

C.S.O.

NAT/GEO/1#14

0 9 4 6

9 4 6 0

CONFIDENTIAL.

(Formerly)

SUBJECT :

TOPOGRAPHICAL AND CADASTRAL SURVEY OF THE FALKLAND
ISLANDS.

CONNECTED FILES.

NUMBER AND YEAR.

C/12/44

Geodatic and Topographical Survey in the Colonial Empire.

45/45

Geological Survey.



88371/48

The Church House,
Great Smith Street,
London. S.W.1.

19th October, 1948.

Dear Clifford,

2-3 We have been making enquiries into the question of carrying out a topographical and cadastral survey in the Colony and I think you would like to see a copy of a minute by Hotine on the matter. You may have some comments.

With Messrs Mason and Francis out of the picture there is, I fear, little hope of doing the survey in the immediate future. One possibility might be the utilisation of the Canadian flight which we may obtain next year for the air survey of Graham Land, but even so, we shall still be faced with the fundamental necessity of first having a ground control party to do the initial work if you want a proper survey.

Yours sincerely,

P. A. Carter

(P. A. CARTER.)

ppc
16.8.48

✓ Nobody said anything about
a cadastal survey?

See b

The only possibility of air photography seem to be the Americans who may possibly be undertaking work in that part of the world for strategic purposes. I will enquire.

But whether or not we get air photographs we shall certainly want at least ground control and should have to send a party to the Falkland Islands for that purpose. This basic ground control would serve both purposes of general topographic mapping and any revenue survey that may be required.

I have enquired whether Messrs. Mason, Freeman and Francis who were with the last F.I.D.S. expedition are in fact prepared to go to the Falkland Islands on such a job. If they were and were acceptable for appointment to the Colonial Survey Service, then I would take them on my staff. But one is returning to Cambridge, another already has a job in Worcester which he is not prepared to relinquish and the third does not want to go overseas again and in any case does not seem to be sufficiently qualified.

1950-51
will serve.

All I can do is to say that we will send a small party to the Falkland Islands for the provision of basic control as soon as we can. This will necessarily have to be in competition with other priorities as a demand on our very limited field staff, and I see no possibility of undertaking it for a year or more. No doubt if we start with a ground control party the other requirements will become clearer and can then be considered in more detail. For instance, I find it impossible to believe the whole 7,500 square miles are sufficiently settled to require a detailed revenue survey. My impression is that only the areas around Stanley centres are so settled; at any rate the entire islands are not. Until we get some such more concrete information there seems to be no possibility of preparing a firm estimate.

But as regards the incidence of cost this at any rate can be said. The provision of a basic triangulation control would be my responsibility and would accordingly be chargeable to C.D. and W Vote for central services without subscription from the Colony if only I had the staff at the moment to undertake it. So would a topographic survey. But a cadastral survey should be chargeable to local revenue.

52

I should perhaps emphasise that I see no possibility of any surveyors on temporary terms to do this job. If there are at the moment then I would take them on on more permanent terms and do the job.

(Sgd) M. Hotine.

27/9

Y 1-3
Bv to K.V. 2
inches?
L
Lyn

We have only asked for a topography
survey which should include plan by 7

MC

0040 pl &

Serial No. 32 in 79
in 0040 pl &

YE.

No application has yet been made. Re. see N^o 32 a (7) in 0040 below. But any requirements must include for boundaries & which also non-useful land (such as stone-runs).

by
30."

Draft d/o letter to Brigadier Holme pl.
explaining what has already been done, what
remains to do and the object of the
Survey.

INC 30/xi

27th January, 1949.

Dear Hotine,

2
Carter has sent me a copy of your minute of the 27th of September, 1948, on the subject of a survey of the Falklands, and I think it may help if I tell you how things stand at present.

The only available "map" of the Falkland Islands is the Admiralty chart of 1884 with subsequent corrections (which leave it still far from correct) and in default of anything better all land holdings are based on this. An accurate topographical survey is a pre-requisite to the introduction of a Land Tax: through which means alone it will be possible to ensure that some part of the sheep farmers' profit is put back into the land, much of which however is not susceptible of improvement and detailed information is therefore necessary. But all I want for this is a topographical survey showing physical features farm boundaries (there are only about 30 of them) and fences and indicating whether the land is stony or marshy - anything else is good land!

A beginning was made by the War Department in 1943 (Geographical Section map No. 4465) with a topo. survey of the immediate vicinity of Stanley on the scale 1/25,000. But this only covers the section east of a north-south line from just west of Long Island to the mouth of Port Fitzroy - so it will be seen how much remains to be done.

Yours sincerely,

(Sgd) MILES CLIFFORD.

Reply at 7

Brigadier M. Hotine, C.M.G., C.B.E.,
Director of Colonial Surveys,
BUSHEY PARK.

RM
1/24
1/24

VP.



88371/49

Colonial Office
The Church
Great
London, S.W.1.

10th May, 1949.



My dear Clifford

Many thanks for your letter 0946 of the 28th January. This was not received here until the 28th February and then I am sorry to say had to wait until I returned from the West Indies a few days ago.

I am quite convinced as to the necessity for giving you some help in this matter of a more extended topographic survey of the Colony and I can only repeat that we will do so as soon as possible. Whether we get any air photographs or not, it will be necessary to send a ground party and I am afraid I see no prospect of doing so for the next year or two.

Air photographs would help, although they would not do the whole job, and I think that we should accordingly not miss any opportunity there may be of getting some. I had undertaken to get into touch with the Americans to see what prospect there was of the Falkland Islands being included in their programme. Nevertheless I now have an answer which states quite clearly that there is little or no chance of that. We cannot contemplate sending any part of the R.A.F.
/Lancaster

MILES CLIFFORD, ESQ., C.M.G., O.B.E.,
GOVERNMENT HOUSE,
FAULKLAND ISLANDS.

Reply at 10



8

Lancaster Squadron which is engaged generally on survey photography of the Colonies even if it were possible to operate this type of aircraft from the Falkland Islands which according to my present information is not the case. But it is worth remembering this requirement in connection with any arrangements which may be made from time to time to photograph the Dependencies.

If, by the time we are ready to take up ground work, there is no alternative means of getting air photographs, then consideration may have to be given to getting the whole Colony photographed on contract. If that were decided we could help the Crown Agents in the technical aspects of placing a proper contract on open tenders. It should not be assumed, because they are most vocal in the Western hemisphere, that Hunting Aerosurveys and their associated and subsidiary Companies are the only people competent to undertake such work. There is another equally competent group backed by the Fairey Aviation Company which should certainly be given an opportunity to tender for any extensive work of this kind unless we are to get into the obvious difficulties which might arise through placing a contract on single tender only. But I think it would be advisable for any such action to be deferred until we can see our way clearer to providing the necessary ground survey party.

Yours ever

M. Hotine

(M. Hotine)

draft reply in that sense

Mc

Mr. R. H. 3-11

10

GOVERNMENT HOUSE,

STANLEY.

2nd June, 1949.

7-8
Dear Hotine,

Many thanks for your letter 88374/49 of the 10th May, 1949. I agree with you that no real purpose is to be served until you are able to send a ground party which I hope may be possible during my term of office.

As I have indicated there is an urgent need of survey: Government has already suffered a considerable capital loss on the sale of Crown lands and continues to lose on the rentals of leased lands. A topographical survey is also essential in my view in the interest of future development.

A complete aerial survey by a company, having regard to the distance involved, would, I imagine, be a good deal more expensive than could be justified and was only contemplated in the possible event of an air survey of Grahamland. It is the general survey which is important.

I shall hope to see you during my forthcoming leave and we might further discuss this problem.

Yours sincerely,

(Sgd) MILES CLIFFORD.

Brigadier M. Hotine, C.E.C., C.B.E.,
Director of Colonial Surveys,
BUSHY PARK.

WHL.

M. Clifford

11
EXTRACT FROM "DISCUSSIONS AT THE COLONIAL OFFICE".

Original filed in 0762.

{ V. Topographical Survey

86/52
0946

Circ. Despatch 23.2.49
16708/78/49

Freeholders are using land in excess of what I am pursuing this with Directorate
they pay for, presumably owing to the fact C.S.
that chart was drawn to scale of nautical
miles instead of statute miles - attached "B".

PA Kh
4/10

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0946



TELEPHONE: MAYFAIR 8791.
TELEGRAMS: INLAND: AIRIMAP, PHONE, LONDON.
OVERSEAS: AIRIMAP, LONDON.

24, BRUTON STREET,
LONDON, W.1.

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ALSO AT

HAYES, MIDDLESEX.
TELEPHONE: HAYES 3800.

YOUR REF.

OUR REF. ECVL/JAB/93

Twenty ninth
November
1950

Sir G. Miles Clifford, C.M.G., O.B.E.
Governor of Falkland Islands,
Port of Stanley,
Falklands.

