

CONFIDENTIAL.

MAI/GEN/5#4

SECRETARIAT

O604 /VI	O 6 0 4 /VI

(Formerly)

4161

CORRESPONDENCE RELATING TO
MAILS.

Commencing with folio No 1017

CONNECTED FILES.

NUMBER

O604/A	Violated Mails
O604/B	Mails - Delay in forwarding.
2415	Correspondence relating to Mails.

Original filed in 0887

The second subject is the question of heavy mail to Carcass and other outlying islands and farms on the far West. We have to wait a very long time for parcel and paper mails - the delivery of letter mail by air drop is excellent - For instance the last paper and parcel mail delivered at Carcass (and West Point) was on 5th April, and I believe it arrived in Stanley on the Darwin at the end of March. All papers and parcels lying in Stanley since that date will be delivered by Darwin on this present camp voyage. This is not anything new, we have this long wait quite frequently particularly in the winter months. When Philopel is in commission again would it be possible for her to deliver heavy mail once a month to all islands and farms not being served by Darwin. I think it is safe to say she would be able to get a full load of cargo to leave Stanley with, even if she only had it for far West ports and islands. Also, we, at least, could give her at least two loads of mutton sheep if they were collected between the end of December and the end of January.

The long wait for parcels tends to make employees unsettled however good the wages are, in fact Clem Harrison who was here recently on contract work for us said he would not care to work here permanently because of the delay between the arrival in Stanley of heavy mail and its delivery out here.

1018
L.

S.S.T
H.M.

For your comments on 1 P.

John
27.7.61.

H.S.

We in P.S.I. have every sympathy with Mr. Bertrand & his fellow outlying island & farm dwellers - and would be only too glad to give them a better service if the shipping position permitted.

2. The "Philomel" suggestion would probably be the answer providing Stm. will do it for the £500 p.a. we already pay him!!

John
27.7.61

Stm. B 1019
to you P.

John
27.7.61.

H.S.

A 1020

In my opinion it is impossible for the 'Philomel' to guarantee a monthly mail service to far side of West Falklands without showing a loss of earnings, and indeed, without serious complaints from other farmers outside that area. It is on file somewhere where a manager (number of boxes) complained that we paid too much attention to the bester and not enough to the best.

On an average, when Philomel is free from trouble, she visits far west ports eight times a year, when mail is always carried, and I feel they receive the benefit of the Philomel compared with other farms.

Sheep shifting from far west ports is not a profitable business, and to my way of thinking is nothing less than cruelty. 100 sheep ^{examined} ~~examined~~ on deck of the Philomel in rough seas is not a sight for animal lovers to see.

John
H.M.

2.8.61.

919 in
0604/V

When Phil (and) is in commission ~~the~~ arrangements
 are if possible made for 3 visits to
 West a year. It is however difficult to make
 alternative arrangements when Phil (and) is out of
 commission.

8² 10/2/61

2555

11th August,

61.

Sir,

1017

X I have to refer to your letter of the 19th July in which you raised the question of the "Philomel" making more frequent voyages to the West and to inform you that when the "Philomel" is in commission arrangements will be made, if possible, for eight visits a year to the West. It is however difficult to make alternative arrangements when the "Philomel" is out of commission.

I am,

Sir,

Your obedient servant,

(Sgd.) D.R. Morrison

for Officer Administering the Government

C. Bertrand, Esq.,
CARCASS ISLAND.

Reply at 50 in
0887.

Recd. 11. 11. 61 KIV
X.

No. _____

MEMORANDUM

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

5th September, 19 61.

To His Honour, _____

The Officer Administering the Government,

STANLEY.

From The Superintendent,
Posts and Telegraphs,
Stanley, Falkland Islands.

SUBJECT:- Delay in Delivery of Letter ex San Carlos.

I have investigated your enquiry of yesterday on the above subject and find that the aircraft returned to Stanley at 3 p.m. on Friday, 4th August, 1961, San Carlos being her last port of call. On the present arrangement with F.I.G.A.S. the mail would be delivered to the Post Office within an hour of the 'plane's arrival. Mail so received is sorted immediately and on this occasion the letter in question would be ready for collection on the first routine call of the Secretariat Messenger the following morning. In the circumstances I think there is little doubt that the letter was collected early on Saturday, 5th August, 1961, together with the English mail which also arrived the day before.

Anyone remember the letter?

[Signature]
Superintendent.

[Signature]
10.9.61

No one seems to have seen the letter until after the Meeting when it was sent out to have extracts made from it, pl. B. u. S. C.

Someone put it on Mr. Handers' desk. Maybe Emd or Walker?

1024

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. L. 250 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			20.10.61
To etat MACSTAPLE MONTEVIDEO				HOA/c

No. 22. Grateful ensure all Falklands mail shipped by Shackleton

Colonial Secretary

Time LH

Copy to Postmaster

20 10 61

1025

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed In at	Date
	Psy			1.11.61
To	etat MASTER SHACKLETON			HOA/c

Have you bag classified mail from Embassy for Officer Administering
the Government

Colonial Secretary

Handwritten signature
1.11.61

Time DRM/LH

Reply at 1026.

DECODE.TELEGRAM.

No. 4.

From Master, R.R.S. Shackleton.....*To* Colonial Secretary, Stanley.....

Despatched : 2nd November, 19 61. *Time* :

Received : 2nd November, 19 61. *Time* : 1015

1025 refers

No classified mail Mahoney and Newman
will stay ashore.

Master

P/L : LH

Original in: 0604/VV
Copies in: P/928
P/929

R. O. W.
21161

1027.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed In at	Date
	Psy			16.11.61
To				
etat MACSTAPLE MONTEVIDEO ('Phoned W/T Station 10.30/16th)				HOA/c

No. 24. Please ship all Falkland Islands mail by John Biscoe provided she sails before Darwin

Colonial Secretary

Type copy for Fin always of these telegrams pl.

Time DRM/LH

16.11.61
14 11.11.61

GOVERNMENT TELEGRAPH SERVICE

1028

FALKLAND ISLANDS

SENT

W. & A. LTD.

Number	Office of Origin	Words	Handed In at	Date
	Psy			18.11.61
To	etat MACSTAPLE MONTEVIDEO ('Phoned W/T Station 9.40/18th)			HOA/c

No. 25. Grateful you ensure latest airmail despatched by Darwin

Colonial Secretary

Copy to: Postmaster

Time HLB/LH

PA. 18.11.61

1029

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
	Psy			23.11.61
To	etat MACSTAPLE MONTEVIDEO			HOA/c

No. 26. Grateful ensure all Falklands mail shipped by Protector

Colonial Secretary

*Refer for fish
catcher to narrow
23/11/61.*

*now referred to. des.
BU to narrow
24/12/61*

[Signature]
23.11.61

Time **11**

Copy to: Postmaster

BU 2.12.61

O.C.R.M.,
H.M.S. Protector,
c/o G.P.O., London.

From:- Mail Officer, HMS Protector
Date:- 4th December 1961
To:- The Postmaster, Stanley.

FALKLAND ISLANDS MAIL AT MONTEVIDEO

The Postman of HMS Protector tried to obtain the Falkland Islands mail from the GPO at Montevideo on two occasions.

On Friday 26th November he was informed that the mail had arrived and had not been sorted, and on Saturday 25th November, when he was informed that the mail was in the cage, but the man who had the key was not at the GPO and was not expected until later that day. Since HMS Protector was due to sail at 1000 AM the Post Corporal was unable to wait until the mail was heeded.
Postmaster Capt Rm

1031

Y. E for information

Apparently mail not ready till Saturday
morning anyhow and the time of sailing - 10.0
perhaps too early for South American
executives to be on duty!

I wonder where it is anyone pursuing this

for
12/2/61

HCS

N.F.A.

~~9/10~~ . 15.12.61

for

for

DECODE.

No. 53.

TELEGRAM.

From Brain, Montevideo.

To PRIORITY Governor, Port Stanley.

Despatched : 15th December, 19 61. Time : 1005

Received : 15th December, 19 61. Time :

Post Office

00215. Eight bags for Protector and one bag for Governor on Darwin.

Brain

P/L : LH
'Phoned P.S. 4 p.m. 15/12.
Copy to: Private Secretary

Psy.

21-12-61.

etat MACSTAPLE MONTEVIDEO

HCA/c

No. 30. Grateful ensure all Falklands mail shipped by Kista Dan

Colonial Secretary

HLE/TB

Copy to: Postmaster

po
21/12/61

HCS

USS Protector is expected to sail from
Stanley for Montevideo on January 29.
We should put over a notice about this
opportunity for overseas mail.

~~PA~~ 3. 2. 62

5.

1035

S/C P. arrange soon so that Camps may be
in the picture early enough to take advantage.

8-1-62

1036

H.C.S.,

H.E.'s minute at 1034 phoned to P/M pl. for necessary
action.

8-1-62

1037

Thank you. P.M. will include it in tomorrow's news letter
+ is advising John. Fox Bay today

11.1.62

BU to advise Mustafa
for return mail.

1038

S/C P. ask M/S by letter.

25.1.62

Spoke. By telegram.

John

25.1.62
Rec. 31. 1. 62

1089

Psy

1.2.62

etat MACSTAPLE MONTEVIDEO

HOA/c

No. 4. Please ensure all Falklands mail forwarded by Protector

Colonial Secretary

DRE/TB

Copy to Post Master.

POW

22.62



PORT SAN CARLOS,
FALKLAND ISLANDS,
SOUTH AMERICA.

1090

February 13th 1962

The Hon. The Colonial Secretary,
STANLEY.

Sir,

Once again I sit down at the typewriter-and oh! the weariness of it-to address the Colonial Secretary on the subject of Camp mail.

This time I am referring to our paper and parcel mail which arrived in Stanley on January 20th and three weeks later is still lying in the Post Office. Shortly the Darwin will arrive and discharge on top of it another month's supply of papers and parcels. Yet twice this month the Philomel has passed within sight of the settlement. In fact owing to the great courtesy of the Master, which I would here like to acknowledge, in coming to our assistance over another matter the vessel was alongside our jetty.

I would be grateful for an explanation from the Postmaster and the Harbour master as to why our mail was not carried. To avoid endless repetition I enclose a copy of a letter addressed three years ago to your predecessor.

1091

What explanations they will produce on this occasion I do not know, but long experience has instilled in me the true one-that it is Camp mail and therefore could not matter less. Such an outlook, on the part of the Postmaster especially, is intolerable. He should insist and have the authority to insist on the mails being carried.

The Philomel is run at considerable cost to the taxpayer. If it cannot give a high priority to the simple yet vital duty of distributing Camp mail then let us have done with the vessel.

I am,
Sir,
Your obedient servant,

A. R. G. Cameron

*Ack'd
15.2.62*

SP7 for

Comments please.

919
in 0604/V. He above letter
9/24/59
for

for

WORLD-WIDE



...at the ...
...to address the ...
...of ...

...to our paper and ...
...on January 20th and ...
...in the ...
...and ...
...of the ...
...of the ...
...in ...
...to our ...
...the ...

...for an explanation from the ...
...to our ...
...I enclose a ...
...to your ...

...on this occasion ...
...in the ...
...and therefore could not matter ...
...of the ...
...and have the ...
...being ...

...to the ...
...to the ...
...to have ...
...the ...

Your obedient servant,

...

WORLD-WIDE

April 9th

59

Dear D-T,

It is disappointing that I have once again to bring up the question of camp mails but my Heavens they are bone headed about it in Stanley. I am not sure who decides the itinerary of the Philomel-presumably the harbour master-but having decided it the first reaction of both him and the postmaster should be "What mails can be taken out?" In fact one knows that it is the very last thing that occurs to them, and if then only as a result of individual managers having to send messages about the matter.

You tell me that on this occasion that the ship could not bring our mail because the mail for Salvador Waters and San Carlos would also have to be taken. And so of course it should have been. We ourselves normally don't get more than a bag or two, I doubt if Bonner gets more and if the Douglas, Teal Inlet and Salvador mail was put ashore at the Moro-assuming there was no time to take it round-the chances are the whole lot would not amount to much, assuming further that each mail was distributed before the following mail was added to it. On this occasion the Philomel was leaving bound North about for the West. As seems to be the invariable practice they anchor for the night at Shag Island. With a little more imagination and timing they might tie up at the Moro and do the taxpayer some good. A few hours later they could be in San Carlos waters distributing papers and parcels to a further seventy or eighty people who are unable to walk to the Post Office. But these things are never done or attempted, although we have had promises in the past. Presumably they took mail to the West with a little prompting from the managers but then the West are generally better looked after than we are since by tradition they are less docile. If I am to be told that there is no time for such divers then I would ask you to reflect on the months and months of the year when the Philomel is tied up at the Government jetty. Now we are asked to be patient for another month: what protests there would be in Stanley if so much as half a day was lost in getting out the mail! I am sorry that my infrequent letters should invariably qualify for your belly-^{me} file (I trust it wasn't destroyed in the fire) but unfortunately for you doctor's orders forbid me but dip but allow me the typewriter, Yours,

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Handwritten: 1093
1092

Number	Office of Origin	Words	Handed in at	Date
199	KC	19	0915	17/2

To
Phone Colonial Secretary Stanley

Please advise if Philonel is bringing paper and parcel mail to San Carlos waters next voyage

Cameron

*(replied
'yes')*

There are

hh or

Time *SRS*

KIV 1092.

17/2/02

0604/VI.

1092: 1093

H.C.S.,

Shearing is over and the complaint season is on!

This sort of thing happens from time to time. Complete island island coverage with heavy mails seldom occurs and invariably there are odd stations not covered by "Darwin's" round voyages; on this occasion San Carlos Waters, Salvador Waters and Berkeley Sound Ports.

