands from Chartres
at £25 per voyage £100

The cost is theoretical and at the moment it is not known whether additional funds will be required under any of the 'Philomel' votes during the current financial year.

H. H. Simpson

Colonial Secretary.

Jan
13.10.64

WHT/CMc.

8th October, 1964.

Ref:- 1220/C/11.

S.P.T.,

Delivery of heavy mails to the camp.

Will you please discuss this item. S.F.C., although in agreement on the need for improved services, were not entirely happy about the amount of cargo the far West gives to us. We must try and find an intermediate way.

W.

C.S.

23rd October, 1964.

WHT/TB.

C.S.

Thank you - I will discuss at your convenience

W.

27.10.64

S.P.T.

Any time but soon please

W.

28.10.64

S.P.T. informed

Pa

W.



December 11th 1964

The Hon.,
The Colonial Secretary,
STANLEY.

Sir,

With reference to this evening's NEWS LETTER broadcast from Stanley, the announcer told us of the delay in arrival of RMS "DARWIN" until 16th instead of 13th.

He also told us that "Philomel" could not wait for receipt of U.K. mails ex "DARWIN" but would have to depart on her camp voyage.

If this ^{is} allowed to happen I would like to draw your attention to the fact that all parcel & paper mails due to arrive by the "DARWIN" will not reach the far side of the West Falklands before the third week in January when "DARWIN" herself makes a West camp voyage.

If PHILOMEL awaits DARWIN she can still leave on 17th and this leaves six days before Xmas day to complete the voyage.

PHILOMEL can easily be prepared to slip as soon as mails are received on board and please note the following :- If time is short the vessel could turn around from Hill Cove; I would quite willingly undertake the job of transporting overland from Hill Cove all mails etc for ourselves, Weddell Group & New Island and as these islands have ships they could presumably collect from Roy Cove. Likewise Carcass & West Point have vessels that could collect mails from Hill Cove.

All this in case of delay owing to weather, but even so six days should be sufficient for PHILOMEL to complete the whole voyage if she gets 'cracking' and does not hang about.

So, in some urgency, I respectfully draw your attention to the long delay that will occur if PHILOMEL does not bring out mails due on incoming DARWIN. I would remind you that we have already been waiting some weeks for mails ex B.A.S, ships that, by your recent telegram, could not be sent around by PHILOMEL.

Yours faithfully,

Elected Member for West Falkland.

C.S.

This has now been resolved in R/T consultations between Hon. Mr Miller & other island managers.

hilled

18.12.64

18.12.64

402
266



T.,
DCA.,

Please let me have your joint answer to the attached letter.

C.S.
C.S.

C.S.

26.1.65

14th January, 1965.

WHT/LH

C.S.

I was the pilot in question and could if I had so wished refused all mail offered as two bags were in fact produced, however I accepted both bags but requested that the heavy parcel be removed from one, this was done by the mail man at P. HOWARD and ^{not} as stated, by me "dropping into the mail".

On 1st Aug 1961 it was proposed that letter packets up to a maximum of 1lb only be included in the aircraft mail bags, all above this weight should be offered as freight, which was not done in this case.

15/1/65

The Pilot must always have discretion in what he carries, i.e. the safety of the aircraft is his business & we accept this in Post Office. As far as Camp mails go the procedure is as set out in my Memo.

324 to the C.S. dated 1st Aug. 1961 - but in reverse of course

in 027016/11,

15.1.65

Post Howard
West Falklands.

12. 1. 65 2661A

Dear Sir.

I do not like having to complain, but it is
last Friday, a parcel which I was sending by post
to my son on the 'John Biscoe' was removed
from the Post Howard mail bag, by the pilot who
then refused to take it apparently on the grounds
that it was over weight. Several parcels of more
than a pound in weight were taken that day and
it may have been that mine was the heaviest
single parcel that was in the bag. However, we
have always been given to understand that parcels
could be sent by air providing double postage has been
paid - which it had - and there is apparently no maximum
weight laid down for in-going parcels. We have to take
advantage of this way of sending parcels particularly
if one wishes to send to some-one serving on the 'John
Biscoe' or 'Shackleton' whose visits are both rare &
brief - and ships out at Post Howard aren't very
plentiful either.