Sir,

We understand from Mr. B. Jeffard, who has recently joined our staff, that you are interested in a survey of the Falkland Islands and we take this opportunity of enclosing some literature on air survey which illustrates the methods employed by us.

Air Survey has developed in recent years to a science of a high order and by its means topographic maps at all scales can be produced accurately and economically with application to:-

1. Communications:

- (a) Railways
- (b) Roads
- (c) Canals
- (d) Air Fields, etc., etc.

2. Forestation and timber assessment.

3. Geological mapping for the discovery of mineral desposits, oil, coal, etc., etc.

4. Town and industrial planning.

5. Soil classification.

6. Irrigation and Hydro-Electric planning.

7. Agricultural land classification for taxation purposes.


Reply at 17-

P.T.O.

13

11 JAN 1951

11 JAN 1951

7+R: 

113 JAN 1951

The postage on this letter
let was 10/- - they must be
anxious. Inc.

This Company has been established over a quarter of a century and has wide experience of air survey and mapping in many parts of the world, including Egypt, Sudan, Sarawak, India, Burma, Pakistan, Canada, Syria, Southern Rhodesia and United Kingdom. In most of these countries we, or our associates, have been contractors to Governments and exploration companies.

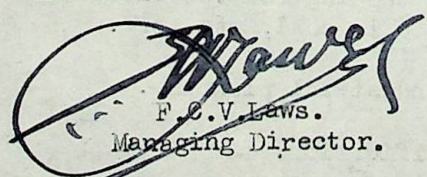
We feel that it is important to draw the attention of our clients to the fact that, whilst the mapping of a country, by the rapid air survey method, may at first sight appear to be costly, the by-products of the survey, completed say in one or two years by comparison with 15 to 20 years on the ground, become available to the peoples of the country almost immediately and more than repay the costs involved.

If a quotation is required for any specific undertaking we are willing to examine the project and submit a price. This procedure would give a realistic idea of the costs as they are likely to be for the general mapping of the country as a whole.

Our vast experience of working with overseas' Governments has made us fully conscious of the confidential nature of mapping. On this account, therefore, there need be no fears: any security regulations will be rigidly adhered to.

In conclusion, we look forward with pleasure to hearing from you and shall be only too glad to supply any further information required.

We are, Sir,
Your obedient servants,
AIR SURVEY COMPANY LIMITED.


F.C.V. Laws.
Managing Director.

Ack. say that we
are not equipped for
such work i.e. no airfields

Inc. 12/
11.51

NB. If anything is to be done in this
line we write to D.C.S. to do it from
CDW Research Reserve.
Inc.

18



COLONIAL OFFICE,
The Church House,
Great Smith Street,
London, S.W.1

88371/50

Your Ref: 173/46



60 January, 1951

Dear Clifford,

I am sorry not to have replied before to your letter of the 21st September about the possibility of a triangulation and topographical survey of the Colony.

In your letter you say that you have heard nothing since you received Carter's letter of the 19th October, 1948. According to our records Hotine wrote to you on the 10th May, 1949, in reply to an enquiry from you, and you sent a further letter to him on the 2nd June, 1949, proposing discussion during your leave. In case this correspondence has been mislaid I am enclosing copies for your records. It is further recorded here that the matter was indeed discussed with you during your leave in 1949, and that the shortage of surveyors was again stressed. It was explained that there was no possibility of a topographical survey of the Colony being carried out by the Directorate of Colonial Surveys in the near future. It was left, according to our files, that you would write to the Colonial Office after a further period of, say, six months, to enquire whether the position had improved. We have kept your desire for a survey

/in

SIR MILES CLIFFORD, K.B.E.,
C.M.G.,

GOVERNMENT HOUSE,
FALKLAND ISLANDS.

12 FEB 1951

Reply at 28

9
119 in
173/46

1
This is
certainly
the case
10

I have no
recollection
of this & in
any event this
is surely a
survival of misadventure



in mind, and in May 1950 we asked the Directorate whether the position had improved, and received the reply that it had not.

On receipt of your letter, I got in touch with Hotine again. He sees no possibility of having any men available for at any rate the next couple of years. The resources of the Directorate are limited, and they are subjected to many competing demands from elsewhere in the Colonial Empire.

Yes. If any case were to be made out for giving higher priority to a survey of the Falklands, I think we should have to have a rather clearer idea of the real objectives behind a survey of the Colony. Our present information, based as it is on demi-official correspondence between yourself and Hotine and the Department, is still a little nebulous and insufficient for us to be able to argue with any degree of forcefulness that a survey in the near future is indispensable to the future development of the Colony. It has, I believe, always been your wish to institute a system of land taxation in the Colony, and I think that it is primarily on that account that you want a topographical survey? Certainly in the original Ten Year Development Programme, which accompanied your despatch No. 29 of the 1st August, 1947, it was stated under Serial 31 that a topographical survey was an essential preliminary to introducing a land tax. In your letter to Hotine of the 28th January, 1949, you reiterated that view and said that by means of a land tax alone will it be possible to ensure that

/part



20

part of the sheep farmers' profits are ploughed back into the land. In your letter to Rotine of the 2nd June, 1949, however, your reason for the urgency of a survey was because Government had suffered capital loss on the sale of Crown Lands, and on the rental of leased lands. If you would like us to pursue the matter further, perhaps you could kindly arm us with a brief about "objects and reasons", confirming (if that is the case) that the purpose behind the survey is the land tax, and showing why the latter is wanted so much.

Quite | I understand that, in order to ensure that any system of land taxation introduced was based on a fair and equitable assessment, a cadastral survey would strictly speaking be necessary after a topographical survey. However, British Honduras for instance have a land tax which is based on a topographical survey only. Since most of the land in the Falklands is sheep farming land, I imagine that decimal point accuracy of boundaries is unnecessary, and soil classification also of minor importance. Nevertheless if there is a serious lack of information at present about farm boundaries, some kind of survey and fixation of boundaries would seem necessary. Do you think you could make do with a topographical survey only, in the same way as British Honduras? Or do you think a cadastral survey would be necessary as well?

Assuming

Whether or not the topographical survey were followed by a cadastral survey, it would, I understand, normally have to be preceded by a

/triangulation



X
 triangulation survey. The topographical survey would then follow, on some such scale as 1:25,000. The Directorate would like more information as to the number and average sizes of the properties, and the degree of accuracy to which their areas are required. In deciding whether or not air photography would help, they would also need to know what exactly the boundaries consist of, and whether they are likely to be visible on air photographs. A wire fence, for example, would in all probability not be visible, and if the boundaries simply consist of defined straight lines between beacons, they would be still less visible.

*They would
not be visible
at all.*

As far as finance is concerned, according to the Directorate, an aerial survey would cost something in the order of £20,000-£25,000. A 1:25,000 survey by plain table might take two surveyors something like 4-5 years at a cost perhaps of £10,000-£12,000. For either purpose a triangulation would first be required, taking perhaps two surveyors $1\frac{1}{2}$ -2 years, at a cost of something like £4,000-£5,000. The cadastral survey, if necessary, would probably cost approximately the same amount. I mention these figures as they give you some idea of the size of the problem and must, I feel, give rise to the question whether the benefits to be expected from having the survey are sufficient to justify the expenditure? In view of the limited funds available to the Directorate, it might help if the Falkland Islands Government were prepared to meet any part of the cost. Such a contribution might well be looked for if the object

/of



of the survey is to enable the introduction of a land tax from which the Colonial Government would benefit either directly (as revenue) or indirectly (as reflected in increased prosperity in the farms, leading to higher yields from other taxes).

I am sorry to string out a lot of questions but they illustrate points with which we shall, I think, have to be prepared to deal if on reflexion you would like us to try and take the matter further for you.

Yours sincerely
J. S. Bennett

(J. S. Bennett)

COPY

93

88371/49

Colonial Office,
The Church House,
Great Smith Street
London, S.W.1.

10th May, 1949

My dear Clifford,

Many thanks for your letter 0946 of the 28th January. This was not received here until the 28th February and then I am sorry to say had to wait until I returned from the West Indies a few days ago.

I am quite convinced as to the necessity for giving you some help in this matter of a more extended topographic survey of the Colony and I can only repeat that we will do so as soon as possible. Whether we get any air photographs or not, it will be necessary to send a ground party and I am afraid I see no prospect of doing so for the next year or two.

Air photographs would help although they would not do the whole job and I think that we should accordingly not miss any opportunity there may be of getting some. I had undertaken to get into touch with the Americans to see what prospect there was of the Falkland Islands being included in their programme. Nevertheless I now have an answer which states quite clearly that there is little or no chance of that. We cannot contemplate sending any

/part

MILES CLIFFORD, ESQ., C.M.G., O.B.E.,
GOVERNMENT HOUSE,
FALKLAND ISLANDS.