I am informed that on this voyage the "Philomel" could not carry another stick. This is often the case when one farm gives her a freight. To exclude freight from the farms who are willing to pay for her services would cost the taxpayer considerably more.

It is not correct to say "Camp mail.....could not matter less" (folio 1090 refers). The Postmaster is very much alive to his duty and cannot be expected to give a better service unless inter-island shipping position improves. He has no authority to dictate "Philomel" itineraries to the H.M. and has to accept whatever is offering. The same of course applies to the Air Service.

The only answer would be to inaugurate a service to cater for delivery of heavy mails to those ports not covered by "Darwin's" itineraries. This would be costly to say the least.



19.2.62.

1094

1092 A

H.N.

Could please have your comments for the hour of view of Philomel.

20/2/62

1095

H.C.S.,

1092 B

1090

1090 I refer to Mr. Cameron's letter attached (unfiled).

The "Philomel" has not passed within sight of Port San Carlos twice this month. As you are aware, "Philomel" was having her wheelhouse repaired and did not sail for Port Howard until the 8th February.

"Philomel" was engaged by the Manager of Port Howard to take a full freight out from Stanley and then to load fencing materials and to land it at various points in the Pebble Sound area. This has brought in a considerable amount of Revenue which is to the Tax Payer's benefit, if not to Mr. Cameron.

This voyage was advertised by the local News Reader on the 26th January and again on the 2nd February, therefore, if Mr. Cameron was so anxious to get his mail, surely he had ample time to contact the Postmaster to enquire if it was possible to get San Carlos mail delivered.

It was not my intention to send "Philomel" to San Carlos Waters. The reason why she called into those waters was because of an urgent request made direct to the Master of "Philomel" to come to their assistance as they were completely

P.T.O.

out of Petrol. This arrangement was made without my knowledge. "Philomel" steamed from White Rock harbour to Bonner's San Carlos, picked up one drum of Petrol and landed it at Port San Carlos, and returned to White Rock harbour to continue her work. All to oblige this one farm.

If we just kept "Philomel" for running around with mail, then I'm afraid we would upset other farm stations who require essential stores and equipment, as well as mail.

H.S.

Harbour Master.
23/2/62.

1096

S.P.T. I am not sure whether I have entirely understood your position as regards mail other than air mail. One tends to think of 'mail' as something which receives preferential urgent treatment. I believe the position here is that we only take mail if we are going to a place anyhow. In other words it has not the highest but the lowest priority. If that is really so would it not be better to abolish it altogether & regard it as freight, perhaps paying a slightly higher rate in respect of its weight so that there would be some inducement to visit a place to give it.² Or have I got hold of quite the wrong end of the stick? Please consider & perhaps discuss.

24/2/62.

Yes

1097

As far as P.T. is concerned mail is the highest priority but the carriers tend to think otherwise - mainly, I suspect, from the economic aspect of the working of their ships or aircraft. Take the "Philomel" for instance (mail subsidy 15½% of total revenue over the past five years) we couldn't possibly give her a free cargo of mails & I doubt whether what we are able to give her in the way of heavy mail, even if charged for at cargo rates, would be sufficient inducement for more calls.

25/2/62

BW makes 12.3.62
fr

G. E.

Perhaps I might discuss this with Mr. Cameron too.
 With Philomel not laid up for so long after we have a
 ship and possibly with a bigger ship or one that can
 more cargo things might be better. As it is, with a
 load of freight for so long we could hardly leave off
 of the freight to make a journey with mail to Port
 Carlos. It appears that Mr. Cameron uses Philom
 very little for freight.

I believe that there has only been one other complaint
 this matter since I came - that is 1017 & 1022 and Mr
 Cameron made a complaint in 1959. (918-920)

15/3/62.

1099

H.C.S.

We can assume that when paper and parcel mail is in Stanley for Camp ports, the people there are anxious to get it as soon as possible, and this must be kept in mind. I do not think that any Camp manager should be expected to contact the Postmaster to enquire if it is possible to get his mail delivered.

2. I believe that the ports at which the "Darwin" calls on her Camp voyages are usually known fairly well in advance, and it should not be too difficult to find out those which have not been, or are unlikely to be, visited for some time, and the Postmaster should keep the Collector of Customs advised of the position in case the 'Philomel' can assist. I appreciate that the latter may be in a difficult position if 'Philomel' is very fully loaded, but mail does mean so much to people in the Camp stations that we should do all we possibly can to see that it gets delivered with the least possible delay.

March 15, 1962

PH

no marks
28/3/62

1100

SPT.

I think we should have lay down some period during which we expect mails to be delivered. If not delivered in that time report to come to me and a decision would have to be made as to whether a special trip should be laid on for mails even if it meant delaying cargo. Possibly even if it was impossible to arrange a delivery we could at least send an apology or a promise so that they would realize that we were taking an interest! What do you think of this? If feasible what period would you suggest? 4 weeks came into my head but it is merely a guess in the dark.

Although his file deals with sea mails it might also be horrible to lay down something on the subject of air mails i.e. delays being reported. Could you consider if we could work out on Monday.

28/3/62

P.H.

1101

What is the position likely to be in respect of surface mails - say for the next few weeks, etc?

28/3/62

SPT.

The position regarding delivery of Surface Mail during the next two months is as follows:

1. Mail expected by AES early in April

Darwin to clear mail for - BLUFF COVE, FITZROY, SPEEDWELL ISLAND, NORTH ARM, FOX BAY AND CHARTRES.

AES to clear mail for - CARCASS ISLAND, WEST POINT ISLAND, HILL COVE, ROY COVE, SAUNDERS ISLAND, PEBBLE ISLAND, PORT HOWARD, SAN CARLOS, PORT SAN CARLOS AND DARWIN.

Harbour Master has agreed to postpone Philomel's voyage to SALVADOR until AES mail is available. Philomel will then clear mail for - SALVADOR, RINCON GRANDE, TEAL INLET AND DOUGLAS STATION.

Her next trip is to JOHNSONS HARBOUR, clearing all BERKLEY SOUND mail.

|| Mail outstanding for - PORT STEPHENS, WEDDELL ISLAND AND NEW ISLAND.

2. Sea Mail ex Brasil Star expected by Darwin about 28th April

Darwin will clear mail for - FOX BAY, PORT STEPHENS, WEDDELL ISLAND, NEW ISLAND, DUNNOSE HEAD, CHARTRES, ROY COVE, WEST POINT ISLAND, CARCASS ISLAND, HILL COVE, NORTH ARM AND FITZROY.

Mail will probably be carried on this trip for - DARWIN, SAUNDERS AND SPEEDWELL ISLANDS.

|| Farms outstanding are - PEBBLE ISLAND, PORT HOWARD, SAN CARLOS, PORT SAN CARLOS, SALVADOR WATER AND BERKLEY SOUND PORTS.

[Signature]
P.M. 28.3.62.

Surface & mails
AIR 2 days

1103

[Signature]
We discussed & agreed:
(i) 14 days for surface mail
(ii) 3 " " air "

[Signature]
2/3/62.

Y.E.

I am sorry that I never got a chance to speak to Mr. Cameron. I wonder if Y.E. thinks that this d/o will do.

sm.

4th April, 1962.
RHDM/FH

1105

HCS

Is not the position affected by whether or not we have two aircraft in operation?
If Mr. Cameron replies that he does not consider three days satisfactory what do we propose to do? Has the Harbour Master been consulted about the 14 days?

RA 6.4.62

1105

I have gone into him again with SP7. He will handle the what arrangements are being made to get out to parcel mail & if there is any difficulty or difference of opinion he will consult me. All to know Davin mail is (unless per

1/5/62

File no package now than

How est. 1107
Do you wish to at be.
to issue pt?
Pa
1.5.62

27 September, 62.

From: Officer Administering the Govt.,

To: The Superintendent

Posts & Telecommunications,

STANLEY.m. v. "Philomel"

If "Philomel" cannot be repaired we shall have to arrange with "Penelope" to take mail to Pebble, Keppel, Saunders, Carcass, West Point, Weddell, New Island and Port Stephens. I think Mr. Bundes should be approached now and fair routes arranged provisionally. Perhaps a final decision could be made on Saturday or Monday whenever Harbour Master thinks he will know whether or not "Philomel" can be repaired.

5

(Sgd) R.H.D. Manders.

Officer Administering the Govt.

Copy to: Harbour Master.

5
By 29. 9. 62.

Reply at 1110

8011

1109

Phil and I will be ready for next
weeks & all arrangements have been
made to use Revell's - I don't
think any further action is needed

29/9/62

PO

No. _____

MEMORANDUM

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

26th September, 1962.

From The Superintendent,
Posts & Telecommunications,
Stanley, Falkland Islands.

To The Honourable,
The Colonial Secretary,
STANLEY.

SUBJECT :- Delivery of West Falkland Heavy Mails.

1108
With reference to H.H. the O.A.G's. Memo 0604/VI of yesterday on the above subject, I have discussed the matter with Mr. Bundes and the Postmaster. Mr. Bundes' immediate reaction was that a voyage to the far west at mail rates of 2/6 and 5/- a bag would be quite uneconomical and out of the question. He would however be interested if freight rates were paid. In addition to the farms mentioned in the Memo. under reference the "Penelope" would also deliver Fox Bay, Chartres, Roy Cove, Hill Cove and Port Howard heavy mails. The "Penelope" would not be ready to sail before about the middle of next week. This would leave Salvador Waters and Port San Carlos to be serviced by "Darwin" sailing 18th October unless Mr. Bundes can be persuaded to deliver on his return run. Arrangements with Mr. Bundes are provisional pending news of "Philomel's" repairs and whether or not we will pay him freight rates?

2. If the "Penelope" does the mail run the Harbour Master is willing to have the cost deducted from the annual amount we pay the Harbour Department for carriage of mails by "Philomel".

after

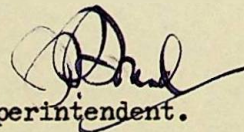
~~HS~~ 1111

analysis

to be under

Saturday.

Superintendent.



26/9/62

1112

Inf all enquiries.

Arrangements being made

for delivery of mail.

Postmaster will inform

you direct.

To Mr Miller add "Perelsta"

will be used if necessary

R 26/9/62.

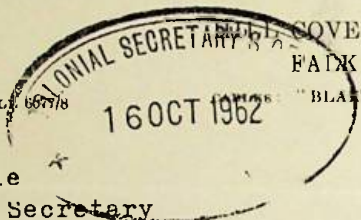
1113

HOLMESTED BLAKE & COMPANY, LIMITED.

DIRECTORS: R. BLAKE, H. S. HOLMESTED, E. G. MATHEWS, A. L. BLAKE, MRS. C. A. E. STRONACH.

LONDON OFFICE:
120, PALL MALL,
LONDON, S.W.1

TELEPHONE:  INTERNAL 6677/8



ROYAL SOVE,
FAULKLAND ISLANDS

"BLAKE FOXBAY"

The Honourable
The Colonial Secretary
Stanley.

13th Oct 1962

Dear Sir,

I wish to submit herewith an official complaint, with regards to the service performed by the motor vessel Penelope on her recent West Falkland mail delivery. In that the vessel did not visit all farms, but simply those at which it suited her captain to call. With regard to this station, it saved the ship a total extra distance of less than ten miles and meant that one man and a vehicle were employed, in collecting the mail from Roy Cove, for three quarters of a day.

This was not I feel the quality of service one would expect from a boat under charter to Government.

Your obedient servant,

L. J. Blake
Asst. manager.

1114

*H.M.
L.C.
on.*

*This was gone into
with SPT & H.M. / minutes
Perhaps SPT would like
to comment
on.*

Reply at 1116

1115

RR

Reverse.

Directly "Penelope" was not under
checks to Government. She had
arranged a voyage to the West
& obliged by landing mails at
ports she was passing but did
not have occasion to call.

Secondly there is a long
standing arrangement with the
Management of Hill Cove &
the Post Office to land Hill
Cove mail at Roy Cove
whenever the carrying vessel
is not making a direct
call.



17.x.62.

22

Munday ~~15~~ 15.62

gr

12/10/02

BU

Regret is conventional
and say in with
as in para 2.
not to speak to Mr. Bick. B
attendant and Dasher
comes in
or 23/10/62

29th October,

62.

Sir,

1113 I am directed to refer to your letter of 13th October, 1962, and to regret the inconvenience caused. I am informed however that there is a long standing arrangement with the management of Hill Cove and the Post Office to leave Hill Cove mail at Roy Cove whenever the carrying vessel is not making a direct call.

I am,

Sir,

Your obedient servant,

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

COLONIAL SECRETARY.

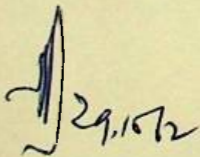
L. J. Blake, Esq.,
Asst. Manager,
HILL COVE.

DRM/TB

Re
291062



Shackleton is due
in M. Video on 2nd
November (Friday).
Pl. send a usual
telegram to MacSlepe
asking him to ensure
all mails shipped



29.10.12

GOVERNMENT TELEGRAPH SERVICE

1118

FALKLAND ISLANDSSENT

Wt P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			30.10.62
To	etat MACSTAPLE MONTEVIDEO			HOA/c

No. 21. Grateful ensure all Falklands mail shipped by Shackleton

Colonial Secretary

S.A.

Time LI

Copy to: Postmaster

1119-

See 1116 I spoke to Mr. Bill Blohm. He
agrees that that is the arrangement

F
8
11/14/62.