I would like to know whether the pilot has the right
to delve into the mail bag & select those parcels which
he will, or will not, take, once they have been accepted
and stamped at the Office here.

One cannot claim either that he was 'working to
rule' since no rule seems to exist. Also it is

interesting to note that on that same flight from
Port Howard he allowed a dog to be carried without
a muzzle and it wasn't in a box either.

Unfair discrimination?? One is compelled to wonder.
I've not found anyone here who can explain the
justice of that.

However, my husband met you in town over
the affair of Mr Norman Henriksen & he says
you were very helpful - so I'm hoping after this,
that there will be some ruling on the subject
of mail which will apply impartially to all.

May I say, in passing, how much we have
enjoyed your occasional talks 'on the air' and
especially your reading of 'A Christmas Carol' -
Thank you very much.

Yours sincerely,

(Mrs) Gwyneth Rees.

28 January, 1965.

Dear Mrs. Rees,

266/A Thank you very much for your letter of the twelfth of January concerning an air mail parcel.

As far back as August 1961 it was ordered that only letter packets up to a maximum of one pound weight could be included in aircraft mail bags, and everything above that weight should be offered as freight.

The pilot, on the day concerned, denies that he "dove into the mail", and says your parcel was, in fact removed by the Port Howard mail man, but whoever removed the parcel is of little note because the pilot must always have discretion as to what he carries, and the safety of his aircraft and the lives and comfort of his passengers must always be his first concern.

I hope your parcel has now arrived safely at its destination and that no further troubles will occur.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

Mrs. G. Rees,
PORT HOWARD.

Copies to SPT & DCA

SPT,

268

We should have a brief set of regulations to cover this sort of thing which please produce in concert with DCA.

Please make sure the public are re-informed on this in broadcast notices.

WHE/IM.

Roy Cove,
West Falklands.

269

Jan. 25th, 1965.



The Hon.,
The Colonial Secretary.
Stanley.

Sir,

I would be glad if you would read the attached letter which has just reached me, as a member of Leg.Co. for the West Falklands.

I can well understand the frustration felt by Mr Rees and it is a fact that it has been circularised some years back that parcels will be accepted for air transport if they are covered for double postage rates.

I can also understand that a pilot may have to consider the aircraft's pay-load, though it is a little difficult to see how a 7lb parcel would affect this.

I would suggest that some hard and fast regulations be re-issued to try to avoid as far as possible similar disappointments in the future.

I would suggest that the questions submitted by Mr Rees are pertinent and would require some official reply.

Yours faithfully,

A handwritten signature in dark ink, appearing to read "M.L.C.", written over a horizontal line.

M.L.C. West Falklands.

Ackd.

28th January,

65.

Dear Sir,

267

Thank you for your letter about a complaint from Mr. Rees.

As you will see from the attached copy of a reply, Mrs. Rees has already written to me about it all.

Divorced of the sentimental reasons explained by Mr. Rees, which were of course unknown to us at the time, the complaint is one of high handedness on the part of the pilot, and nothing else.

We have firm instructions on postal matters and the pilot was only obeying them. Whether he was unreasonable in his personal manner at the time of the incident, I cannot say, but I expect the complainant was a trifle annoyed, and may well have rushed into a certain amount of hot print himself.

The Post Office is republishing the weight rule for general information, and I hope this sort of petty upset will be avoided in future.

I return Mr. Rees' letter. In view of my reply to his wife I do not think it necessary to write to him.

Yours faithfully,

(Sgd. W. H. Thompson)

COLONIAL SECRETARY.