24

part of the R.A.F. Lancaster Squadron which is engaged generally on survey photography of the Colonies even if it were possible to operate this type of aircraft from the Falkland Islands which according to my present information is not the case. But it is worth remembering this requirement in connection with any arrangements which may be made from time to time to photograph the Dependencies.

If, by the time we are ready to take up ground work, there is no alternative means of getting air photographs, then consideration may have to be given to getting the whole Colony photographed on contract. If that were decided we could help the Crown Agents in the technical aspects of placing a proper contract on open tenders. It should not be assumed, because they are most vocal in the Western hemisphere, that Hunting Aerosurveys and their associated and subsidiary Companies are the only people competent to undertake such work. There is another equally competent group backed by the Fairey Aviation Company which should certainly be given an opportunity to tender for any extensive work of this kind unless we are to get into the obvious difficulties which might arise through placing a contract on single tender only. But I think it would be advisable for any such action to be deferred until we can see our way clearer to providing the necessary ground survey party.

Yours ever,

(Sgd.) (M. Hotine)

GOVERNMENT HOUSE,
STANLEY.

2nd June, 1949

My dear Hotine,

Many thanks for your letter 88371/49 of the 10th May, 1949. I agree with you that no real purpose is to be served until you are able to send a ground party which I hope may be possible during my term of office.

As I have indicated there is an urgent need of survey: Government has already suffered a considerable capital loss on the sale of Crown lands and continues to lose on the rentals of leased lands. A topographical survey is also essential in my view in the interest of future development.

A complete aerial survey by a company, having regard to the distance involved, would, I imagine, be a good deal more expensive than could be justified and was only contemplated in the possible event of an air survey of Grahamland. It is the general survey which is important.

I shall hope to see you during my forthcoming leave and we might further discuss this problem.

Yours sincerely,

(Sgd.) Miles Clifford.

Brigadier M. Hotine, C.M.G., C.B.E.,
Director of Colonial Surveys,
BUSHEY PARK.

26th January,

51.

Sir,

12.

I am directed to acknowledge and thank you for your letter FCVL/JMB/93, addressed to His Excellency the Governor, of the 29th of November, 1950, regarding the possibility of an air survey of the Falkland Islands and to say that owing to the lack of properly constructed air fields in the Colony we are not equipped for such work.

I am,

Sir,

Your obedient servant

(Sgd) Michael R. Rayner

COLONIAL SECRETARY.

Managing Director,
Air Survey Company, Limited,
24, Burton Street,
LONDON, W.1.

Rayner
26/1/51

0946

26

CP

We have a

18 Bennedy to reply to
on the subject of
Topo. Survey.

Mc. 20/ii

ACS

H. H.

21/2.

ACS

18-25 pl.

22/2

Y.E.

From page 18. The letter to which Mr. Bennett refers is at p. 119 in file 173/46 attached, and minutes from 112-118 in that file refer.

2. Nothing gets done because they cant spare the trained staff, and, I suspect, they cant spare the trained staff because they are not very keen to do so. Bennett is of course right to the extent that the better the case we can make out for a survey the better our chances are of getting it done.

3. As to cost, while we should clearly get anything that is going from C.D. & W moneys, I do feel that there is a case for our contributing something towards it.

4. Draft reply submitted at cover.

AS

22.2.51.

CS.

You will note that ^{m 173/46} 119 is endorsed by AS as endorsing a copy of R6 herein — had he referred us to the subsequent correspondence the embarrassment caused by confusing the subject in two different files could have been obviated.

We must reply to X on 21 (see X on p. 29).

28

GOVERNMENT HOUSE,
PORT STANLEY,
FALKLAND ISLANDS.

23rd February, 1951.

Dear Bennett,

18
1
2.
7.
Please refer to your letter No. 88371/50 of the 10th of January, 1951, regarding a triangulation and topographical survey of the Falklands. The correspondence subsequent to Carter's letter of the 19th of October, 1948, which you mention is of course on record here but was unfortunately in another file and I must apologise therefore for overlooking it. Nevertheless the fact remains that we have not got any further with the matter since 1948. The stumbling block has been, and apparently remains, shortage of trained staff. Hotine said in his minute of September, 1948, that he saw "no possibility of undertaking it for a year or more" and in his letter to me of 10th May, 1949, that he saw no prospect of supplying a ground party for "the next year or two". Your present letter says "he sees no possibility of having any men available for at any rate the next couple of years". It sounds very like "to-morrow never comes". And I must confess that I have no recollection of any arrangement that it was for me to enquire if the situation had improved in six months and this would appear to be a reversal of normal procedure.

119 m 173/46
18
My recent letter was in fact written in the hope that something might be done before the Colonial Development and Welfare Fund expires and I gather from your letter that it may be if we can make out a really convincing case to support our need for a survey. First of all let me repeat that what we want is a basic triangulation and a topographical survey - that is all. We do not need a cadastral survey.

The primary reason for the survey is that it is an essential pre-requisite to the imposition of a land tax, returnable against improvements to the land, which must be introduced here if the farm managers are ever to be allowed by their absentee directors to put into practice the many measures which are essential to the proper conservation of the land which is the colony's chief asset. The loss to the Colony on the sale of land was quoted to Hotine more by way of illustration of what the absence of a proper survey had cost us. It is obviously too late to do anything about freeholds but something might be done to charge a more correct rental for the comparatively small amount

See 32.

J. S. Bennett, Esq.,
COLONIAL OFFICE.

A

of Crown Land which remains were an accurate survey to be carried out; this however is quite a secondary consideration. Thus the "Objects and Reasons" for which you ask is given above.

Auster?

We are not equipped with adequate airfields for an aerial survey to be a practical proposition, and I think the triangulation followed by a survey by plane table would be the better proposition, though the Norseman aircraft which we have chartered from F.I.D.S. is fitted with a camera and might be able to afford some assistance.

x There are some 30 properties in all ranging from 3 or 4,000 acres at one end of the scale to the Falkland Islands Company's 1,000,000 (Lafonia etc.) at the other; there are few natural boundaries.

2.

I note that Hotine said in his memorandum in 1948 that the basic triangulation would be chargeable to Colonial Development and Welfare funds. The £10-12,000 which you mention as the possible cost of a survey by plane table would be quite beyond the resources of this colony but I would think it reasonable that local funds should contribute half the cost if the whole cannot be found from Colonial Development and Welfare.

Yours sincerely,

(Sgd) Miles Clifford.

B.
NCS
n/a pl?
JACS
28/2/51

C.
ACS
Can we have the signs of the papers at back cover. Bennett showed me a copy of the first page. Who prepared the figures in the second page and what is the authority?

28/2/51

NCS
Regret I have no knowledge
JACS
28/2/51

Registrar
C above. Can you say, pl.
JACS
1/3/51

Hon. Col. Sec.,

About 1942 I came across a cutting from a newspaper of the article "A strange colony". I typed several copies, but am unable to say what has happened to the original cutting. I believe, by the paper and type it was a cutting from "The Times."

I cannot say who prepared the figures on the second page.

J.P.B.
Registrar
1. iii. 51.

B.N. 30/4/51.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 20.3.51. Time: 0900. Received: Time:

28 No 71. Following for Bennett. Begins. My letter 23rd February.
Triangulation etc. I understand that Brown and Blaiklock who were
at Marguerite Bay would be willing to work in Colony. Could this
be pursued with Hotine? Ends.

GOVERNOR.

G.T.C.

S.S.

31/5/51
31/4/51
BW 20/4/51
BT/51



32

File No.

COLONIAL OFFICE,
The Church House,
Great Smith Street,
S.W.1.

88371/51



24th April, 1951.

Dear Sir Miles,

28

As Bennett is away on leave, I am replying to your undated letter of February 1951 regarding a triangulation and topographical survey of the Falklands.

Bennett passed on the gist of your letter to Hotine and he also mentioned that Brown and Blaiklock would be willing to work in the Colony, as suggested in your telegram No. 71.

X
Hotine has replied confirming our view that it is the lack of staff, and not funds, which makes it impossible to undertake the survey at present. He goes on to say that the Directorate could do the job regardless of priority if they could get surveyors who wanted to go only to the Falklands, or if they could get a windfall like Brown and Blaiklock. Apparently these two turned the job down sometime ago, but the Directorate approached them again as a result of your message. Brown definitely will not go, and Hotine does not think that Blaiklock could possibly make any impression on the job by himself. Furthermore he has not got any recognised qualifications which would enable the Director to take him on his staff, and if he were to be sent to the Falklands for three or four years he would expect to be re-employed elsewhere after that. In addition, he appears to be far from enthusiastic about the job and merely says that he might be interested if

/difficulties

Sir Miles Clifford, K.B.E., C.M.G.

See 48 + 52



33

difficulties with transport, housing etc. were overcome to his liking!