PO.
14.11.62

66041

GOVERNMENT TELEGRAPH SERVICE

1120

FALKLAND ISLANDS

RECEIVED

Wt P2809 5/61

Number	Office of Origin	Words	Handed In at	Date
181	KC	43	0915	17/1

To
Colonial Secretary Stanley

It is dissapointing that the Philomel now in Sancarlos waters has once again failed to bring us our paper and parcel mail stop I would be grateful for an explanation and refer you to various letters on this subject

Came roh 1121

H.M. How did Philomel come to be in San Carlos waters? notice mentions Port Howard and Port Purvis and Port Office were quite unaware of any intention to go to San Carlos waters. 8th 12/1/62

Reply at 1123

Time SRS

H.B.S.

see above. R.M.S. Darwin was in San Carlos water five days ahead of "Philamel" and I was under the impression that the "Darwin" took Port San Carlos mail, I was not aware that it was still in the Port office when I asked for Salvador water Port mail, otherwise it would have been delivered.

Philamel called into Ajax Bay for a freight to the hove and was arranged the last day before Philamel sailed. That is why it was not advertised in the weekly News letter.

LJG
H.M.

21. 1. 63

1 dictated a
refs
52.

23rd January,

63.

Sir,

1120

Reference your telegram of the 17th January. I am directed to state that the causes of this most unfortunate omission have been investigated and the position is as follows:-

Originally, you will recollect, the Post Office inquired whether they should send your mail by Darwin to San Carlos and you replied that it should wait for the A.E.S. to bring it to Port San Carlos as you had no motor boat. The Philomel was scheduled for a voyage to Port Howard and Port Purvis only. At the last moment the Harbour Master received a request for fencing posts to be brought from Ajax Bay to the Moro and he rang up the Post Office and asked whether they had mail for Salvador Waters and offered to deliver it if they had. He was aware that the San Carlos mail had been taken in the Darwin and thought that your mail had also been taken at the same time. When he contacted the Post Office to tell them of the voyage to Ajax Bay and the Moro the Post Master was out. The officer who dealt with the call no doubt realised that arrangements had been made for the Port San Carlos mail to be brought in the A.E.S. It did not therefore occur to him at the time to suggest that the Port San Carlos mail should be brought in the Philomel. Had the Harbour Master realised that the Port San Carlos mail had not been brought in the Darwin he would certainly have offered to make a call at Port San Carlos in Philomel to deliver it.

2. I am to express regret for the inconvenience caused to you by the delay in delivering your mail.

I am,

Sir,

Your obedient servant,

(Sgd.) R. H. D. Manders

COLONIAL SECRETARY.

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

S.P.T.,

RNDM/TB

Copies to - H.M.
S.P.T.

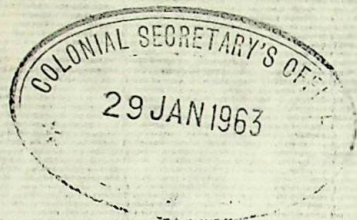
I discussed this matter on the 'phone with the Post Master. It is most unfortunate and I do not think that one can really attribute much blame to anybody. The only thing one can do is to impress on anybody who could possibly be concerned with the distribution of mails that they must always be on the look out for any possible opportunity of getting mails away as early as possible.

Reply at 1125

1124

Pa

1125



PORT SAN CARLOS,
FALKLAND ISLANDS,
SOUTH AMERICA.

January 26th 1963

The Hon. The Colonial Secretary,
STANLEY.

Ref. 0604/V1 23/1/63

Sir,

1123

This acknowledges your letter of January 23rd. I have to thank you for the expression of regret for the inconvenience occasioned once again by the failure of the Philomel to carry our paper and parcel mail. It seems that eight or ten days must yet elapse before we receive it.

When I was originally asked by the Postmaster whether our mail was to be shipped on the Darwin to San Carlos or to await the A.E.S., I had naturally to reply that it must await the A.E.S. since we have at present no means of collecting mail from San Carlos. Nor was I advised of any possible alternative.

On the other hand both the Postmaster and the Harbour Master must have known that many days before A.E.S. could hope to arrive here the Philomel, bound for Port Howard or Purvis, would be steaming past the entrance to San Carlos waters, seven miles only from our jetty. It is therefore intolerable that the vessel should be allowed to sail from Stanley leaving behind in the Post Office paper and parcel mail for the fifty men, women and children living in this corner of the island.

I have pointed this out in various messages and letters to more than one Colonial Secretary, and I shall continue to do so until such time as the Administration succeeds in impressing one simple fact on the Heads of Departments- to which they are at present blind- that people living on the farms attach just as much importance to the efficient collection and distribution of their mail as do the residents of Stanley.

It might perhaps assist to open their eyes if every official concerned with the collection and distribution of camp mail was acquainted with the contents of this letter.

I am,
Sir,
Your obedient servant,

Ackd
D.A. 29.1.63

A. G. C. B. M. 1

The contention is that we should take 1126
mail not only to parts that we are visiting ~~anywhere~~
but also to parts in whose vicinity we pass
I think we would certainly have to do so if there
was no other way of delivering the mails and I am
not sure what would be the implications of accepting
the position but we should never have been within 6 miles
of any part of the north here even mail without
talking in with the mail. I would like to discuss
with H.A. on our return

8² 22/1/63

Box 6.2.63

1127

~~SP7. Please see 1123~~

DECODE.

TELEGRAM.

~~112~~

112

From "Protector"

To Governor, Falkland Islands

Despatched : 6th February 1963 *Time* : 1150

Received : 6th February 1963 *Time* :

1/187

Much regret no mail for the colony in todays aircraft

CO.Protector.

Sec 1128

P/L

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

#28
1128 2

W 2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			7.2.63.
To	etat C.O. PROTECTOR		HOA/c	

AIRMAIL BAG WHICH SHOULD HAVE ARRIVED MONTE DIRECTED PUNTA TO CONNECT DARWIN stop GPO LONDON ADVISED POSTOFFICE HERE OF THIS AND LATER TELEGRAPHED MASTHEAD TO INFORM YOU BUT MESSAGE PROBABLY RECEIVED TOO LATE

GOVERNOR

Time

EPA/ER

~~KIV #26~~ ?

f 1129 - 1144 sent to H.M.
on 19/4/63 (New Is. Mail)

Rkd. 20/4

Bu 24/4/63

0604/vj

1129

S.P.T.,

Parcel Mail for New Island etc.

2. Mrs. Davis is still annoyed about the time Philomel dropped their mail somewhere else (Weddell perhaps) and asked them to call for it. I remember the occasion and that I sanctioned Philomel asking them if we could do this. Mrs. Davis points out that this cost them a lot in man hours having to send the boat. I am inclined to agree now that we were wrong to have made such a request. I discussed again with H.M. He points out that it is highly uneconomical to send the Philomel such a long way out of her way to bring one small bundle of mail and says that in such a case it would probably be much more economical from Government's point of view to send the mail by air even though rates had only been paid for parcel mail. The alternative would presumably be to order Philomel to make so many voyages a year with mail to New Island (and perhaps other places) regardless of expense.

3. I think the possibility of serving out-of-the-way Islands when they have no freight to call for and deliver and comparatively small parcel mails by 'sending sea mail by air' is worth considering. I cannot comment further without having a better idea than I have of the sort of situations that arise. The Postmaster will no doubt be able to.

4. The sort of situation I envisage is as follows:

Package of mail weighing - say 30 pounds addressed to New Island. Freight paid for sea mail only. Perhaps next week a plane is flying there but is full and can not carry the extra weight. A fortnight later the plane is going there again and this time could carry the extra 30 pounds with no extra expense to Government. Philomel is not going to those waters till a month later and anyhow it will cost her a large sum to go out of her way to go to New Island. Obviously it would be better for all concerned including Government to send it by air.

5. Somebody might raise an objection, 'why do you favour New Island by sending their parcel mail by air, why don't you send ours too?' I don't think this is a valid objection. If air mail rates are not paid we do not guarantee to send it by air mail but on the other hand we don't bind ourselves to spend vast sums of money avoiding sending it by air mail.

6. I do not know whether cases like the above example would occur at all and if so whether they would apply to other places as well.

7. If there is anything in the above suggestions I doubt very much whether any principles would be laid down; it would be a case of liaison between Postmaster, Harbour Master and D.C.A.

8. Anyhow please consider and let me have your views in due course.

8 H. February, 1963

RHM/TB.

BU for reply 26.2.62

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

1130

Wt. P2809 5/61

0604/IV

Number	Office of Origin	Words	Handed in at
254/2	protector	10	1823



To
Etat Col sec Stanley

Have one bag of official mail

Co protector

Received 9.2.63
D. Far

4

RB/ dx

Time

Ben (3) 19.2.63

1129

1131

SPT.

Please see 1123-1126. H.P. says that even before he knew he was going to Afox Bay he would have taken Post San Carlos mail & dropped it on the way to Port Howard but he assumed that it ~~was~~ had gone in to Dawson. I suppose the only answer is that the Postmaster probably had no prospect of sending the Post San Carlos mail in Philomel as soon as he knew that we were going to Port Howard. Perhaps his anxiety about the mail was killed by his knowledge that it would anyway get there before long in the A.E.S.

I do not know whether you would like to suggest a further reply to Mr. Cameron.

Could you also place at my disposal how many days delay there was as a result of the mail not being put in to Philomel?

5/2/67.

1130. 1132

M.P.S.

The majority of the farmers have a different idea about mail delivery - are more too willing to co-operate with the Post Office & the Harbour Dept. Mr. B's letter is a mere expression of opinion of one individual & I am confident that he would not receive much support from farmers generally.

I do not feel that further correspondence would help.

The 'delay' was 17/18 days.

If "Philomel" is to call at P.S.C. every time she passes then all farms are entitled to a similar service. There would be no end to it & it is something we shall have to be very careful about.

1

11.2.63.

1133'

I spoke again to S.F. ~~Hunter~~ There does
not seem to be much more we can say to the Governor.

It certainly seems that some farms take more steps
themselves to get their meat - e.g. the Banner after
gets his weekend from P.S.C. However we must
try to do all we can to deliver. In this case we
did miss an opportunity of putting in Philford though &
reason we did so is very understandable

N.F.A
8/2/63.

BW 26.2.63 (R 1129)

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

1134

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at
4/235	protector	41	1700



To
etat postmaster portstanley

Very many thanks indeed for arranging for our mail to be brought in from Fox Bay stop this was much appreciated by all on board and it enabled us to reply to letters before we sailed.

MRS. 1135
For information.
Thank the Lord there are still some appreciative people left in this world! *ju.*

NB *[Signature]*
Time

[Signature] BU 2.3.63 (1129)
22.2.63

S.P.T.,

Parcel Mail for New Island etc.

2. Mrs. Davis is still annoyed about the time Philomel dropped their mail somewhere else (Weddell perhaps) and asked them to call for it. I remember the occasion and that I sanctioned Philomel asking them if we could do this. Mrs. Davis points out that this cost them a lot in man hours having to send the boat. I am inclined to agree now that we were wrong to have made such a request. I discussed again with H.M. He points out that it is highly uneconomical to send the Philomel such a long way out of her way to bring one small bundle of mail and says that in such a case it would probably be much more economical from Government's point of view to send the mail by air even though rates had only been paid for parcel mail. The alternative would presumably be to order Philomel to make so many voyages a year with mail to New Island (and perhaps other places) regardless of expense.

3. I think the possibility of serving out-of-the-way Islands when they have no freight to call for and deliver and comparatively small parcel mails by 'sending sea mail by air' is worth considering. I cannot comment further without having a better idea than I have of the sort of situations that arise. The Postmaster will no doubt be able to.

4. The sort of situation I envisage is as follows:

Package of mail weighing - say 30 pounds addressed to New Island. Freight paid for sea mail only. Perhaps next week a plane is flying there but is full and can not carry the extra weight. A fortnight later the plane is going there again and this time could carry the extra 30 pounds with no extra expense to Government. Philomel is not going to those waters till a month later and anyhow it will cost her a large sum to go out of her way to go to New Island. Obviously it would be better for all concerned including Government to send it by air.

5. Somebody might raise an objection, 'why do you favour New Island by sending their parcel mail by air, why don't you send ours too?' I don't think this is a valid objection. If air mail rates are not paid we do not guarantee to send it by air mail but on the other hand we don't bind ourselves to spend vast sums of money avoiding sending it by air mail.

6. I do not know whether cases like the above example would occur at all and if so whether they would apply to other places as well.

7. If there is anything in the above suggestions I doubt very much whether any principles would be laid down; it would be a case of liaison between Postmaster, Harbour Master and D.C.A.

8. Anyhow please consider and let me have your views in due course.

of.

1137

February, 1963

RHDM/TB.

Yes
We discussed briefly & decided to discuss further with the P.M. in attendance at a time & date convenient to you

*Mandy at 3-0
of.*

6.3.63

Bu 11.3.63

1138

Fixed for 19h (Tuesday)

3-0. when the rest of SPT's

waking up

5-13/3/63

By Tuesday 19, 3, 63

GOVERNMENT TELEGRAPH SERVICE

1139

FALKLAND ISLANDS

SENT

Wt P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			22.3.63
To				
etat PRIORITY PRODROME MONTEVIDEO (Conf. copy 'phoned W/T Station 1030/22nd)			HOA/c	

Understand Montevidean postal workers on strike and would greatly appreciate your assistance in ensuring onward conveyance by Darwin 25th our seven weeks accumulation surface mail which arrived Argentine Star 21st likewise inward airmails stop Also have surface and airmail arriving yours by Darwin today for onward carriage Arlanza and BOAC tomorrow

Governor

Time HLB/LH

Copy to SPT

KIV 1138

S.P.T.

See 1136 and 1137. We discussed. Please also see 62 and 64 in 1220/C which I looked up after our discussion. Please also see 63 which apparently received no consideration.

My present idea is as follows. We are apparently prepared to carry up to 100 lbs. of paper mail (the upper limit does not seem to be definitely laid down but I think it is implied) yet the suggestion that we might take parcels up to even 5 lbs. was apparently not thought worthy of consideration. Is it worth considering whether the arrangement regarding paper mail could not be extended to include parcel mail under a certain weight?