The Honourable,
Mr. S. Miller, M.L.C., J.P.,
ROY COVE.

WHE/TB.

la

Y.E.

271

file for
future reference
W.

Mail to Port Stephens & North Arm

Port Stephens. Please see form 263 beneath

The S.F.C. have against special runs to Port Stephens which rarely if ever gives us any cargo. However I have agreed with the S.P.T. that he should do everything possible to squeeze extra voyages of Philomel out of his mail basis.

North Arm

This is new to us. Of all the farm managers the one is the most difficult & extraordinary to deal with and we have no complaints ^{from him} on file or in memos. Ships call there but rarely, and 95% of all heavy mail goes to Darwin & then on by land route. It has been suggested that this is unsatisfactory.

Both stations get air mail services on the same basis as everyone else.

W. S.

Noted.
LA 8/3

Mail delivery to North Arm and Port Stephens.

272

Mr. Ainslie said that this was a subject on which he did not feel strongly, but he wished to pass on representations which had been made to him that Philomel should include North Arm and Port Stephens on her mail runs. He realised, however, that there was usually no payload to take Philomel to these places and he accepted as reasonable that Philomel, which was financed by the taxpayer, should operate as economically as possible.

On this subject I should like before I go to North Arm to have a talk with you regarding the system whereby mail is in fact delivered.

Pa

273

DECODE.

TELEGRAM.

No. 140

From Mr. Clement, Fox Bay

To Colonial Secretary, Stanley

Despatched : 16th March, 19 65 Time : 0900

Received : 17th March, 19 65 Time :

As Darwin not delivering April mail would it be possible for Philomel to do this after arrival of Darwin grateful for early reply.

Clement

P/L : LS

Reply at 274

a reply to this
was sent out by
me yesterday.
If it has gone
n. fa. It is
has not yet
W.

274

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			22.3.65
To				
	etat CLEMENT FOX BAY			HOA/c

Subject to repairs being completed satisfactorily Philomel calling yours third week April

Secretary

WHT/LS

pa



Experimental Clearance by Air of Camp Heavy Mail ex "Darwin" 1.5.65.

With the "Philomel" due for engine overhaul and the "Darwin's" coastwise voyage offering a rather restricted coverage it looked as though the delivery of Camp heavy mails ex "Darwin" 1.5.65 would be a problem. It was therefore decided to seek the assistance of the Air Service with a view to lifting the mail on scheduled passenger flights - as an experiment. Mr. I. Campbell, in charge of flying operations, offered his full support and within six days the majority of the mail was cleared at no extra cost. Only a few bags for some of the smaller farms remained and these have since been delivered.

Messrs. Campbell and Drown are to be congratulated on the vigorous and cheerful manner in which they tackled their task, resulting in the experiment being a complete success.

It is now for consideration whether, in the absence of shipping opportunities, a regular service of this nature should not be instituted.

It should however be pointed out that on this occasion with so many people travelling from the Camp to attend meetings or to connect the "Darwin", the Air Service had a particularly wide coverage. This could not be expected on all future occasions and complete coverage in such a short time would probably entail special landings. In such cases extra expense would fall to the Air Service but this could be offset either by the Post Office or the farm concerned or both on a 50%/50% basis.

D.

18.5.65.

Where has this been?

*I don't know, neither does Elsie.
It just appeared here yesterday.*

~~Send this out to~~

6/6

13/7/65

Si

PAAG



Wm Bruce
North-Arm,
24/12/65,

Sr.

for comment on Complaint
(on litigious elements thereof).

Dear Sir,

Many thanks for the mail drop today, But can you tell me why a paper and parcel mail is landed at Darwin, Lively Is. Speedwell Is. and not here, During the war we had a forgotten army in Burma is this a forgotten settlement. You write in the "Squicker" your Monthly paper that the Falklands was mentioned in the U.N. Maybe if the Argentians got this place we would get our mail the same as the rest.