If there ~~was~~ somebody whom we could send along with him, it might be worth while pursuing the matter further despite Blaiklock's rather discouraging attitude, but unfortunately at present there is no such person.

Yours sincerely,
P.A. Carter

(P.A. Carter)

not registered

34

CS

Have we made
any enquiries about the
availability of Mrs Brown
Suitability
and Blacklock for
Survey in the Colony?

Office.

MC. 14/v

1/2
Hrs in Survey pt.

15/5

SCS

Please see page 31.

Shifard 25/5/57.

32-33

35

JE:

query at 34 is answered by
the letter at 32-33.

W

25 MAY 1951

Circle calends again; I
find it difficult to believe that the
whole U.K. cannot produce 2

Surveyors to come to The Falklands. I wonder if they
have tried the RES?

W.C. 25/

Notes for H.E.'s dossier of subjects
for discussion in U.K.

W

26/5/51.

P.A.

36

H.E's Dossier for Visit to the U.K. in July, 1951.

Item: 12. . Topographical Survey.

0946
Latest correspondence on this is a d/o letter from Bennett dated 10th January, 1951, to which Y.E. replied in a letter dated 23rd February, and a d/o letter from Carter dated 24th April saying that Hotine had had no success with Brown and Blaiklock.

We are told that the difficulty is shortage of trained survey personnel. From this end it is hard to escape the conclusion that they are not trying as hard as they might. One possible source which Y.E. has noted on our file as worth D.C.S. trying is the R.Es.

Particularly when Cause can apparently get into

Dept. to press DCS again.

Compiled: 21.6.51.
C.O.ref 88371/51.
Our ref 0946.

Bu 1/2/52.

Bu 1/5/52.



37

HUNTING AEROSURVEYS LTD.

SURVEYORS, PHOTOGRAMMETRIC ENGINEERS & CONSULTANTS.

DIRECTORS:
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G. L. HUNTING
C. P. M. HUNTING
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LONDON W.1

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RECENT 5211 (THREE LINES)

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IN
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SOUTH AMERICA

OUR REF

C/7/Resources Surveys.
TDW/CN.

YOUR REF

DATE

10th September, 1951.

U. H. 2/11/51.

Secretary to H.E. the Governor,
Falkland Islands.

*Please acknowledge
under Minutes.*

Dear Sir,

38 The increasing interest that is being taken by U.N.O. and individual governments in development of natural resources has prompted us to prepare an illustrated brochure setting out in broad principle the many ways in which modern aerial survey technique can be used to assist in this work.

We have laid emphasis on the need for preparing an inventory of a country's natural resources as an essential concept in Policy in carrying out development. The application of air photography for preparing topographical maps is now fairly widely known. The technique, however, of combining aerial survey and the use of airborne instruments with ground examination for providing the preliminary information on a country's geology, forestry, soils, agriculture, water and other natural resources, is not so well known.

Our world-wide group of aerial survey companies is fully equipped to carry out each stage of survey and we have on our staff, or as consultants, a team of specialists which enables our organisation to carry out a complete Resources Inventory.

We hope you will consider this subject of sufficient importance to show the enclosed to His Excellency the Governor.

Yours faithfully,
for HUNTING AEROSURVEYS LIMITED,

Reply at 39.

*Very interesting but of little or no
practical application here - the only thing
that would be of any use to us is
an aerial magnetometer survey. There
is a firm in USA which specialises*

T. D. Weatherhead

T.D. Weatherhead
Director and General Manager

Encl. in this (i.e. for oil) and I think we had correspondence with C.C. about it.

39.

29 November, 51.

Sir,

37.

I am directed by the Governor to acknowledge and thank you for your letter C/7/Resources Surveys TDW/CN of the 10th of September, 1951, regarding modern aerial survey technique.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

Director and General Manager,
Hunting Aerosurveys, Limited.,
29, Old Bond Street,
LONDON, W.1.

Recd
your - B.M. at 36
165/52

40

YK

(36)

No further developments seem to have taken place
since (36). Does YK with any action taken
now?

YK

Not on my watch, ind.

W.C. YK

ACS

note
Pae put him file opened for
H&I, vs. visit

YK

ACS

Not taken any, pl.

YK

YK

BY. d.
YK

30/4/52
30/4/52
30/4/52

To The Hon. Col. Sec.
From The Agricultural Officer.
Date 27th June, 1952.

41

0946



AERIAL SURVEY.

I attach book "Soil Survey Manual" which covers the subject of Aerial Surveys: on page 52 thereof you will see the cost is only 1.93 to 4.06 dollars per sq. mile.

We have the planes the Pilot coming and Mr. O'Sullivan is interested and would do the photographic printing and adjusting work if asked. All we would require to purchase is the camera and the photographic equipment.

A lot of the pictures could be taken on routine passenger carrying flights by the second man in the Norseman.

I would therefore recommend that you give this form of survey every consideration as it appears cheap and we have or will have the wherewith-all here in the Islands to do it and no personnel would need to be imported specially for the job.

John P. O'Sullivan
Agricultural Officer.

J.H. Above f.i. - the book was found in a cupboard with the letter inside.

P. 52 states that photographic costs are a minor portion of the cost of an ~~air~~ air Soil Survey, in any case the Colony has an area of about 5000 sq miles.

J.H.
18/3/53

S.F. Could you please let me have your views in the light of P.O.S. information on this subject for aerial photography. I always understood that some specialized training was required.

31/3

P.O.S.

42 Y.H.

Aerial Survey is a very complicated business as I learned during a day spent at the D.C.S. in 1951.

For such a survey of the Falklands, a qualified surveyor would be required for ground control and special aircraft. The Hurricane could not be used; it is too small and has too much movement when in flight. In any case it could only be fitted up for vertical photography, the wings or something get in the way for oblique.

Results could only be worked up by an organization like the D.C.S. - the equipment is very complicated and expensive and a very large room (larger than the Town Hall) is required for connecting the photographic errors.

I believe F1 G 15 holds an aerial camera and films which is useful for taking a picture of a particular group of buildings but is no use for aerial survey.

31/3.

CS
See ref. above - I rather suspected this. I think that we must first await a topographical survey of the Islands which might be done by air if we can fit it in with some P.O. project.

A.C.L. **31/3**

A.O. To see on file - pl return the book to A.O.

A.O. as at C pl. **31/3** **1/4/53**

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45
TELEPHONE: MAYFAIR 8791.
TELEGRAMS: INLAND: AIRIMAP, PHONE, LONDON.
OVERSEAS: AIRIMAP, LONDON.

24, BRUTON STREET,
LONDON, W.1.

AIRFIELD:
WHITE WALTHAM AERODROME,
NEAR MAIDENHEAD, BERKS.
TELEPHONE: LITTLEWICK GREEN 251

ALSO AT

HAYES, MIDDLESEX.
TELEPHONE: HAYES 3800.

YOUR REF.

OUR REF. RHW/MMT/MR.

The Colonial Secretary.
Stanley.

29th April, 1953.

Dear Sir,

Air Survey.

12 We have already sent you some literature relating to the activities of this Company and we now have pleasure in enclosing a new brochure "Mapping from Air Photographs", which we are sure will be of interest to you.

If you require copies kindly let us know.

Yours faithfully,

AIR SURVEY CO., LTD.

R. H. Windsor.

ASF

F. i. p.

W. H. Jones
10/6/53

see over

46

A.C.S.

Reverse.

Seen thank you. If you intend to order more copies
of the brochure then please put F.I.D.S.
on distribution list. If not then
we have no special need.

W/S
10/6

W/S

I don't think we require further copies?

W/S
10/6

No
Q
10/6

W/S

He will wish to see this file
on the subject of a topo. survey. S/S
seems very definite that it is lack of staff
& not money and the only way we
might manage to get anything started is to
pay a interest ^{small} F.I.D.S.

2) I suspect that Horne pays his surveyors
too little as all the young qualified
book surveyors in Kenya seemed to be
leaving after a few years & going
into private practice.

W/S We spoke
ORA

8

Book with drawn. Thank you.

This appears to be an issue that no one seems to wish to face up to.

With Huckle returning, shortly, able to fly, & thus we having 2 pilots here during the next summer; there can be anticipated to be flying time to spare.

The whole of the Survey could be done then in say 24-25 weeks. The land auster is built to take a vertical camera. The one we now have is for taking obliques.

Everil has done some of this work before, & says it could not be satisfactorily combined with passenger flights. But that all that is required is a vertical camera, the film, & a gadget to automatically take pictures at regular time intervals; in the neighbourhood of 10 seconds.

The rest we already have, & it can then be done flying solo.

C'Sullivan says he is sure he could do the developing, & cutting, if supplied with the necessary developing tanks & developer.

Or alternatively, the films could be sent to U.K. for correlation.

Everil says all land east of Strike-off-Point & Port Harriet could be done in one day, in one flight provided no cloud came between earth & plane.