Objection - we have been trying to discourage people from sending goods by air and raised the rates accordingly so is it right to do anything which looks like encouraging them again? P.M. suggested giving a special concession to the Islands. I wonder whether there is any possibility of making a distinction between bona fide mail - perhaps only the mail sent out from England-and other goods. Also of course we would have to have a maximum weight and stick to it.

If not should we give up any idea of such concessions and merely leave it that if there was a small quantity of parcel mail to be delivered and if owing to the distance of the place from any route which 'Philomel' was going to take it was found more economical to Government to send such mail by air (it being of course assured that the mail was a small quantity) then the Postmaster would have discretion in consultation with H.M. and D.C.A. to send it by air? To put it in simple language if H.M. says he will have to send 'Philomel' 60 miles out of her way at a cost of say £30 to deliver a bag of mail and D.C.A. says he has to go to the place anyhow and it won't cost him anything then P.M. should be authorized to use the air service.

It would be too cumbersome to lay down that C.S.'s permission would have to be got in each case but I think a report of the circumstances should be made in each case

- (i) so as to be ready to meet criticism
- (ii) to have a record

(in all such cases would be filed in one file together).
To sum up. Possibilities seem to be

- (a) To lay down something for Islands which would not apply to other places.
- (b) To lay down something with regard to mail which could not apply to other freight.

In both cases an upper limit of weight to be imposed.

- (c) To deal with it on a commensurate^{usage} basis using ad-hoc considerations in each case.
- (d) To forget the whole thing!

What would be your recommendation?

6th April, 1963.
RHDM/FH

02

H.C.S.

We think that some better arrangement for the islands is a must, but Pebble would have to be excluded in view of the volume of mail they receive, i.e. it is more than one could reasonably expect air delivery. Pebble has a reciprocal arrangement with Port Howard and they are not generally so poorly served as some of the more outlying islands.

The only snag we can see with X on 1140 is - what happens if D.C.A. has no scheduled flight for the island in question?

- (i) the "Philomel" is diverted?
- (ii) the aircraft is diverted?
- (iii) the mail remains in Stanley?

May I suggest that D.C.A. and H.M. be asked to record their views.

13.4.63.

1142

D.C.A.

May I please have any observations you would like to make on 1129, 1136 and 1140

17/4/63

1143

H.C.S.

I have a recollection of this question being discussed in Council at the same time as the paper mail and it was agreed then that anyone could have a surface parcel, Ex. U.K. delivered by air, provided current air freight rates were paid, a number of parcels having been carried on these conditions already. To provide preferential treatment for a selected few and carry parcels by air free of charge would be just asking for trouble, and to divert an op. for this purpose would bring even more trouble.

I can not agree to the suggestion in any form.

18/4/63.

H.C.S.

I agree with the S.P.T. we must do something for the Islands. In my opinion all that is needed is a wee bit of co-operation between departments concerned. For example- The "Darwin" has slipped in on the "Philomels" proposed voyage to the far West on the 28th April, taking all cargo except 1 $\frac{1}{2}$ tons for West Point and Carcass Island, therefore "Philomel" has had to look elsewhere for freights and will not be calling to the far side of the west until the end of May. This means that these two Islands will not receive their mail until "Philomel" delivers it at the end of May. Now if arrangements could be made for the "Darwin" to drop West Point and Carcass mail at Hill Cove surely the Air Service could fly it the remainder of the voyage when next out that way which I am sure would be before the end of May. So much could be done for these people if only everyone would pull together.

L.G.

H.M.

20.4.53.

1145

SPT. This has all got very long-winded
 The conclusion which I would draw
 is that we might lay down with the approval
 of Ex Co that⁽ⁱ⁾ if ~~the~~ there is parcel mail
 to be delivered at any place
 and if (ii) no vessel ^{within a reasonable time} intends ^(a) to call at
 such place ^(b) or to pass so close to such
 place that it can without undue delay
 and expense be directed to carry such mail
 or (c) to call at some other place from which
 the mail can reasonably be taken overland
 to such place
 and if (iii) such parcel mail is of a weight that
 can be conveniently taken in the aircraft, then
 the Postmaster may request the DCA to arrange
 to be delivered

deliver such mail at such place the next time that he is flying there and has room and weight to spare to carry such mail parcel mail notwithstanding he fact that air freight has not been laid.

Does this appear to you to be satisfactory?
If so what would you suggest as

1. A reasonable time and
2. A reasonable maximum weight.

8/11/63.


J.B.S.

Providing all three Departments co-operate fully the suggested arrangement appears to be a satisfactory solution to the problem, but if complete co-operation is not assured then I am afraid it will not work out in practice.

1. A reasonable time —
a week to 10 days

2. A reasonable max. weight.

This is difficult because the bulk of mail received varies so much from farm to farm & from mail to mail. Perhaps 120 lbs. but I would not like to see a rigid max. fixed. Surely if the aircraft is flying empty to one of the poorly served stations it could carry considerably more than 120 lbs.


4.5.63.

N.B.
The Post Office pay "Piemont" & FIGAS £500 p.a. each for the carriage of mails.

1148

DCA Please see 145 and 146.

We do not want to lose any revenue on air freight but I do not think we would lose any if we laid down that this procedure was only to be adopted in cases where the mail had been waiting for at least ten days and there was no ^{foreseeable} prospect of its being delivered by other means.

There would be no question of air aircraft being disturbed or of passengers or freight that was being left behind.

The object is really to save Government the expense of sending Philand out of her way to deliver small packages.

any objection?

gr
8/7/62

H.C.S.

1149

I'm afraid we would be playing with fire, I can't see Comf Council Members agreeing to even isolated cases receiving preferential treatment free of charge especially when the majority of farms have to pay for air delivery of paper mail.

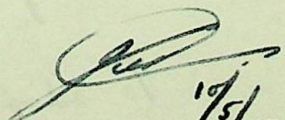
To adopt this suggestion would be complete reversal of the air parcel post ruling issued some two years ago, that is parcels up to 1 lb. in weight only to be accepted for transmission by air post; this would result in a definite reduction in revenue because

parcels which are now being carried as air freight would be passed through the Post office at surface rate.

On the one occasion when parcel mail was flown to the camp it was necessary to remove the aircraft seats to accommodate the mail bags, and an aircraft can not carry passengers without seats or safety harnesses.

I just can not agree to carrying parcel mail free of charge, the £500 referred to at 1147 is well under the actual cost of the mail service already provided by this department, the annual petrol bill for the mail dog exercise, ^{done,} being £200, add to this salaries and overheads and the costs of frequent diversions to collect overseas mails, then there is very little - if any - left, to defray cost of deliveries and collections on routine flights.

I feel this is yet another case of the willing horse having the whip applied.


17/5/63.

P.S.
Newburn have had no fewer than 16 mail deliveries up to 30/4/63.
4 by "drops".



Carriage of parcel mail to places not served by ships or other means.

This matter was raised by me on the basis of one example and on my surmise as regards similar examples which I imagined would be likely to occur. The D.C.A. considers that the proposal made by me would lead to trouble. There is not enough data to make a final decision yet.

Would S.P.T. please report in future particulars of any cases under the suggested categories. We can then see how often such cases occur and what would be the best way to deal with them.

The cases under consideration are those to which the following conditions apply:-

- (i) if there is parcel mail to be delivered at a place and if
- (ii) no vessel intends within a reasonable time
 - (a) to call at such place; or
 - (b) to pass so close to such a place that it can without undue delay and expense be directed to carry such mail; or
 - (c) to call at some other place from which the mail can reasonably be taken overland to such place
- (iii) such parcel mail is of weight that can be conveniently taken in the aircraft.

~~XXXX~~

RHDH/IM

Copies to: D.C.A.
S.P.T.
H.M.

BW 1.7.63

1151A

We are hoping such cases will NOT arise
This would I think was await S.P.T.'s return or a message
two after and we could ask him whether his problem has
arisen since

1/7/63

BW 1572.63

Sp
●

Sl. Telegram Mho S
asking them to ensure
all mails forwarded by
Shakabon early next
week.

161063

hona c tel

1153

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt. P2809 5/61

Number

Office of Origin

Words

Handed in at

Date

Psy

17.10.63

To

etat MACSTAPLE MONTEVIDEO

HOA/c

No. 31. Grateful ensure all Falklands mail shipped by Shackleton

Colonial Secretary

Copy to Postmaster

LH

BU 15.12.63.

1154

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt. P2809 5/61

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

Psy

8.11.63

To

etat MACSTAPLE MONTEVIDEO

HOA/c

No. 35. Grateful ensure all Falklands mail shipped by John Biscoe

Colonial Secretary

Copy to Postmaster

LH

39

15. 1. 64
 Bu ~~15. 12. 63~~
 (1151)

1155

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt. P2809 5/61

Number	Office of Origin	Words	Handed in at	Date
	Psy			30.12.63
<i>To</i>				
etat MACSTAPLE MONTEVIDEO				HOA/c

No. 39. Grateful ensure all Falklands mail shipped by Kista Dan

Colonial Secretary

Copy to Postmaster

LH

1156

S.P.I.

Pl. see HC's minute at 1151A + previous.
Have you anything to add to it?

1157

31.12.63

ACS

We will keep an eye on the
situation.

3.1.64

fa

1158

DECODE.

TELEGRAM.

No. 129.

From Mr. Clement, Fox Bay.....

To Colonial Secretary, Stanley.....

Despatched : 13th October, 19 64. Time : 0900

Received : 13th October, 19 64. Time :

What arrangements are being made for our AES mail to be landed.

Clement

Reply at 1163

S.P.T.

1159

PL: LH
(Intld.) HLB

what do you suggest?

15.10.64

1160

accs

"Dorwin" 3rd November is the first opportunity for heavy mails to the west. She is not calling at Fox Bay but is calling at Chatham. In such cases we normally ask Mr. B. whether he wishes his mail landed at Chatham & he invariably agrees. The Deputy P.M. at Fox Bay was informed of the shipping position on 8th Oct. - some five days before Mr. B. sent message

①

16.x.64.

DECODE.

No. 172.

TELEGRAM.

1161

From Mr. Clement, Fox Bay.

To Colonial Secretary, Stanley.

Despatched : 19th October, 19 64. Time : 0900

Received : 19th October, 19 64. Time :

Grateful reply my telegram dated 13th re AES mails.

1162

Clement

P/L : LH
(Intld.) HLB

C.S. & see 1158 - 1160
Draft rec. at b.c. for yr. consideration

19.10.64

1163

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Wt. P2809 5/61

Number

Office of Origin

Words

Handed in at

Date

Stanley

19.10.63

To

etat CLEMENT FOX BAY

SGA/c

1158 Yourtel 13th it is proposed to deliver your heavy mail ex AES to Chartres
by Darwin 3rd November

Colonial Secretary

Copy to S/PT

HLB/LH

HLB
19 10 63

1164



~~BERTRAND & FELTON LTD.~~

The Hon.,
The Colonial Secretary.
STANLEY.

ROY COVE,
FALKLAND ISLANDS

Nov. 20th 1964

Sir,

I understand R.R.S. "Shackelton" has just arrived with a large paper & parcel mail.

Our next scheduled call of "Darwin" around this side of West Falklands will be third week January 1965 - 2 months from now. Can "Philomel" be shortly despatched with all this mail, besides a further trip after arrival of "Darwin" with Christmas mail ?

Yours faithfully,

West Falkland Member.

Ackd 2.12.64

Reply at 1166.

C.S.

Mr Miller's letter at 1164.

I have discussed with H.M. & P.M. The plan is for "Philomel" to deliver Christmas mail to ~~the~~ West PSC immediately after "Darwin's" arrival on 13th Dec. & "Darwin" will take Salvador waters, S. Carlos, Fox Bay & Lafonia area.

"Philomel" is fully committed before "Darwin's" arrival with voyages that have already been delayed to Salvador waters, Fox Bay & Pt. Howard.

I suggest we reply as at b.c.

✓
2.12.64

Yes as amended

S.I.

1166

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			3.12.64
To				
etat MILLER ROY COVE				HOA/c

1164 Yourlet November 20th very much regret impossible Philomel deliver west mails until after arrival Darwin 13th stop She will then undertake complete west delivery except Fox Bay which will be visited by Darwin stop Wish we could be more helpful

Secretary

fa

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

192
1167

P1676 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Psy	1000	2.	3. 65.

To

Etat Britain Punta Arenas

For Shackleton from Postmaster Air Mail despatch 17 1st March held London stop
11 to 16 should be available.

SECRETARY.

fer

Time For file me

1168

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			17.3.65
To				
	etat CO HMS PROTECTOR			HOA/c

Did you receive classified bag mail from Embassy for OAG query

Secretary

Reply at 1170

DRM/LS

DRM/LS

1169

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			18.3.65

To

etat PRODROME SANTIAGO CHILE	(By quickest route please)		HOA/c
------------------------------	-------------------------------	--	-------

Would like send classified bag for London via Valparaiso by HMS
Protector stop Can you arrange collection and despatch my behalf

Governor

WHT/LS

Time

DECODE.

1170

TELEGRAM.

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

To Colonial Secretary, Stanley.....

Despatched : 18th March, 19 65 *Time* : 0915

Received : 18th March, 19 65 *Time* :

No classified mail for O.A.G.

Mail Officer Protector

P/L : LS

PA.

DECODE.

1171

TELEGRAM.

No. 84.

From Mr. Clement, Fox Bay

To Colonial Secretary, Stanley

Despatched : 8th April, 1965 Time : 0900

Received : 8th April, 1965 Time :

Please arrange Philomel call Dunnose Head with mail.

Clement

P/L : LS

'Philomel' now calling at
Dunnose Head.