Yours Sincerely
Wm Bruce
Prisoner of War Camp
North-Arm

278

original no returned
(with correct address)

es.

277

Reverse.

I have written to Mr. Bruce & told him that the delivery of heavy mails by air to Darwin, Lacey & Peelwell before Christmas was only possible through the courtesy of B.M.S. Postcocks, I pointed out ~~percentage~~ that helicopters have a limited carrying capacity & range & that is the reason why North Arm & other settlements were not visited

S

13.1.66.

278

Thank you.

pa. hfa

W. M. 14/1

10th April 1967.

Dear Mr. Miller,

Arising from the discussion in Executive Council I would like you to know that a check of Post Office records shows that in the last calendar year Roy Cove received thirteen sea mail and two air parcel deliveries.

I hope this information will be of interest.

(S.H. THOMPSON)
COLONIAL SECRETARY

Copy for information to:

The Honourable
Mr. S. Miller, M.L.C., J.P.,
ROY COVE.

His Excellency the Governor
The Hon. Colonial Treasurer
The Hon. Mr. A.G. Barton
The Hon. Mr. G.C.R. Bonner
The Hon. Mr. B.V. Goss
The Supt. Posts & Telecommunications.

Reply at 280

pa

April 20th 1967

280

The Hon.
The Colonial Secretary
Stanley



Dear Mr Thompson.

Many thanks for yours of 10th April (ref 1220/c/II) re
mail deliveries. You mention 13 sea^{way} mail deliveries & 2 air
parcel ditto. "Dawnin" & "Philomel" called here in 1966 a combined
total of 11 visits, plus one air parcel mail. The 2 ships each called
in one month, in February & December so that in each case one
vessel in those months can have had but little mail.

However, this is not to complain or query mail deliveries, only
to answer your letter.

As a matter of fact, in 1966, Z.C.G. woke up to the fact that
far West farms were getting "A.E.S." crops each time by "Philomel"
whence Z.C.G. were losing considerable freight - in consequence
"Dawnin" made far west voyages in winter with "A.E.S." crops
which she used not to do. We had "Dawnin" six times in 1966,
a record for us; previous to 1966 we averaged 4 calls only
per year by this vessel.

Yours sincerely

Looney Miller

19

1220/C/II

281

27th July

67

From: Colonial Secretary,

To: Superintendent, Posts & Tels.;
Director of Civil Aviation;
Postmaster.

Delivery of Camp Mails

Now that Philomel is out of service you will have to make fresh arrangements for the carriage of parcel and paper mail to Camp. The far side of the West Falklands will be particularly hard hit as they are not due to have a delivery by Darwin until November.

We experimented with air deliveries some time ago and everything went smoothly. Please make mutual arrangements to carry out the same sort of operation. If you will require extra funds put in a supplementary application.

(W.H. Thompson)

COLONIAL SECRETARY

Reply at 282.

PMC.

pa

No. _____

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



MEMORANDUM

3rd. August, 1967.

To; The Colonial Secretary,

Supt. Posts & Tels.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- Delivery of Camp Mails.

With reference to your 1220/C/²⁸¹II dated 27th. July 1967, the delivery of paper and parcel mail by air was discussed in Executive Council in 1956.

uf

2. It was later agreed in Council to adopt the scheme which had circularised to farm managers for their views. This scheme provided an exceptionally low charge to be borne by the farms accepting the proposals.

3. Since adoption, paper mail has been flown to those farms accepting the conditions whenever the necessity arose and aircraft space was available.

8260 65 un
1220/c.

4. Authority for above is contained in 1220/C dated 25th. October, 1956.

6/6

5. In the past persons wishing air delivery of parcels arriving in the Colony at surface rates have had their parcels transferred to this department and freight rates charged and I do not think that the outer Islands managers would in any way object to being charged for delivery.

Director of Civil Aviation.