Such a survey at 8 or 10 shillings per square mile would be well worth it.

John P. Blinn A.O. 6/IV/53

S/F

47

Can you please place through
this file ending with my
minute at (46). Could you please
sound out going surveyors and
see if any of them are interested
in the job. Blacklock has been
approached before.

2) If they are interested I would discuss
further.

10/5

H.C.S.

We spoke. Blacklock is definitely interested but
would like to return to FIDS from time to
time for interesting jobs. From my point of
view this is very important as he is the
only person available with the necessary experience.
I have several 'Island' jobs in mind that would
entail putting a fully equipped party ashore &
leaving them to it. I don't think Stratton would be
interested for a long term but an assistant
surveyor should be easier to recruit

For
10/5.

Y.F.

Survey of the Falkland Islands 44

This was on Y.F.'s working list - have there been any developments?

- 2) At (41) A.C. put up suggest ion for a limited survey. I fear I do not know much about it but my impressions are those of S.F.'s at (42) & I do not think it is worth pursuing at this stage.

S.F.

Shit out of the question, I fear, as Directorate has too much on its plate already.

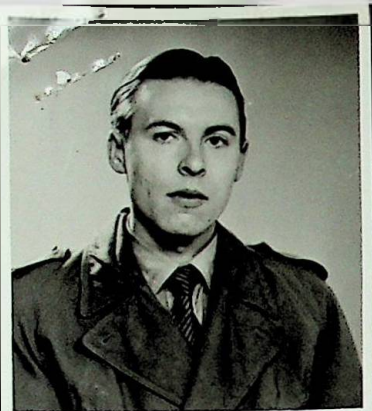
I share S.F.'s views.

The only thing is to B.V. file at intervals and jog D.C.S.'s memory. A brace of F.I.D.S. surveyors could push off the job in about 3-4 years I imagine: aerial photographs might be of use to fill in detail once the triangulation is completed but it is a specialised job both as to the taking & the developing operation. We could not attempt the latter through amateur channels,

Ph

14/5

M.C. 14/v



53

Rua Marques de Abrantes, 148,
Apt. 301,
Flamengo, RIO DE JANEIRO,
Brasil.

22nd. March, 1954.

Dear Sir,

Application for employment.

I am a topographer desiring to move south from here, and I am therefore enquiring if there might be a vacancy for a topographer or a topographical draughtsman in your organisation.

I am a British subject, aged 22 years, with nearly six years in the surveying profession. This includes time spent under instruction, and working for, the Ordnance Survey of Britain, and the state topographical bureau of Finland.

Unaided, I am able to carry out the following operations for large scale maps, limited by, say, scale 1/40,000.

1. Astronomy of position.
2. Triangulation of 3rd. order, (non-geodetic).
3. Fill in the map details,
4. including, Levelling and contouring.
5. Make calculations regarding areas and volumes.
6. Drawing the map to a common projection, including drawing on the materials of reproduction (lithographic stones etc.)

If you have a vacancy, I would like to know the method of recruitment; I am willing to come to Falkland at my own expense, and of course I can send you more details if you so require.

Should there not be a vacancy, perhaps you pass this letter to some other office who might need a topographer in the Falklands, although I understand that in such a small territory there is not likely to be an alternative organisation.

Yours Faithfully,

R.C. Hatherley
R.C. HATHERLEY.

The Recruiting Officer,
Falkland Islands Dependencies Survey,
STANLEY.

H.C.S.

*above. Are you interested in surveying
of Falklands please?*

W.A.
25/5.

Reply at 54.

F. I. ref: 0946.

C. O. ref:

48

SAVING TELEGRAM.

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

To: The Secretary of State for the Colonies.

Date: 12th May, 1954.

No. 85. SAVING. COLONY.

32 Mr. Carter's demi-official letter to my predecessor
No. 88371/51 of 24th April, 1951. Topographical Survey.

This subject was later discussed by my predecessor when he was on leave in 1953 but the Director of Colonial Surveys was unable then to hold out any hope of early action.

I would be grateful if the Director could again be asked if there is any likelihood of this work being put in hand in the near future.

Reply at 57

GOVERNOR.

See 52

B.V. 2 months

Extract from the Minutes of a Meeting of Executive Council
held 26th May, 1954.

0946.

5. TOPOGRAPHICAL SURVEY.

His Excellency informed Members that as the Director of Colonial Surveys was still unable to supply any Surveyors for a Topographical Survey of the Islands, Government proposed to try and obtain staff through F.I.D.S. recruiting organisation.

Whittle

Acting Clerk of the Executive Council.

51

Hes

Now at

52

Re. draft telegram

Paragraph 3. might indicate that we should only require one locally recruited handyperson / guide between the two parties. This would not be very satisfactory as the parties should be self contained - they will work much of the time in different localities.

Paragraph 4. Staff could be recruited through F.I.D.S. London Office; a number of the D.C.S. and Blackback women be asked to attend interviews. A considerable quantity of camping gear and special rations would be required which would have to be organised by F.I.D.S. London Office in conjunction with Blackback.

W.
J.H.
31/5.

Note for file

49

- (2) In 1948 DCS accepts financial responsibility for Mangrove
+ topo. survey.
- (7) DCS is convinced that a survey is necessary
- (18) 1951. S/S doubtful about costs, thinks Colony
should bear part.
- (28) Governor agrees it is reasonable for Colony
to meet half the cost, if exec vote can't
stand it.
- (32) DCS reiterates it is lack of staff not
funds which is the obstacle. He can do
the job if surveyors can be found.

31/5
@

DECODE.

TELEGRAM SENT.

52

From GOVERNOR to SECRETARY OF STATE.

Despatched: 1.6.54 Time: 1555 Received: Time:

48
2
32

No 169. My Colony Savingram No 85. Topographical Survey. I note from enclosure to your demi-official letter of 19th October 1948 No.88371/48 confirmed by your demi-official letter No 88371/51 of 24th April 1951 that Director Colonial Surveys considers that the cost of the topographical survey should be met from Colonial Development and Welfare funds and that money would be forthcoming if staff were available.

2. Blaiklock who has just completed another two years in the Dependencies and who is travelling home in the Biscoe is definitely interested in the job and is prepared to serve up to ten years.

3. I visualize that the task could best be tackled by two small parties each consisting of a surveyor and an assistant from England and a local local guide/handyman. Transport would be principally by pack horse though Land Rovers might be used in certain areas.

4. Glad to know if Director would agree to our recruiting staff to his satisfaction through Blaiklock and F.I.D.S.Rear Base and putting the work in hand. I would of course look to the Director for guidance in planning the work and policy and in obtaining instruments, equipment etc.

5. If he agrees in principle recommendations regarding salaries, conditions method etc will be put forward.

See 57

GOVERNOR

Office.

Issue telegram & B.U. 2 weeks.
(Intld)C.C.
1/6.

0946

53.
Copy with copy of application to Director of Colonial Surveys.

54
Copy to Sec. F.I.D.S. ... please pass to Rear Base Headquarters with explanatory note.

C.S.

2nd June,

54.

2.6.54.

Sir,

53
I am directed to refer to your letter of the 22nd of March, 1954, and to state that it is possible that there may be a vacancy for a topographer in the Falkland Islands (as opposed to the Antarctic Bases in the Dependencies) in the reasonably near future and I am accordingly to request that you should address your application with full details of your previous experience to the Director of Colonial Surveys, Kingston Road, Tolworth Surbiton, Surrey, England, with a copy to the Falkland Islands Dependencies Survey Rear Base, c/o The Crown Agents for Oversea Governments and Administrations, 8 Little College Street, London, S.W.1.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Mr. R.C. Hatherley,
Rua Marques de Abrantes, 148, Apto. 301.
Flamengo,
Rio de Janeiro,
BRASIL

BUS 27/6 Jervis Conf
Mona in

55

C.S.O.

For Information.

56

With the Compliments of the

Falkland Islands Dependencies Survey



Headquarters,
Base 'X',
Port Stanley,
Falkland Islands.

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

9th June 19 54

A/Secretary, F.I.D.S.

Secretary, F.I.D.S.

Stanley, Falkland Islands.

SUBJECT :-

Topographical Survey of Falkland Islands

You may hear from Blaiklock that the Government are considering appointing a survey team to complete the survey of the Islands. If an affirmative decision is reached then you will probably be asked to recruit two Surveyors and two Assistants. Blaiklock is interested in the job and would probably agree to fill one of the vacancies. If so he should be asked to attend the interview for selecting the remaining three persons.

You will find a copy of a letter to a Mr. Hatherley attached; this individual is a British subject at present working in Brazil, who appears to be a qualified Surveyor.

Mr.

Copy to: CSO file 0946

✓
Q

✓

KIV P-54
B452 15/6

B2. 1 week.