JH
9/4/65

pdg

1172

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

PI677 P4416 8/64

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

Stanley

24.4.65

To

etat PRODROME MONTEVIDEO

HOA/c

Classified bag c/o Captain RRS Shackleton due Montevideo Tuesday
 grateful arrange collection

Colonial Secretary

LS

Time

PAA

12th May,

65.

To: The Superintendent of Posts &

From: The Colonial Secretary

Telecommunications, and

The Broadcast Secretary,

STANLEY.Broadcasting.

During the recent Select Committee on Estimates Members requested that notice of ships carrying mails out should be given at least one week ahead of departure date. It was also requested that action should be taken to collect on undercharged postage on parcels and letters coming in from camp.

Cases were cited of parcels weighing a considerable number of pounds travelling for as little as one penny. There are no doubt difficulties on both of the above but if suitable publicity (saying) can be given on the need for paying correct postage otherwise charges will be levied at this end ~~we~~ we shall meet our critics.

If the above is not clear please discuss.

Reply at 258 1174

W. H. T.

COLONIAL SECRETARY.

PAA

258
1174

No. _____

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



13th May, 1965.

To: The Colonial Secretary,

The Secretariat,

STANLEY.

From: The Superintendent,
Posts & Telecommunications,
Stanley, Falkland Islands.

SUBJECT :- Broadcasting.


~~1173~~ With reference to your Memo. 0663/III of 12th May, 1965, there are two points at issue :

X (i) Publicity regarding ships carrying mails.

We are very much in the hands of shipowners and masters who are only required by law to give 12 hours notice of their departure. But generally speaking the Darwin Shipping Company and the Harbour Department do publicise their itineraries well in advance. In addition the Post Office broadcast mail closing notices about a week in advance of the sailing date of mail carrying vessels. There are occasions when odd ports are added to itineraries at the last minute and earlier publicity is not possible. In such cases firms concerned are usually well aware of the fact, i.e. additional calls are invariably made at the request of managers.

(ii) Insufficiently prepaid letters and parcels from the camp.

The request that action should be taken to collect on undercharged postage on parcels and letters coming from the camp amounts to an accusation that the Post Office is negligent in this respect. In fact insufficiently prepaid correspondence, etc. is taxed on delivery at a rate equivalent to double the deficiency. A register is kept of all letters and parcels so treated. Details of the 'cited cases' would be appreciated. The practice undesirable as it is to Stanley residents is nevertheless revenue earning.


Superintendent.

JE/JB.

PA



PUBLIC NOTICE

Prohibition on sending by post certain articles.

The public are reminded that it is an offence to send or attempt to send or procure to be sent by postal packet any article or thing whatsoever which is likely to injure other postal packets in course of conveyance.

Liquids in particular are prohibited unless securely sealed and packed. Paint, for instance, must be in a metal container hermetically sealed, or if in a lever-top tin, the lid must be secured by soldering. The tin must then be packed in a stout metal or wooden box; between this and the receptacle holding the liquid, space must be left all round, and in this space there must be packed sufficient sawdust or other absorbent material to prevent movement of the inner container and to absorb all the liquid contents in the event of leakage.

In future all liquids or other articles not properly secured and packed will be refused at the Post Office. Local traders, Farm Managers and Storekeepers are requested to co-operate.

POSTS & TELECOMMUNICATIONS DEPARTMENT,
STANLEY, Falkland Islands.
1st June, 1965.

la

CS
1174 pl
dch

Ref: 0604/VI

24th June, 1965.

MAILS

During the Select Committee on the Estimates I was asked to investigate the length of time given for the notification of sailing of ships carrying mails, and to investigate undercharging on postal packets from the camp.

The Superintendent of Posts and Telecommunications has provided the following information:-

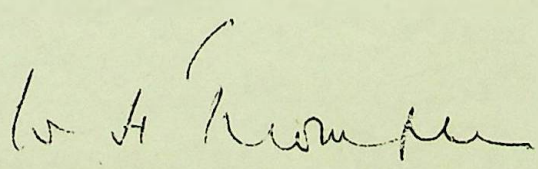
"(i) Publicity regarding ships carrying mails.

We are very much in the hands of shipowners and masters who are only required by law to give 12 hours notice of their departure. But generally speaking the Darwin Shipping Company and the Harbour Department do publicise their itineraries well in advance. In addition the Post Office broadcast mail closing notices about a week in advance of the sailing date of mail carrying vessels. There are occasions when earlier publicity is not possible. In such cases farms concerned are usually well aware of the fact, i.e. additional calls are invariably made at the request of managers.

(ii) Insufficiently prepaid letters and parcels from the camp.

Insufficiently prepaid correspondence, etc. is taxed on delivery at a rate equivalent to double the deficiency. A register is kept of all letters and parcels so treated. Details of the 'cited cases' would be appreciated. The practice undesirable as it is to Stanley residents is nevertheless revenue earning."

I trust this is the information required.



COLONIAL SECRETARY

Pa

To All Members of Legislative Council.

DECODE.

No. 51.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 5.8.65 Time: Received: 6.8.65 Time:

No. 77. Following for Sir Cosmo Haskard from Miss Ware
begins. Your registered letter of 22nd July safely received
ends.

SECEP

P/L : LS
(Intid.) WT
5/8.

CA
1177
9/8

pag



With the compliments of

A. St. J. Sugg, Esq.

19.10.65

COLONIAL OFFICE

GREAT SMITH STREET, LONDON S. W. 1

1178

The British Legation
Falkland Islands
6072 FYI.

MA
17/11

FST.265/1/02



October, 1965.

Discussed
with Mr. Miller
of S.I.

4/11

When you called at the Office earlier in the year and saw Miss Ware you mentioned among other matters, delays in the air mail between the Islands and the United Kingdom.

I have now received a letter from the Postal Services Department in which they say:-

Postal Administrations do not keep records of individual unregistered letters, but it often helps if we can see the envelopes of delayed items as they can sometimes provide quite important clues as to what may be going wrong. Without the envelopes we can make no proper enquiry: things could be amiss at a number of points. We have no recent records of air mails from the Falklands arriving here by sea from Montevideo; but certainly there could be delay at Montevideo after mails are handed over from the M.V. "DARWIN" - the Island boat. Mr. Luxton, the Falkland Islands Postmaster, mentioned this possibility whilst we were discussing delays to mails, amongst other things, during his recent visit to us. He is going to look into this when he is in Montevideo on his homeward journey: he has in mind to explore the possibility of air mails from the "Darwin" being directly transferred to British United Airways. You will appreciate however that we have no control over the flights used by another postal administration for the onward transmission of mails, and we can only wait and see whether any practical outcome has been achieved.

On the other hand, much as we regret it, there have been quite abnormal delays in recent months, to both air and surface mails after arrival in this country - sometimes as much as six or seven days. For some time now we have been very short of staff at many of our larger sorting offices, including the London office, through which many letters from the Falkland Islands would pass. As a result there have been occasions when, because of the heavy volume of mail on hand, it has not been possible to clear all the letters in the normal time.

The letter goes on to say that the Department is well aware that their postal service is not at present as reliable as it should be and asks that we convey their apologies to you for any part their difficulties have played in the delays you have encountered. They further ask us to assure you that they are doing everything they can to restore the situation.

/They

S. MILLER, ESQ.,
ROY COVE,
FALKLAND ISLANDS,
C/O THE SECRETARIAT

They finally suggest that you secure a few envelopes of letters which have been delayed and let them have these, they will then be in a better position to see where the delays have occurred and should it be appropriate continue their investigation with the Uruguayan Authorities. They are most grateful to you for raising this matter.

Having lived in England for the past two years I would agree that the Postal Services are not what they used to be!

I have recently taken over Miss Ware's desk here and will look forward to meeting you on your next visit to England.

(A. St.J. Sugg)

S/P.T.,

External Postal Services

Executive and Legislative Council require a paper showing all the stages a letter has to go through between here and the United Kingdom, together with notes on points of delay and the action we try and take to get around them.

Please let me have by the 21st November.

CS
C.S.

18
4th November, 1965
0604/VI

MEMORANDUM

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

19th November, 1965.

From: The Superintendent,
Posts & Telecommunications,
Stanley, Falkland Islands.

To: The Colonial Secretary,
The Secretariat,
STANLEY.

SUBJECT :- External Postal Services - Air Mail.

Air mail from the Falklands passes through three basic stages prior to final delivery in the United Kingdom, viz.

- Stage 1 - Stanley to Montevideo.
- " 2 - Montevideo to Europe/Britain.
- " 3 - Reception and sorting in Britain.

What actually happens at each stage is set out below :

Stage 1 - Stanley/Montevideo.

This is of course by sea and is the only stage ^{where} we have direct control over the mail.

Stage 2 - Montevideo/Europe/Britain.

This is where our troubles commence. On arrival in Montevideo our air mail is collected by the Port Post Office, redocumented and despatched at their convenience. If the "Darwin" arrives after normal office hours the mail is not collected until the following day - delay No. 1. Delay No. 2 in Montevideo is occasioned by frequent strikes of the Post Office staff, the lack of Post Office transport facilities to the Air Port and the general laxidassical attitude of the Uruguayan Post Office. Our files are full of complaints lodged from time to time. Little success has resulted. The British Embassy, Maclean & Stapledon or even the G.P.O. London are not empowered to dictate to the Uruguayan Postal Authorities. They do endeavour to stimulate action but can do no more.

As a signatory to the Universal Postal Convention, Uruguay is bound to forward our mail but they are not bound to forward it by the fastest route, which, as far as we are concerned, is B.U.A. direct to London. The relevant extract from the Convention reads as follows:

"Closed mails shall be forwarded by the route requested by the Administration of the Country of origin, provided that it is used by the Administration of the Country of transit for the transmission of its own mails."

Every air mail despatch from here is accompanied by routing instructions to the Uruguayan Post Office. The letter is invariably ignored. Maclean & Stapledon are also advised of the number of bags despatched and requested to do their utmost to ensure early onward transmission. Macleans have always been most helpful and we have a lot to thank them for their unremunerated efforts on our behalf. They are however powerless if the Uruguayan authorities wish to be dilatory. The proviso underlined above has been the main stumbling block.

When the Postmaster was on leave he took the matter up with the G.P.O. and B.U.A. and both were very sympathetic and helpful. As a result of his discussions the following facts emerged. When B.O.A.C. operated on the South American route their services were utilized by the Uruguayan authorities for the carriage of their mails and our mail was accordingly despatched by the same route. When B.U.A. took over in November, 1964, they did not inherit the mail rights from B.O.A.C. and consequently our mails were conveyed by foreign air lines to a European capital and subsequently to London by another air line. Delays probably occurred on the continent but this could not be proved by G.P.O. However B.U.A. were very interested in carrying the Uruguayan mails and ours. They have recently been 'softening' the Uruguayan authorities, flying the Director General of Posts to London on an official visit, etc., etc., and have since been granted the necessary authority to carry mails from Montevideo. This still does not settle the problem of getting the mail from the "Darwin", through the Port Post Office and out to the Air Port. The Postmaster realised this and called on the B.U.A. representative in Montevideo (Mr. Rubini). Rubini showed immediate interest in our problem and has promised to do all in his power to ensure that our air mails are transported to the Air Port at the same time as the B.U.A. passengers ex "Darwin". We can but hope he will be successful.

Stage 3 - Reception, Sorting and Delivery in Britain.

The position is most unsatisfactory and the matter was taken up with the G.P.O. on 28th May, 1965. The following reply was received - a copy of which was sent to Mr. Miller :

"These delays can be attributed to the severe staff shortages at our London offices and in particular at the inward offices of exchange.

We are doing all we possibly can to improve the position and reduce the extent of the delays to a minimum but until the staff shortage is overcome I regret to say that instances of delay are inevitable."

It is appreciated the difficulties these delays cause in business transactions and in answering such complaints, perhaps you will kindly convey the apologies of this administration for the trouble and inconvenience."

The Postmaster spent some time at the G.P.O. and discussed the matter with senior officials of the British Post Office. Unfortunately the staffing position in the London region remains unchanged but the G.P.O. are doing their utmost to improve the position. At peak periods mails are now diverted from London Air port to one of the larger provincial sorting offices in an attempt to overcome the situation.

The following table shows that, with one or two exceptions, the position in Britain is not in fact as bad as some people think. The main delays have been in Montevideo and/or Europe. It is pleasing to note that there was no delay in Montevideo with the mail which left here on 18th October, about which date B.U.A. took over.

<u>Despatch No.</u>	<u>Date.</u>	<u>Arrival Date</u> <u>Montevideo</u>	<u>Arrival Date</u> <u>Britain</u>	<u>Delivery Date</u> <u>Britain</u>
9.	10.5.65	14.5.65. - 4 days	18.5.65. - 4 days	22-29.5.65. - 4-11 days.
10.	31.5.65	4.6.65. - 4 "	8.6.65. - 4 "	9.6.65. - 1 day.
11.	12.7.65	16.7.65. - 4 "	29.7.65. - 13 "	31/7-3.8.65. - 2-5 days.
* 12.	26.7.65	*28.7.65. - 2 "	3.8.65. - 5 "	4.8.65. - 1 day.
13.	16.8.65	20.8.65. - 4 "	27.8.65. - 7 "	28.8.65. - 1 "
14.	6.9.65	10.9.65. - 4 "	16.9.65. - 6 "	17-21.9.65. - 1-4 days.
15.	27.9.65	1.10.65 - 4 "	5.10.65. - 4 "	6.10.65. - 1 day.
16.	18.10.65	22.10.65. - 4 "	23.10.65. - 1 day	26.10.65. - 3 days.

* via Punta Arenas.


Superintendent

Ch
30/11

As 1180 is the SLI's extremely clear
& worthy reply to the demand made by Ex Co
members at the recent joint meeting.

I propose to copy to all members.

S. 22/11

(2)

OK for the Ex Co
members.