16/6 B422K

PM 2/6

MED 272/2/01

Very very helpful 57

Saving.

From the Secretary of State for the Colonies.

BVF

To the Officer Administering the Government of FALKLAND ISLANDS

Date 29 June 1954

No. 95 Saving



48

Your savingram No. 85 and telegram No. 169, Colony.
Topographical Survey.

X The vote of the Directorate of Colonial Survey is earmarked for the provision of surveys in kind directly executed by the staff of the Directorate, and consequently funds cannot be made available by way of a block grant to individual colonies to undertake their own surveys with temporary staff. All that can be done is to place the Falkland Islands Survey on the general programme in due priority which means that there is little chance of it being done in the immediate future. The Directorate would, however, stand more chance of tackling the survey at an earlier stage if their staff shortage was less acute and they are always willing to consider any suitable candidate if they are selected by normal machinery and were prepared to engage under normal terms.

31 2. When, in 1951, it was suggested that Blaiklock should be engaged to undertake a survey of the Falkland Islands he had no recognizable qualifications, but if in the meanwhile he has obtained such qualifications and is prepared to apply for service with the Directorate he can then be considered. The Directorate is not willing, however, to pledge any member of its staff to specific colonies for long periods regardless of other priorities simply because they are ex-members of Falkland Islands Dependencies Survey.

/3. If

Saving**From the Secretary of State for the Colonies.****To the Officer Administering the Government of****Date****No. Saving**

3. If Blaiklock still has no qualification then the Directorate is not allowed to recruit him, but it is considered that men like Blaiklock could produce a satisfactory survey. This survey would, of course, have to be financed from sources other than those allotted to the Directorate of Colonial Surveys. If such a scheme is put up and approved and it is possible to recruit staff as you suggest then the Directorate would certainly assist with instruments and technical advice.

4. Finally, the only other possibility is that some air photography of the Falkland Islands might be undertaken at some future date if R.A.F. Sunderlands were in the area; if reasonable photographic cover could be made available then the production of a map by the Directorate would be a much simpler proposition requiring less effort in the field. In this event the Directorate consider that they might be able to find the necessary staff for that more limited purpose.

SECEP

4/5

Don't you

(57)

59

As you remark - very, very helpful! I do not see how they reconcile $x/1/1^{+4}$ (57) with $x/1/1$ (32).

I doubt, however, whether it is much use kicking, they have led us up the garden path and as soon as we start trying to get things moving they beat a hasty retreat.

In other words even if we found them suitable qualified staff, they could not now guarantee to employ them in the F.I.!

- 2) As regards kicking the job ourselves, I feel that perhaps we have sufficient on our financial plate for the present.

? Discuss again in Ex Co.?

Rs

To Ex Co please.

On A

5

ACB Note to Asst. near the Vins.

Rs

BU ~~28/3~~
12/9

Extract from the Minutes of a Meeting of Executive Council
held 14th September, 1954.

0946.

8. Topographical Survey.

Council agreed that this matter should be deferred
until His Excellency next visited the United Kingdom.

Whistle.

Acting Clerk of the Executive Council.

Confidential

22nd September, 1954.

Dear Blaiklock,

I am afraid there is no hope of a Topographical Survey being carried out in the Falkland Islands in the near future and I felt that I should let you know as this may well affect your future plans.

Frankly I think we have had our leg pulled by the Director of Colonial Surveys or someone at home. We were told that they would put up the money but had no staff and when we started bustling around looking for staff and asking for the cash, horns were drawn in on all sides!

I hope however that we will see you out here again with the Falkland Islands Dependencies Survey sometime.

Yours sincerely,

(Sgd) C. Campbell

Mr. K.V. Blaiklock,
Huntingdon,
London Road,
Crawley,
SUSSEX.

Reply at 62.

M/F

w. r. t. y. 56 pl. sec from 57 to 60.

W.F.S.
24/9

A.C.S.

Scan thank you.

Flk.
25/9/54.

Bu 60 30/6/56

CC/VP

Huntingdon
London Road
Crawley
Sussex
6.11.54

62.



Dear Mr. Campbell,

61. Thank you for your letter and although I am disappointed to hear of the postponement of the survey of the Falkland Islands, it is considerate of you to let me know, as I had hoped to return to this in the future.

Should further developments in the future turn out more satisfactory, I would still be interested though I naturally cannot say whether I would be free immediately.

If proposed plans materialise, I hope to return with the Falkland Islands Dependencies Survey for six months and am looking forward to renewing friendships again.

Yours sincerely,

Kenneth Blacklock.

BvF.

C. Campbell Esq.,
Colonial Secretary's Office
Port Stanley
Falkland Islands.

PA
Q/n

BY AIR MAIL
PAR AVION
AIR LETTER
AÉROGRAMME



C. Campbell Esq.,
Colonial Secretary's Office
Port Stanley
Falkland Islands
South Atlantic.

First fold here

Second fold here

Sender's name and address: R. B. Blacklock

Huntingdon Road
Crawley Sussex

IF ANYTHING IS ENCLOSED THIS LETTER
MAY BE SENT BY ORDINARY MAIL

To open cut here

TOPOGRAPHICAL SURVEY OF THE FALKLAND ISLANDS.

1 The question of a topographical and cadastral survey of the Falklands was raised in a letter (19th October, 1948) addressed to Sir Miles Clifford by Carter of the Colonial Office. Brigadier Motine had been consulted and had undertaken to enquire whether the Americans could undertake the work.

6 In January, 1949, Sir Miles Clifford wrote to Motine saying that

- (1) the only available map of the Falklands is the Admiralty chart of 1884, with subsequent corrections of doubtful value.
- (2) An accurate topographical survey was a prerequisite to the introduction of a Land Tax - through which means alone it would be possible to ensure that some part of the sheepfarmers' profit was put back into the land.

7 Motine's reply stated that he was convinced as to the necessity for giving some help in the matter and that he would do so as soon as possible. The Americans were unable to assist and R.A.F. Lancasters could not be made available. A ground survey party was in any event essential.

10 In reply to Motine (2nd June, 1949), Sir Miles Clifford agreed that no real purpose was to be served until a ground party could be provided. He raised the point that Government had already suffered a considerable capital loss in the sale of Crown lands and continued to lose on the rentals of leased land. A topographical survey was essential for future development.

A considerable amount of correspondence has been exchanged in which the salient features are as follows:-

- (1) The 1951 estimated cost of an aerial survey was £20,000 to £25,000. A 1:25,000 survey by plane table would take two surveyors approximately 4 - 5 years at a cost of approximately £10,000 to £12,000. For either purpose a triangulation would first be required for which two surveyors working for 1½ - 2 years would be wanted at an approximate cost of £4,000 - £5,000. A cadastral survey (and there is general agreement on the file that a cadastral survey is not really necessary) would also cost approximately the same amount.
- (2) The Colonial Surveys have been willing to undertake the task but the Falklands must take their turn. It is quite clear that the Falkland Islands are low in the priority list - already very much overloaded having regard to the staff and funds available.

64

(3) A strong case would have to be made out for priority and in reply to a request from the Colonial Office for a restatement of "Objects and reasons", Sir Miles Clifford intimated:-

(i) The survey was a prerequisite to the imposition of a land tax (returnable against improvements to the land - essential to the proper conservation of the Colony's chief asset, the land).

(ii) A survey might enable something to be done by way of charging a correct rental for the comparatively small amount of Crown Land remaining.

52

(4) Brigadier Hotine is clearly anxious that the work should only be undertaken by staff under his direction or, if aerial photography is involved, by a well known company such as Hunting Aerosurveys Ltd. In June, 1954, (Telegram No. 169 to Secretary of State) the proposition was put to London that the Falkland Islands Government might recruit staff (to the satisfaction of the Director of Colonial Surveys) through Blaiklock and Falkland Islands Dependencies Survey Rear Base and put the work in hand on the basis of two small parties each consisting of a surveyor and an assistant from the United Kingdom and a local guide/handyman. Government would look to Brigadier Hotine for guidance and assistance. The reply (Secretary of State's Savingram No. 95 of the 29th of June, 1954) was discouraging and was on the lines that if Blaiklock had since 1951 obtained recognisable qualifications he could apply for service with the Directorate, but the Directorate was unable to pledge any member of its staff to specific Colonies regardless of other priorities simply because they were ex-members of the Falkland Islands Dependencies Survey. If men such as Blaiklock could produce the desired results and a scheme (financed from some other than funds allocated to the Directorate) was put up and approved the Directorate would assist with instruments and technical advice. On consideration of the Colonial Office views it was felt that Government had enough in the way of financial commitments at the moment and subsequently Executive Council (14th September, 1954,) agreed that the matter should be deferred until the Governor's next visit to the United Kingdom.

57

60

(Note - It is well known that on account of differing standards of work and results, Colonial Surveys are extremely reluctant to agree or approve of work on any large scale being undertaken by surveyors who are

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not under the control of the Department or a well equipped and well qualified territorial department working in close association with Brigadier Hotine's staff. The normal procedure is that if qualified free-lance surveyors are available for work in the Colonies, they are appointed either to the territorial department concerned or to the Colonial Surveys staff).

- (5) Sir Miles Clifford pointed out that for aerial survey purposes there were no landing facilities - unless the work was done by a seaplane. He considered that triangulation followed by a plane table survey was the most likely proposition.

Assuming that the imposition of a land tax is no longer a live issue and assuming also that the scope for development projects requiring and necessitating an accurate topographical survey is very strictly limited, the reasons advanced in support of the survey are not strong when considered against the very considerable demand from other countries which have embarked or are about to embark on large scale development projects and land utilisation schemes or, alternatively, where there is a demand for survey on strategical grounds.

The only other issue that can be advanced is the question of land allocation to small holders. This has apparently been something of a live issue for some time, it being argued that there is no scope for the individual in the sheep farming industry except as an employee. It is further argued that a proper detailed survey of the land would indicate irregularities in the present boundaries and in the areas to which the companies are strictly entitled to under their grants and leases.

It is in fact very likely, in the circumstances of the Falkland Islands, that survey would show up irregularities. It is however, very unlikely indeed that the sum total of such irregularities would be sufficient as to make land available for distribution to small individual sheep farmers. If a policy of land distribution were ever to be adopted, voluntary sale or compulsory acquisition of sufficient land for distribution on an economic and viable basis would appear to be the only solution. Such a policy would have little or no prospect of success at the present time, even if the necessary resources in the way of capital and recurrent expenditure were, or were made available.

Nevertheless a topographical survey would be desirable and the matter could again be taken up with Brigadier Hotine. Points which might receive specific consideration are:-

- (1) Would it be advisable to concentrate on a triangulation followed by a plane table survey as opposed to triangulation followed by an aerial survey (either by charter or modification of one of our own aircraft - for which a trained pilot and ground control would be required)?
- (2) What is the present position with regard to assistance from Colonial Surveys? Can Brigadier Motine give any indication as to when he could put a team in the field?
- (3) If Brigadier Motine is unable to undertake the task within the near future with his own task, what alternative proposals can be put forward - if any?
- (4) If Brigadier Motine is in a position to make any concrete suggestions - what would be the full financial implications of implementing such proposals?
- (5) If constructive proposals emerge is there any prospect of assistance from Colonial Development & Welfare sources or, in view of the strategic importance of the Falklands, from any other source (e.g. Admiralty, War Office, Air Ministry).

3rd June, 1955.

Bu 15/19
8
17/4

ADT/VP

90

Brief No 1.

Topographical Survey of the Falkland Islands

M.P.A.
Survey completed.
2/9/71
2/11

TOPOGRAPHICAL SURVEY OF THE FALKLAND ISLANDS.

The question of a topographical and cadastral survey in the Falklands was raised in a letter (19th October, 1948) addressed to Sir Miles Clifford by Carter of the Colonial Office. Brigadier Hotine had been consulted and had undertaken to enquire whether the Americans could undertake the work.

In January, 1949, Sir Miles Clifford wrote to Hotine saying that

- (1) the only available map of the Falklands is the Admiralty chart of 1884, with subsequent corrections of doubtful value.
- (2) An accurate topographical survey was a prerequisite to the introduction of a Land Tax - through which means alone it would be possible to ensure that some part of the Sheepfarmers' profit was put back into the land.

Hotine's reply stated that he was convinced as to the necessity for giving some help in the matter and that he would do so as soon as possible. The Americans were unable to assist and R.A.F. Lancasters could not be made available. A ground survey party was in any event essential.

In reply to Hotine (2nd June, 1949), Sir Miles Clifford agreed that no real purpose was to be served until a ground party could be provided. He raised the point that Government had already suffered a considerable capital loss in the sale of Crown lands and continued to lose on the rentals of leased land. A topographical survey was essential for future development.

A considerable amount of correspondence has been exchanged in which the salient features are as follows:-

- (1) The 1951 estimated cost of an aerial survey was £20,000 to £25,000. A 1:25,000 survey by plane table would take two surveyors approximately 4 - 5 years at a cost of approximately £10,000 to £12,000. For either purpose a triangulation would first be required for which two surveyors working for 1½ - 2 years would be wanted at an approximate cost of £4,000 - £5,000. A cadastral survey (and there is general agreement on the file that a cadastral survey is not really necessary) would also cost approximately the same amount.
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92

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- (ii) A survey might enable something to be done by way of charging a correct rental for the comparatively small amount of Crown Land remaining.
- (4) Brigadier Hotine is clearly anxious that the work should only be undertaken by staff under his direction or, if aerial photography is involved, by a well known company such as Hunting Aerosurveys Ltd. In June, 1954, (Telegram No. 169 to Secretary of State) the proposition was put to London that the Falkland Islands Government might recruit staff (to the satisfaction of the Director of Colonial Surveys) through Blaiklock and Falkland Islands Dependencies Survey Rear Base and put the work in hand on the basis of two small parties each consisting of a surveyor and an assistant from the United Kingdom and a local guide/handyman. Government would look to Brigadier Hotine for guidance and assistance. The reply (Secretary of State's Savingram No. 95 of the 29th of June, 1954) was discouraging and was on the lines that if Blaiklock had since 1951 obtained recognisable qualifications he could apply for service with the Directorate, but the Directorate was unable to pledge any member of its staff to specific Colonies regardless of other priorities simply because they were ex-members of the Falkland Islands Dependencies Survey. If men such as Blaiklock could produce the desired results and a scheme (financed from some other than funds allocated to the Directorate) was put up and approved the Directorate would assist with instruments and technical advice. On consideration of the Colonial Office views it was felt that Government had enough in the way of financial commitments at the moment and subsequently Executive Council (14th September, 1954,) agreed that the matter should be deferred until the Governor's next visit to the United Kingdom.

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3rd June, 1955.

ADT/VP

95

Sec 100

To you in accordance with 73
J.P.M. 16/11/55

H.C.S.

I expect a surveyor to be available at the end of March/early April. By then we should know how much Air Survey has achieved and he could complete the local work as necessary. He will require certain basic equipment e.g. theodolite, transit, tape etc. but I imagine the basic necessities are available at P.W.D.

As to the cost - I do not propose that F.I.D.S. should charge for the surveyor's services since his retention beyond his normal date of departure for UK is not envisaged and it is good "propaganda" for F.I.D.S. for us to be useful to farmers occasionally. I am sure the man himself will welcome a "holiday" in the Camp and not expect any recompense beyond the usual warm hospitality. Any incidental expenses could no doubt be borne out of the colony vote for Air Survey or even claimed from C.D.W. survey allocation.

Suggest we assess the situation as at 1st Mar 1956.

We shall have to discuss with Air Survey.

J.P.M. 16/11

B.G. 24/11. 17/11

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 12.7.55

Time: 1200

Received: 12.7.55

Time: 1130

No. 79 Confidential. Following from Arthur begins. We may be able to arrange Hunts to do Aerial Survey of Colony very cheaply or possibly free on the way to or from Dependencies. Please telegraph Bussey Colonial Survey, particulars moorings for Catalina Flying Boat in Stanley Harbour and information about possibility laying new ones if none exist.

2. Moorings are required. Ends.

SECRETARY OF STATE

Reply at 69

Y. H.

67.

I discussed this morning with H.M.
 no suitable buoys exist at present but H.M.
 can lay without difficulty. It would involve
 shipping four Montevideo six 80-gallon drums as
 the 40-gal. size is too small.

H.M. told me he discussed this matter on the
 12th July with Mr. Sec. FIDIS who apparently has received
 a telegram on the subject (from Ellist).

Subject to Y.E.'s approval I propose to telegraph
 Cursey saying that suitable moorings can be laid.

R. 14/7

Discussed with H.H. by telegram & agreed
 to tell Cursey.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				14.7.55
To	DIRECTOR OF COLONIAL SURVEYS, KINGSTON ROAD, TOLWORTH, SURREY.		HOA/C	

61. FOLLOWING FOR BUSSEY BEGINS COMMA AERIAL SURVEY STOP ALTHOUGH NO
MOORINGS SUITABLE CATALINAS EXIST AT PRESENT THEY CAN AND WILL
BE LAID IN STANLEY HARBOUR.

ACTING COLONIAL SECRETARY

Time

SGT/IR

Bu. 31/8
21/7.
75

82

Civil Aviation Department,
FALKLAND ISLANDS.

13th August, 1955.