CONFIDENTIAL

Ref: 0604/VI

1st December, 1965

MEMORANDUM NO. 76/65 FOR EXECUTIVE COUNCIL

Mail Services

During the recent joint meeting of members of the Executive and Legislative Council the Colonial Secretary was instructed to obtain from the Superintendent, Posts and Telecommunications Department, an analysis of mail handling between Stanley and the United Kingdom.

The Superintendent Posts and Telecommunications has written as follows:-

1180

Air mail from the Falklands passes through three basic stages prior to final delivery in the United Kingdom, viz.

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<u>Despatch</u>	<u>Date</u>	<u>Arrival Date</u>	<u>Arrival Date</u>	<u>Delivery Date</u>
<u>No.</u>		<u>Montevideo</u>	<u>Britain</u>	<u>Britain</u>
9.	10. 5.65	14. 5.65 - 4 days	18. 5.65 - 4 days	22-29. 5.65 - 4-11 days
10.	31. 5.65	4. 6.65 - 4 "	8. 6.65 - 4 "	9. 6.65 - 1 day
11.	12. 7.65	16. 7.65 - 4 "	29. 7.65 - 13 "	31/7-3.8.65 - 2-5 days
*12.	26. 7.65	*28. 7.65 - 2 "	3. 8.65 - 5 "	4. 8.65 - 1 day
13.	16. 8.65	20. 8.65 - 4 "	27. 8.65 - 7 "	28. 8.65 - 1 day
14.	6. 9.65	10. 9.65 - 4 "	16. 9.65 - 6 "	17-21. 9.65 - 1-4 days
15.	27. 9.65	1.10.65 - 4 "	5.10.65 - 4 "	6.10.65 - 1 day
16.	18.10.65	22.10.65 - 4 "	23.10.65 - 1 "	26.10.65 - 3 days

* via Punta Arenas.

W. H. ...

COLONIAL SECRETARY

Issued to all members

LS

*LS
2/12/65*

CONFIDENTIAL

Bu 3 12.65

DECODE.

1183

TELEGRAM.

501.
6/12

From Mr. Blake, Hill Cove.

To Colonial Secretary, Stanley.

Despatched : 19 Time :

Received : 3rd December, 19 65 Time :

Query possibility mail pick up for removed Shackleton trip to Punta Arenas owing to mail uncertainties by Darwin.

Blake Hill Cove

SPT

1184

Reply at 1188

? Is it possible

PTC

P/L : LS
'Phoned 1200/rd

3. 12. 65

1185

Al's

Mr. Blake probably doesn't realize that "Shackleton" is not due in Punta until 12th Jan. I am reluctant to ask DCA to do a 'pick up' as such should notice & probably for me letter.

Ⓢ

✓
W1

DECODE.

TELEGRAM.

1186

From Mr. Monk, Pebble Island.

To Colonial Secretary, Stanley.

Despatched : 4th December, 19 65 Time : 1005

Received : 19 Time :

Handwritten signature and date 7/12

Reference outward mail by Shackleton consider more notice should have been given quite impossible for us and probably others to get mail to collecting point in time.

Monk

See 1187

Reply at 1187

P/L : LS

KIV 1185

7th December,

65.

Dear Sir,

1186

Thank you for your telegram about Shackleton mail. I am sorry you find it necessary to consider that we did not give adequate notice. Far from it, as soon as the sailing schedule was announced we jumped at the opportunity to get a mail out and broadcast the information at once.

Shackleton's schedule was, in fact, revised at extremely short notice, and the circumstances were not in my control.

Yours faithfully,

W H T.

COLONIAL SECRETARY.

Mr. A. Monk, J.P.,
PEBELE ISLAND.

TB.

PA

7th December, 1965.

Dear Mr. Blake,

1183

Thank you for your telegram of the 3rd December querying the possibility of a mail pick up for the rumoured Shackleton trip to Punta Arenas. As it so happened the weather made Saturday flying impossible but I hope that the Friday night news item made the situation clear. It now appears that Darwin will be running to schedule and the Punta Arenas mail should therefore arrive in England well after the next normal mail.

Yours faithfully,

(W.H. Thompson)

Colonial Secretary

x!!

la

L.G. Blake, Esq.,
HILL COVE.

LS

EXTRACT FROM MINUTES OF MEETING NO. 9/65 OF EXECUTIVE COUNCIL

HELD ON THE 15TH AND 16TH DECEMBER, 1965

0604/VI

16. MAIL SERVICES (Memo. No. 76/65)

1182

Council noted the report submitted by the Superintendent of Posts and Telecommunications and advised that the Colonial Secretary and Superintendent of Posts and Telecommunications should examine the report to see to what extent the contents could be published in the Monthly Review.

[Handwritten Signature]
Clerk of the Council

S.P.T.
I suggest we do not publish at all. Time has passed & the initiative has, to a large extent, been lost.

S.D. 19/12

[Handwritten initials]
✓ S.D.
20/12
Agree
19.11.66.
[Handwritten initials]

DECODE.

1190

TELEGRAM.

No. 3.

From Captain White, R.M.S. Darwin.

To Colonial Secretary, Stanley.

Despatched : 11th February, 19 66 Time :

Received : 11th February, 19 66 Time :

1

Regret advise you Embassy failed collect classified mail bag 1/66 from ship.

White

1191

2 I will arrange with Mr. Ruddy to carry it personally on Kiska Dan next week

P/L : LS
(Intld.) HLB

1192

3. A.C.S. Thank you: will you find out how about this who we know the background. 11.2.66
SI 1412

16th February, 66

Dear Sir,

1190

Thank you for your signal advising us that the classified mail bag was not off loaded.

Would you please be good enough to let me know the background so that I can take the matter up with the Embassy.

Yours faithfully,

(H.L. Bound)

for COLONIAL SECRETARY

Captain F. White, O.B.E.,
STANLEY.

LS

C.S.

Capt. White called this morning + explained as follows -

Damini finally docked at 5 p.m. on Friday 4th February + since the Embassy is closed all day Saturdays + Sundays, the officer from the Embassy did not call until pm.

Monday when he brought the south-bound bag. He was a new member of the staff + presumably did not realise that the north-bound bag had not been collected, or for that matter, that another bag existed.

Due to the lapse of time since arrival, Capt White also overlooked the fact that the outward bag had not been taken + allowed the Embassy Office to leave without the bag. Its existence was not discovered until Damini was at sea.

J 17.2.66

Y.E.

1195

✓ The final paragraph is the verbal one.

I do not propose to take any action other than to write Ho to the Admiralty.

CA
21/2/66

W1. 21/2

DECODE.

1196

TELEGRAM.

From Mr. Ruddy, Shoreham by Sea, Sussex

To Secretary, Falkland Islands.

Despatched : 22nd February, 19 66 *Time* : 2202

Received : 23rd February, 19 66 *Time* :

Impossible make contact Embassy. Propose to take packet to FO for forwarding unless you have other instructions. Please telegraph PF2483 Shorehambysea.

Ruddy

P/L : LS
(Intld) HLB

Reply at 1197

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

1197

P1676 P4416 8/6

Number	Office of Origin	Words	Handed In at	Date
	Stanley			23.2.66
To	etat RUDDY PF2483 SHOREHAMBYSEA			HQA/c

Please deliver FO many thanks

Colonial Secretary

Time LS

POSTS AND TELECOMMUNICATIONS DEPARTMENT

*With the Compliments
of the
Superintendent*



STANLEY,
FALKLAND ISLANDS.

19.3.66

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

~~120~~
1198

PI676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	psy			13.3.66.

To

Etat Master Darwin VPC Radio

Air mail by BUA tomorrow is routed to Santiago/Punta Arenas for Shackleton early in April stop in view your possible delay grateful request Macstaple endeavour collect from Carrasco

postmaster

Time c.c. col sec. /

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

1199 124
2000

P1676 16 8/64

Number	Office of Origin	Words	Handed In at	Date
	psy			19.3.66.

To

Etat Master Darwin VPC Radio

Action in arranging off loading punta routed mail at Carrasco very much appreciated regards

supt. P & T

c.c. col sec. ✓

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

1200

SENT

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			22.4.66
To	etat Embassy Montevideo			HCA/c

Please arrange collection classified bag from Master John Biscoe

Secretary

Time

BR

Acy

0604/VI

1201

26th April,

66.

To: The Postmaster,

From: Colonial Secretary,

Post Office,

STANLEY.

Missing mail (Punta connexion)

The Governor wishes to know what has been discovered and, if nothing is the answer, what steps have been taken to sort the matter out.

A written reply please.

W.H. THOMPSON
COLONIAL SECRETARY.

Reply at 1202

pa

1202

No. _____

MEMORANDUM

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



28th April, 1966.

To: The Colonial Secretary,

STANLEY.

From: Superintendent,
Posts & Telecommunications.

Stanley, Falkland Islands.

SUBJECT :- Non-arrival of mail routed via Punta Arenas.

201

I refer to your Memo. 0604/VI of 26th April, 1966, addressed to the Postmaster who is attending the Defence Force training camp. The position is that the G.P.O. were telegraphed on 5th April requesting them to 'investigate and advise'. The following reply has recently been received:-

"Letter sent 26th April to connect with Darwin gives action taken following your telegram 5th April. Regret still no news of despatches 12 and 13. They may arrive on Darwin"

The Master, R.M.S. 'Darwin' has since been telegraphed requesting him to ascertain through MacStaple whether the mail in question has yet arrived in Montevideo. A reply is awaited. I will keep you informed.

[Handwritten Signature]
Superintendent.

12: 44.
29/4 S. 28/4

PQ

DECODE.

1203

TELEGRAM.

From Medical Officer, Fox Bay

To Colonial Secretary, Stanley

Despatched : 15th June, 19 66 Time : 1500

Received : 15th June, 19 66 Time : 0900

Failure to deliver mail to all West Falklands despite good flying weather disgraceful reassurance sought that position will not be repeated

M.O. Fox Bay

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

No reply to be sent to this

*L.O.
15.6.66*

P.G.

DECODE.

TELEGRAM.

es 1204
04
20/10

From GOVERNOR FALKLAND ISLANDS

To PRODROME BUENOS AIRES, MONTEVIDEO

Despatched : 20/10/66 19 *Time :*

Received : 19 *Time :*

RESTRICTED

21

Please note opportunities for southward safe hand mail from
Montevideo by Shackleton about 28th October, Darwin 1st November, John
Biscoe 17th November Protector late November Darwin 13th December.

Pa

CS

0604

8

for appropriate

postal file -

I have retained

copies at 3/4

to

5/12
D1 6/4

1295

Ref: 2361/111

Colonial Secretary's Office,
Stanley,
Falkland Islands.

31st October, 1966.

Dear Mrs. Conroy,

Thank you for your letter of 23rd August. What you have written is indeed a depressing record of frustration and indignity. I can, however, add one brighter note to your story in that the information regarding the treatment in the Colony of letters bearing the words Republica Argentina is quite untrue. Our Post Office is concerned only with giving the best service and unusual forms of address do not hinder delivery of any correspondence. I hope this news will be of some small consolation to you.

Yours sincerely,

(Sgd.) L. Lleadell

ACTING COLONIAL SECRETARY

Mrs. M. Conroy,
Estancia "LA SUERTE"
Casilla de Correo 12,
Cmte. Luis Piedrabuena,
Provincia de Santa Cruz,
REPUBLICA ARGENTINA.

AA

1206

Estancia "LA SUERTE",
Casilla de Correo 12,
Cmte. Luis Piedrabuena,
Provincia de Santa Cruz,
REPUBLICA ARGENTINA.
23 August 1966.

His Excellency,
Governor of the Falkland Islands,
Port Stanley,
Falkland Islands.

Your Excellency,

I am a Falkland Islander living in Argentina, I thought you may be interested in reading about the difficulties and problems which beset one through being born in the Falkland Islands.

The first time I came up against a difficulty was in 1946 in Valparais, Chile. I had been teaching in an English School in Viña del Mar and planned to fly to Montevideo, Uruguay to visit my mother before returning to Punta Arenas to teach in the British School there. The first thing I did was to put my case before the British Consul, I explained I was of the Falkland Islands and would be passing through Buenos Aires and in all probability I could not enter Argentina with a British Passport but the Consul brushed all my fears aside and said I must travel with British documents. I therefore took my passport to the Argentina Consul for a visa. I knew at once, by the Consul's expression I had run into difficulties - he looked at my passport and then said he could not possibly visa it. I returned to the British Consulate and told the Consul what had happened, immediately he phoned the Argentina Consul and asked him to send him in writing his reason for refusing to visa my passport. Naturally the British Consul was annoyed and asked me if he could put my case before the British Ambassador in Santiago. I assured him he could do so but time was passing and I was determined to fix my documents and visit my mother during my holidays. I returned to the Argentina Consul once more and asked him what papers I required and he informed me I could travel with an Argentina passport but I would have to give them either my British passport or a birth certificate - I preferred to give over the latter and so I finally received the Argentina passport and travelled to B.A., Montevideo and back to B.A. The authorities were curious as to why an Argentina was travelling with such a document when just the Argentina Identity card is required, so each time I had to show it I was asked to stand to one side until all the rest of the passengers were checked which made me feel not a little uncomfortable.

In 1949 my husband and I came from Punta Arenas to the Argentina to spend a holiday on an Uncle's farm, I travelled with the same Argentina passport but the Argentina police on the border between Chile and the Argentina allowed me to pass into the Argentina on the promise that I would take out the Argentina Identity card, so to avoid future trouble and unpleasantness I did. Later on in 1949 the Argentine Consul in Punta Arenas called up all the female residents of Argentina birth, as we were deciding to make our home in the Argentina I presented myself at the Consulate to find out what it was all about, I learnt that we had to take out another document, the Enrolment book for voting. Once more I had to produce another birth certificate and the Argentina Consul authorised the British Consul to translate it, then it had to be taken to the Notary for certification and I finally received my Enrolment book. In 1950 we left Chile to come here to live on our Uncle's farm. We had been here five months when I received a notice from the Judge of Santa Cruz to appear before him as soon as possible. When I arrived there, the Judge asked to see my Enrolment book, on showing it to him he told me he had received an order from Buenos Aires to annul my book simply because the British Consul had no business whatsoever to translate an Argentina's birth certificate. I asked the Judge if he could issue me another book, he refused and told me I would have to go to a higher Judge in Rio Gallegos. Of course he really did not understand the business and at the same time was afraid of becoming out of favour with General Peron. In Gallegos the Judge said I must return to Punta Arenas first and see what the Argentine Consul could do. I finally presented myself at the Argentina Consulate but the Consul would not see me, his secretary informed me that an order had been received from B.A. cancelling the issue of any more Enrolment books to Falkland Islanders. I returned to the Judge in Gallegos - he could do little for me but authorised a teacher to translate my birth certificate. I was forced to send to Stanley for more copies of my birth certificate as each time I had to produce one I never saw it again. Finally I went to a Judge in the town of Piedrabuena and put my case before him, he belonged to Peronist Party and felt sure he may be promoted if he fixed a Falkland Islander's papers. I had to find witnesses to swear they had known me from birth - actually I saw them for the first time in the Judge's office. I had to go to a Doctor with a paper for him to put down his estimation of my age - the Dr. merely asked me how old I was, and that was that, but after two years of worry and expense I received the Enrolment book and an Argentine birth certificate. The enrolment book has to be taken out at the age of 19 years, my daughter Yolanda born in Stanley tried to get her papers in order at that age, we are told we are Argentinas - our islands are belonging to the Argentina but many obstacles are put in our way when we try to abide by the law. We know we are British and are proud of our nationality so it is not easy to accept these false statements. It took my daughter eight years to get her Enrolment book, in between that time she was told she could be fined or jailed for not complying with the law. We have our home and friends here and we like the country but we do not feel happy about all this talk of our island home being Argentina. Now we have to write on our letters to the Falklands, REPUBLICA ARGENTINA, two weeks ago on listening to the weekly news from Stanley I was amazed to hear the

announcement that any letters arriving in the colony with Republica Argentina on them would be returned to Argentina. This is quite a problem which for the moment I have solved by putting my Falkland Island mail in an envelope and addressing it to Maclean & Stapledon, Montevideo. As you will understand Sir, this can, I feel be only a temporary solution.

I hope you will read my letter, I find I have wandered on and it seems rather drawn out, I have had many more cases but it would take too long to write, as we often travel into Chile and they do not agree with the Argentina claim of the islands they expect me to have a British passport. We are loyal Falkland Islanders and having Argentina documents do not alter our inner feelings. Many Argentina friends like to ask me about my birthplace, they really believe the Argentina flag flies there and seem surprised when I tell them I was born under the British flag and feel that in spite of their claim I am one hundred percent British.

I remain Sir,
Yours truly,

Quint Conway

Postmark

In the part underlined is red
correct?

L.C.
26.9.66

12

JCS. Not to my knowledge
JH 27/9/66

KIV 6

No. 016/A/243.

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

MEMORANDUM



29th December, 19 66.

Handwritten: Wi 2/1/67

Handwritten: 120's

Handwritten: LW 2/1

From: The Superintendent,
Posts & Telecommunications,
Stanley, Falkland Islands.

To: The Colonial Secretary,
Stanley.

SUBJECT:- Mail per Argentine D.C.4

The following extract from a letter received from the G.P.O. London is forwarded for information:

"We have already advised you by cable that your despatch No. 17 eventually turned up, but you may like to have a few details. The two bags were delivered to us personally in Headquarters by the U.K. Manager of Aerolineas Argentinas. He told us that the Captain of the aircraft which was forced to land on the Falklands by Argentine Nationalists during the Duke of Edinburgh's visit to Argentina was so touched by the kindness and hospitality of the islanders during his enforced stay that when his aircraft had been repaired and he was able to take off for Argentina about 8th or 9th October he asked whether he could be of any help in carrying mail. We understand that the Port Stanley Post Office leapt at the opportunity of this isolated improvement in the service, and gave him the two bags in question.

It appears, however, that the Post Office in Buenos Aires were somewhat embarrassed when he handed over the mails in view of their attitude to the Falkland Islands. It took them about a month before they had the happy thought to ask Aerolineas Argentinas to bring them to London, without documents or payment, since they could not expect to account with the Port Stanley PO for the onward air carriage when the mails had been brought to them in such awkward circumstances. The mails were apparently intact. One contained six ordinary items from the Royal Naval Party 8901, serial number 15/66. The other, serial number 17, contained 338 ordinary items, date-stamped 6th, 7th and 8th October, for addresses in UK, New Zealand, and other countries.

In view of Argentina's known views it might be preferable to avoid the Buenos Aires route, even in such apparently auspicious circumstances as those in which the two bags were despatched.

The vicissitudes of fortune indeed encompass the Falkland mails, though there is a happy ending to this last strange adventure."

Superintendent. (Signature)

Handwritten: Pa

0604/VI

1208

16th February

67.

To: C.T., D.C.A., S.P.W., S.O. AND A.C.S.,

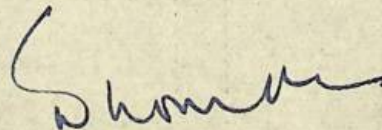
From: Colonial Secretary,

STANLEY

Copy to: S.P.T.

When ordering supplies from countries outside the United Kingdom, and where there is any chance of mail having to travel through the Argentine our address will always be given as either c/o Crown Agents or c/o the Commonwealth Office.

In the last mail eleven covers from DeHavillands of Canada turned up via B.A. having been posted in May/July 1966. How many more have gone astray we do not know.



(W.H. THOMPSON)
COLONIAL SECRETARY

1209

16th February, 1967.

Dear

In the last mail we received eleven letters from De Havillands all of which had been routed by the Canadian postal authorities via Argentina.

As you will see from the enclosed envelope the delay has been enormous.

The only way around this is for De Havillands to send mail either through you, (with no mention of the Falkland Islands on the cover) or through the Commonwealth Office in London.

Anything really urgent on the new aircraft might come through you but routine mail can go through London addressed to

Government of the Falkland Islands,
c/o Commonwealth Office,
Great Smith Street,
London, S.W.1.

Mail through the Argentina has about a ten per cent chance of getting through!

I am writing De Havillands separately but a note from you will probably help.

1210

WHT.

See 56 in I/348/66
8/12/67

Group Captain A. McDougall,
Hawker Siddeley International Ltd.,
Rio Negro 1354,
Montevideo,
URUGUAY.

1210

16th February,

67.

Dear Sirs,

I have today received eleven letters and sets of invoices and documents all dating back to May 1966. The enclosed envelope will give you some idea of the treatment meted out to Falkland Islands mail by the Argentine postal authorities.

You are no doubt aware of the political claims of the Argentine upon this territory, and postal delays and inconveniences (much of our mail is destroyed en route in Buenos Aires) are one of the many pin-pricking tactics employed against us.

The only safe way to route North American mail is via London and until further notice you are asked to address all correspondence to us addressed

Falkland Islands Government,
c/o Commonwealth Office,
Great Smith Street,
London, S.W.1.

Yours faithfully,

WHT

COLONIAL SECRETARY

De Havilland Aircraft of Canada Ltd.,
Downsview,
Toronto,
Ontario,
CANADA.

IM.

pa

1211

0604/VI

16th February

67.

To: C.T., D.C.A., S.P.W., S.O. AND A.C.S.

From: Colonial Secretary,

STANLEY

Copy to: S.P.T. ✓

When ordering supplies from countries outside the United Kingdom, and where there is any chance of mail having to travel through the Argentine our address will always be given as either c/o Crown Agents or c/o the Commonwealth Office.

In the last mail eleven covers from Belleville of Canada turned up via B.A. having been posted in May/July 1966. How many more have gone astray we do not know.

C.S. Thank you - the situation is even worse than underlined - I know of one person who received a Christmas card for 1965!

Whinn
(W.H. THOMPSON)

COLONIAL SECRETARY

17.2.67.

W1 21/2

Pa

F. I. ref: 0604/VI

1212

C. O. ref:

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 23rd February 1967.

N. 32. SAVING. COLONY

Interference with mail.

The enclosed covers are a representative selection from a mail which arrived here on the 14th February 1967.

Delays varied from 14 to 4 months, and as you will see were all caused by the Argentine postal authority.

This, as you will appreciate, does not help the present climate of local opinion.

GOVERNOR

pa

1213

Extract from letter from Group Capt. A. MacDougall to The Colonial Secretary dated 16th March, 1967. Original filed in Indent 348/66.

1209 Thank you for your letter of 16th February.

As you know, I have been away till last week on a tour of my area and due to this unfortunately missed the last "Darwin".

I am extremely sorry about the delays in the mail, and the inconvenience this has caused you. I gave D.H. Canada precise information on how to direct their letters, but someone has overlooked these instructions and mailed via Buenos Aires. I sent D.H. Canada further cables on the matter.

Ca

DECODE.

TELEGRAM.

es 1214
EM 27/4

From GOVERNOR FALKLANDS

To PRODROME MONTEVIDEO

Despatched : 27/4/67 19 *Time :* a.m.

Received : 19 *Time :*

RESTRICTED
IN CONFIDENCE

Grateful you send letters including any classified from Buenos Aires by Wave Baron leaving Montevideo approximately 7th May.

Cypher

PC

DECODE.

TELEGRAM.

From Prodrome, Montevideo

To Colonial Secretary, Stanley

Despatched : 5th May, 19 67 Time : 1530

Received : 6th May, 19 67 Time :

Please return by Darwin addressed BFPO London
mail bag serial one for Wave Baron sent Stanley per
Dutch vessel Tjerk Hiddes sailed Punta Del Este second
May

Prodrome

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

PM

Pl. confirm that above
will be done. JA

C.S. ⁸⁻⁵⁻⁶⁷
Confirmed 26th 8.5.67 JA

1215

DECODE.

TELEGRAM.

From..... Manager, Pebble Island

To..... Colonial Secretary, Stanley

Despatched : 9th May, 19 67 *Time :* 1055

Received : 9th May, 19 67 *Time :* 1200

If overseas air mail arrived Stanley per Dutch vessel request we have a mail drop

Manager Pebble

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

1216

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

1217

P1676 P4416 8/64

Number	Office of Origin	Words	Handed In at	Date
	Stanley			9.5.67
To	etat Manager Pebble			HOA/e

Air service will drop mail on routine flights

Colsec

Time

AA

pa

1218



C.S.

Attached.

Off Hook

I have discussed with D.C.A. - the position is that immediate priority is given to mail dropping on scheduled arrivals of "Darwin". Mail takes priority over all ^{but medical} flights except medical. When small mails arrive on unscheduled ships such as the Dutch vessel which arrived on 8th May - ^{they} mails are delivered on scheduled flights or dropped at stations on the route or reasonably near ^{to} the route. X

It is wrong to say that no priority is given to unscheduled mails because the Air Service do go out of their way to deliver & usually succeed in clearing unscheduled mails within a week. In the three days since the Dutch vessel arrived, only Post Stephens & a few of the smaller & remote station mails remain undelivered.

The above has been the practice for some years & while we in Post Office would welcome absolute priority on mail at all times, one must see the other man's point - I refer to D.C.A. Y In the summer undelivered calls are frequent & if absolute

priority is given to all overseas
 mails arriving in the Colony
 Then there would be a serious
 disruption in passenger & freight
 schedules.

Leg. Co. members are well
 aware of the system & during their
 recent visit to Stanley no complaints
 were received — either by D.C.A. or
 myself.

You can please some of them
 some of the time but never all of
 them all the time.



12.5.67

N.B.

Pebble mail was delivered
 yesterday.



DEAN BROTHERS LIMITED

CHAIRMAN: A. G. BARTON. DIRECTORS: H. C. HARDING, D. M. POLE - EVANS, D. BARTON.

TELEGRAMS: "MITERJACK PORT STANLEY"

PEBBLE ISLANDS.
W. FALKLAND ISLANDS.
11th May 1967.

W.H.Thompson Esqre.,
The Colonial Secretary,
Government Secretariat,
Stanley.

SI
12/5

Dear Mr Thompson,

Overseas Letter Mail

I would be grateful if you would tell me the exact position with regard to the delivery of this to Camp Stations.

Normal

Darwin landings of letter mail are usually very promptly dropped at Camp stations and appear to have priority over normal passenger flights. Does this priority apply to unscheduled landings of Overseas mail if there is a priority at all for this occupation?

In the case of the recent landing of mail there does not seem to ^{HAVE BEEN} any priority for it being dropped; I refer to that landed by the Dutch Vessel. I was definitely informed by R/T that it was only being delivered on Scheduled flights or dropped if the plane happened to pass close that way. This is not good enough, if there is a priority for mail; Overseas mail by Dutch vessel or any other unscheduled vessel is just as important to us in the Camp as the Scheduled ones.

Reply at 1220

I one hesitates to suggest that because the more vociferous and, in the eyes of some, more important

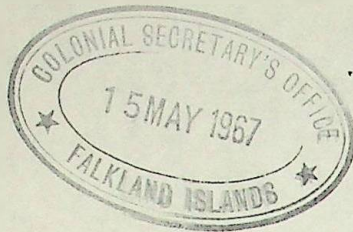
Camp persons were in Stanley at the time and so received their mail, that the rest of us could 'go hang', but it is difficult to avoid coming to that conclusion. It is quite certain that if these persons had been in the Camp at the time and I refer to the Legislative Council members, that considerable pressure would have been exerted on the Government to drop their mail at once.

If this mail had been dropped at once a lot of persons could have answered it and got replies away by the forthcoming sailing of Darwin. As you are of course aware, there are a very great number of people in the Falklands with relatives abroad, it is not only the 'Manager' fraternity which writes letters and receives them these ^{DAYS} from Overseas.

I would like a categorical statement of the exact details and priorities concerning the delivery of Overseas letter mail to the Camp.

Yours faithfully


 DEAN BROS LTD
 * FEBBES ISLAND *
 (A.B. Monk)
 Manager



GIBRALTAR STATION,
PORT SAN SALVADOR,
FALKLAND ISLANDS.

12th May 1967

The Colonial Secretary,

STANLEY.

Dear Sir,

MAIL DROPPING

I shall be very grateful if you would tell me what, exactly, the official Government policy is on mail dropping by the air-service.

As you know, this week's overseas mail was dropped if one requested it or if the air-craft happened to be passing close to a particular farm. We had a drop yesterday, presumably because I requested it; if we had not, an opportunity for answering letters by this week's visit of the air-craft, would have been lost. In our case four letters of importance, relating to the future ownership structure of this farm and our forthcoming leave in England, were involved. These letters all required prompt replies.

I feel that mail deliveries to the camp, generally receive too low a priority and must be among the world's worst for places which enjoy a good standard of living. I propose to ask that this subject be raised for discussion at the S. O. A. Meeting this winter and for firm recommendations for the improvement of this service to be made to Government.

I look forward to hearing from you.

Yours faithfully,

R. M. PITALUGA & COMPANY

R. M. Pitaluga
MANAGER

reply 221221

16th May,

67

Dear Sir,

1218/A

Thank you for your letter of the 11th May about mails.

You may rest assured that no person receives any undue priority or preference when it comes to mail delivery. The Post Office and the pilots of the Air Service take considerable pride in getting rid of the mails just as soon as they can.

X The position is that immediate priority is given to mail dropping on scheduled arrivals of 'Darwin'. Mail takes priority over all but medical flights. When small mails arrive on unscheduled ships such as the Dutch vessel which arrived on 8th May - they are delivered on scheduled flights or dropped at stations on the route or reasonably near to the route.

The mail by the Dutch ship was almost completely delivered within three days of arrival, and whilst this does not constitute a priority delivery it is, I suggest, for a place the size of Ulster, as scattered as it is, quite a respectable service.

The Post Office would of course welcome absolute priority for mail at all times but one must see the other man's point of view.

In the summer unscheduled calls are frequent and if absolute priority is given to all overseas mails arriving in the Colony then there would be a serious disruption in passenger and freight schedules.

We would be delighted if we could please everyone all of the time, but as it is we fall short of this desirable standard, not though through disinterest, but through lack of staff, lack of a third plane, the weather and to some extent funds.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

Mr. A.B. Monk,
PEBBLE ISLAND.

MR

See 1223

18th May

67

Dear Sir,

Thank you for your letter of ¹²¹⁹ the 12th May about mail dropping.

The position is that immediate priority is given to mail dropping on scheduled arrivals of 'Darwin'. Mail takes priority over all but medical flights. When small mails arrive on unscheduled ships such as the Dutch vessel which arrived on 8th May - they are delivered on scheduled flights or dropped at stations on the route or reasonably near to the route. The Post Office and Air Service take considerable pride in getting rid of mails just as soon as they can.

The mail by the Dutch ship was almost completely delivered within three days of arrival, and whilst this does not constitute a priority delivery it is, I suggest, for a place the size of Ulster, as scattered as it is, quite a respectable service.

The Post Office would of course welcome absolute priority for mail at all times but one must see the other man's point of view.

In the summer unscheduled calls are frequent and if absolute priority is given to all overseas mails arriving in the Colony then there would be a serious disruption in passenger and freight schedules.

We would be delighted if we could please everyone all of the time, but as it is we fall short of this desirable standard, not though through disinterest, but through lack of staff, lack of a third plane, the weather and to some extent funds.

Yours faithfully,

(W.H. Thompson)
COLONIAL SECRETARY

Mr. R. M. Pitaluga,
Manager,
R.M. Pitaluga & Company,
SAN SALVADOR.

pmc.

Reply at 1222

GIBRALTAR STATION,
PORT SAN SALVADOR,
FALKLAND ISLANDS.

1222

DI 31/5

20th May, 1967.

The Colonial Secretary,
STANLEY.

4/6

Your Ref: No. C604/V1.

Dear Sir,

1221

Thank you very much for your letter dated 18th May in reply to my query about mail dropping.

The position as you state it is exactly what I expected to hear as this was the policy laid down I think, sometime in the fifties; the only improvement being, as I see it, the carrying of passengers on mail dropping flights which no one seems to mind and which helps to get two jobs done in a little over the time taken to do one. In the early days this was not always done and a disruption did occur.

I would suggest that the 'good' delivery of mail after the visit of the Dutch vessel was as much due to the many very public requests and enquiries, as any intention of getting this mail out quickly. Surely this sort of thing should not be necessary and I feel that it should be the intention and duty of the Air Service to deliver all incoming mails on scheduled or other flights, irrespective of size, with a weekly delivery of local mail during long gaps between incoming mails. Properly organised and tied in with scheduled calls, the extra effort and flying hours required would not amount to much, but would be outweighed by the boost to camp morale at a time when this could do with an imaginative shot in the arm.

I would not have thought there was any lack of staff on the air service, and flying in the Falklands can hardly be called an exacting task when it is mainly fair weather flying. The delays caused by bad weather could be overcome by dropping the 'No flying at weekends' policy and adopting one of flying at weekends, with time off in lieu by arrangement. Not every weekend would be necessary so little hardship would ensue. Nothing is more frustrating than to have the aircraft grounded because of bad weather for two or three days before a weekend and the flight then postponed until Monday. The Sunday in these circumstances is usually fine. This is not uncommon and it happened to us as recently as last weekend, when the letters to which I referred in my earlier letter missed the 'Darwin' after all because of the No Sunday Flying rule.

Please do not misunderstand me, this complaint is not based on these particular incidents, I could go on and on ad infinitum. Your reasons for the failure to please everyone would be acceptable if it had not been proved in the past that the Air Service can be operated much more efficiently and effectively. There were at least two occasions recently when a most praiseworthy effort was put up for a period of several months, and they were winter months in each instance, and on one of these there was some considerable staff shortage as officers were on leave. The record will support what I have written, but I do not think it will show that any of the staff suffered from overwork, or that it cost very much more, if any more at all, to run the Air Service as a service.

Ack'd
JA
5-67

/Continued.....

The Colonial Secretary

20th May, 1967.

Governments' long term programme includes very little of benefit to the camp as a whole - I could go on at equal or greater length about the one we badly need! I am not complaining about this omission, but when there is such obvious room and ability for the improvement of services already established, and no one wants to change anything because someone will have to work harder, or it will cost more, patience fails me.

There must be many who think as I do but are silent because they feel there is nothing to be gained by voicing their dissatisfaction, in view of the apathy which is fairly general in the camp, and the complacency which is equally general - and more understandable - among Stanley people.

Having voiced mine, I must now hope that I will have the support of my fellow members of the Sheep Owners Association in bringing about improvements which are long overdue.

If you feel that anything useful may be gained by discussion on this matter, I would be happy to meet you for the purpose during my stay in Stanley before departing for England on leave by next 'Darwin'.

Yours faithfully,
R.M. PITALUGA & CO.

R.M. Pitaluga

Manager

0604/vi

1223

Extract from a letter from Mr, A. B. Monk, Pebble Island
of 21st May 1967. Original filed in 2189/111.

1220

Thank you for your letters dealing with Mail Priorities,
Rams and that dated May 17th dealing with the delivery of m.v.
Forrest.

I am clear in my mind about mail priorities now and provided
they are applied to all in the same way there is nothing more
to say, except that I meant no criticism of the Staff of either
the Air-Service or the Post- Office. Things like Priorities
are however not a matter for them to determine, or never used
to be, they are decided by higher Authority and, provided they
are applied impartially I shall have no complaints.

31st May 1967

1222

Thank you very much for your second letter on mails dated the 20th May 1967.

I fully understand your point of view and I am glad you have raised the matter. I still stick to my view that the Post Office and Air Service are doing a very good job, and I see things behind the scenes which you do not see. On the other hand, you see things from outside and you too see things which I cannot see.

I am a little disappointed however that you should feel the only way to get things done is through the Sheep Owners' Association. It is our elected and other unofficial members who vote the funds by which we work and who get together in varying capacities several times a year.

You say that Government's long term programme includes very little of benefit to the Camp, but as Government is made up of seven unofficials and three officials, and many people fail to realise this, it is I feel to your members of the legislature that you should turn.

Please do not think I am lecturing you, far from it, but if our legislature is to be effective the sort of complaint you raise is just the sort of complaint the members should be dealing with.

I am taking the liberty of copying your correspondence to the Members for the East Falkland.

I hope this letter reaches you before you depart on the Darwin, but whether it does or it does not may I wish you and your wife and family a splendid holiday.

(W.H. Thompson)

Mr. R.H. Pitaluga,
STANLEY.

YH30.

Reply at 1228.

1225

DECODE.

TELEGRAM.

From Master, Wave Chief

To Colonial Secretary, Stanley

Despatched : 1st June 19 67 *Time :* 1350

Received : 1st June 19 67 *Time :*

Request airmail be delivered on board soonest.

Master.

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

Postmaster informed 3.30 p.m. 1.6.67

8th June

67

The Clerk to Council presents his
Compliments and has the honour to
forward for your information a copy
of recent correspondence between
the Honourable the Colonial Secretary
and R.M. Pitaluga, Esquire.

(1221
1219
1222
1224
folios)

The Honourable Mr. G.C.R. Bonner M.L.C., J.P.,
Nominated Independent Member for the East Falklands;

The Honourable Mrs. M. Vinson M.L.C.,
Elected Member for the East Falklands.

Pg

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 3.7.67 Time : 1430 Received : Time

No 111 Following for G.P.O. Postal Services Department Headquarters Building, St. Martin's-le-Grand, London from Postmaster begins

Have enclosed two bags airmail Serial No. 16 in sealed Naval mail of H.M.S. Lynx due Buenos Aires about 6th July. Mail should leave Buenos Aires Friday 7th. Please liaise with B.F.P.O. concerned collect mail and acknowledge receipt. Letter follows ends

Governor

GTC : ER
Copy to Postmaster

122



" FALKLANDS,"
35, SENGAL ROAD,
HACKBRIDGE, SURREY.
FRANKLIN 2346

S
31/7

20th June 1967

Dear Mr. Thompson

1224.

Thank you very much for your letter dated 31st May which I received before leaving the Falklands but in the rush of our departure preparations, I did not get an opportunity to answer it before leaving. My intention to attend to this on the Darwin, was frustrated by the rather unpleasant trip North so I regret that although I am writing this in June, you will not receive it until near the end of July.

The Post Office I think, does a very good job generally and I have no complaint against that department. When it comes to a rush job of getting mail ready for the camp, they rarely, if ever fail and errors are few. The Air Service is solid and safe but it lacks the necessary drive, energy and ambition at its head to make it the efficient and reasonably reliable service which it can be, should be and must be to meet the present and future requirements of camp life.

The answer in the circumstances will be as obvious to you as it is to me but no doubt it is not an easy one to implement. The importance to the Colony of a keen and efficient Air Service, cannot be over-emphasised.

My reason for deciding to take this matter to the Sheep Owners' Association stems from the knowledge that in the past, this organisation, when agreed upon a requirement, has been more successful than the Legislature in bringing about an improvement. However, I agree with you that the members of Leg. Co. should have a go at this one and I am grateful to you for putting them in the picture. In view of this, I have refrained from bringing the matter to the notice of the S. O. A. Committee as I feel that now you have set the wheels turning, we may well see materialise, improvements which are both desirable and necessary.

Thank you very much for your good wishes for our holiday. We have been in England only ten days so far but the weather has been excellent with the forecasters predicting that it will continue warm and dry for several more weeks at least.

Yours sincerely

R. M. Pitaluga.

The Colonial Secretary,
Stanley,
Falkland Islands.

1229

0604/VI

5th August

67

To: Superintendent, Posts & Telecommunications
Department;

From: Colonial Secretary,

Director of Civil Aviation;

Postmaster,

STANLEY.

DIRECTIVE

To meet with the wishes of the Elected Members concerning those areas which may not be in a position to receive early deliveries by Darwin or Forrest more overseas parcel and paper mail is to be carried by air.

To cover this the Standing Finance Committee is being asked to increase the payment by the Post Office to the Air Service from £500 to £650 per annum and you are to work on the assumption that this will be approved.

It is stressed that this is limited to overseas mails.

(W.H. Thompson)

COLONIAL SECRETARY

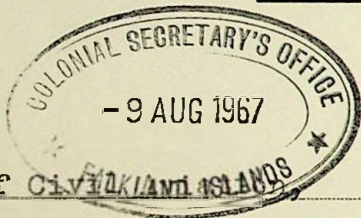
pmc.

Reply at 1230.
Ra

No. _____

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

MEMORANDUM



8th. August, 19 67.

To: The Colonial Secretary,
PORT STANLEY.

From: Director of Civil Aviation

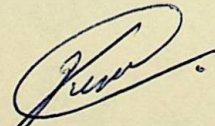
Stanley, Falkland Islands.

SUBJECT :-

DIRECTIVE.

I am basically in agreement with your directive ¹²²⁹ 0604/VI dated 8th. August, 1967. The scheme will be put into operation forthwith.

2. In the event of any snags arising I will advise you without delay.


Director of Civil Aviation.

SPT ✓ 11/8/67
Postmaster 11.8.67
to see medical.
W1