Dear Sir,

I am taking this opportunity of writing a personal letter to you as my colleagues and I in the local air service feel that you may be under some misapprehension regarding the facilities available for aircraft in the Falkland Islands. This feeling was largely occasioned by a recent telegraphic request from Interaerio for information regarding air/ground radio facilities and navigational aids. We consider that the only fair thing to do is to give you a brief outline of the set-up here in order that you may be prepared in advance for the conditions you are likely to encounter: in doing so however, we hope that you will not feel that we are trying to put you off, or that we are unwilling to assist you in every way we can. Indeed we are greatly looking forward to your visit - when I tell you that the only published chart available to us at present is an 1883 survey by the Admiralty and printed on sheets so large that they cannot be conveniently opened in the cockpit of a light aircraft, with the result that pilots here have been reduced to the expedient of drawing up their own sketch maps of the area, I think you will appreciate that the Air Service more than anyone else stands to benefit by your activities! We shall certainly try to make your visit as smooth for you as possible, and help in every way we can. But our facilities are extremely limited and to clear up any misunderstandings I would like to outline these to you before you arrive, and to enquire what suggested improvements you wish carried out in order that we may try these out in advance to test their feasibility. For easy reference I am dividing the facilities under various heads, although you will appreciate that in some cases there is a certain amount of overlapping - for instance, Meteorological Facilities overlap Communications Facilities.

1. EXISTING FLYING OPERATIONS.

At present the only flying carried out in the Colony is done by the Falkland Islands Government Air Service (FIGAS), based on Stanley. This service operates a Beaver and an Auster seaplane and by the time you arrive a second Beaver will have been added. An average of 50 hours flying is carried out each month, the work being flying ambulance, mail-dropping and ordinary passenger carrying. The staff is very small consisting of a pilot, two engineers, a handyman, a clerk, a student-pilot and myself, who combines the duties of D.C.A. with those of spare pilot. This represents the sum total of the technical staff connected with aircraft in the Colony. From Stanley the aircraft visit the thirty-odd farming settlements as and when required, the amount of flying being curtailed by weather conditions rather than the lack of demand for the service.

2. LANDING AREAS AND SAFETY FACILITIES.

Stanley is the principally used landing area in the Colony, and, I anticipate, the only one your aircraft is likely to use. I have enclosed a large scale topographical survey of the Stanley area with this letter, to which I have made a few additions which may be of use to your pilots. There are many other harbours in the Falklands which would be suitable for flying boat use in an emergency.

Safety facilities are virtually non-existent. The local air service has no crash tender, although when landing in Stanley in poor conditions a small, slow motor launch does stand by. It carries very little fire-fighting equipment however, and its sole purpose is to pick up survivors should an aircraft overturn. At the other landing areas the best that can be hoped for is a

small rowing boat. The launch referred to above will however be of service to you in searching the alighting area for floating wreckage prior to take-off and landing, although fortunately this problem is not nearly so prevalent here as on some harbours.

As you can see from the attached chart, there are a fair number of obstructions in Stanley Harbour, but despite this there are long clear runs for flying boats landing from almost any direction. I will advise your pilot during his approach to the islands which direction I consider most suitable in the prevailing conditions, but naturally if he elects to utilise a different landing run when he has seen the harbour for himself, he is free to do so. Local aircraft will be kept clear of the circuit during your initial landings, so your pilots need have no concern on that ground.

In Stanley a signals square with a windsock is established on the end of the Government Jetty. This is used for pilot training, but if it would be of service to your pilots, it can be maintained at any time when you are flying.

3. NAVIGATIONAL AIDS.

There are no navigational aids for aircraft in the Falkland Islands. All flights are therefore made in VFR conditions: or at any rate in which map-reading is always possible. As mentioned earlier, the only published charts are old and also inaccurate, although the inaccuracies in outline do not constitute a serious obstacle to the air navigator (I do not believe that they exceed five miles at any point). I would however, strongly advise your pilots to prepare in advance a chart to the scale and projection they are accustomed to using. I personally use a 1:500,000 home-made affair that I find much more convenient than the Admiralty chart). The relief shown on the Admiralty chart is also misleading in places, since apparently high ground is shown where none in fact exists: the spot heights should also be treated with reserve, since errors up to 500 feet may be encountered over the peaks.

4. RADIO COMMUNICATIONS, AIR/GROUND.

Over the islands contact with the aircraft is maintained on 4.4 megacycles by R/T, and although there is no Air Traffic Control Service, this R/T operated from FIGAS office does provide similar facilities. The latest available meteorological data, landing conditions etc can be obtained by aircraft in flight by this means and it is also available as the emergency frequency - naturally with the very small number of aircraft operating here a separate frequency is not required for emergency use. The Meteorological Office is also equipped with a transmitter, and should the necessity arise, the pilot can speak direct to the forecaster provided that the time is suitable and does not clash with a different radio schedule at the Meteorological Office. This last-mentioned system of communication is sometimes necessary when an aircraft becomes weather bound away from base.

As a matter of interest, the F.I.D.S. bases in the Antarctic also operate on 4.4 megs, and it is often possible to speak to them when flying over the Falklands - reception varying between strengths 3 to 5. I cannot at present see any practical application for this for your aircraft, but it may subsequently prove useful.

5. W/T and R/T communication with your aircraft can be maintained during the flight from Montevideo to the Falklands by the Government Wireless Station in Port Stanley. This has already been done with complete success on one occasion with a Sunderland flying boat owned by Aquilla Airways. I would be grateful if you would advise me what frequency you wish to use for this part of the flight. During the final hour of the flight 4.4 megacycles will however be obligatory, since it is the only frequency upon which both control, FIGAS aircraft and the harbour launch can operate.

6. MOORING FACILITIES.

Two mooring buoys are being established in the more sheltered part of the harbour off the FIGAS slipway and hangar. These moorings consist of three legs on each buoy, with a 6 cwt anchor on each leg, and even in the gales prevalent in these islands it is considered that these should prove amply strong enough. The buoys will be made from 80 gallon metal drums, which will be padded to avoid hull damage through inadvertent bumping. I would however be extremely grateful if you could let me know any special requirements you may have regarding these moorings, since this is one of the few directions we can be of direct assistance to you. Refuelling of the flying boats while laying at these moorings can also be arranged if necessary, and a launch will be available at all times for the use of your crews and maintenance personnel.

7. MAINTENANCE FACILITIES.

While your aircraft are based in Port Stanley, the engineers are welcome to use the facilities of the FIGAS hangar for any work they wish to do there, and naturally our staff will assist in any way we can. However, we have very little equipment to offer, and for any major work it would be best to rely upon your own resources.

The slipway at the hangar is large enough to take a Catalina at high water should you wish to beach one for maintenance work at any time, and a travelling crane is available in Stanley which could be brought to the slipway for lifting major components (such as engines) if necessary. Owing to the fact that the use of the slipway by a Catalina would seriously disrupt the operations of the local air service, it is regretted that permanent use of the slipway by your aircraft during your visit cannot be envisaged.

8. METEOROLOGICAL CONDITIONS AND FACILITIES.

The staff of the Meteorological Office in Stanley are exceptionally cooperative with the pilots, their assistance being available whenever required. However, it is only fair to mention to you that they are greatly hampered by the fact that there is only one proper observing station in the Colony itself, backed up by three untrained observers on the farms. So although the spirit is willing, the flesh is sometimes weak, and local forecasts do not approach the standard of European forecasts for aircraft. However, I am confident that the Senior Meteorological Officer will do all he can to meet the requirements of your pilots while they are in the Falklands, and I feel the best way of arranging this will be by personal contact after your pilots arrive.

Publications are available in London giving a synopsis of local weather conditions, so I will not go into these in detail, except to say that the local air service has proved that during the summer months better flying conditions are encountered during the first few hours immediately after dawn. This is for two reasons: firstly the surface wind speed in the early hours is generally very light, making for smoother flying at low altitudes, and secondly because of the absence of cloud cover during this period. This second reason is more likely to be of interest to your pilots, since the operating limits of a Catalina in strong winds is likely to be a good deal higher than those of an Auster or a Beaver. We normally stop operating in winds in excess of 20-25 knots, and in the summer months the average wind speed on the harbour in Stanley at midday is in excess of 20 knots. As I say, this factor is not likely to weigh very heavily with you. Bearing these comments in mind, you may wish to arrange for any survey flying to be carried out in the early hours of the morning, and it will therefore be of interest for you to know that we are at present trying to organise a local aircraft forecast to be made at approximately one hour before dawn during the summer months.

I think that is about all I can tell you of local conditions. If you have any other queries I should be only too

pleased to answer these however. Before closing, there is one small warning that you may consider presumptuous, but which I do feel obliged to make: we often find people in the U.K. confuse the Falkland Islands with the Falkland Islands Dependencies, so to make it quite clear to you, all the comments made in this letter refer specifically to conditions in the Falkland Islands. Quite naturally a vastly different set of conditions will be encountered in the Dependencies, about which you have doubtless already been advised.

I hope this letter has not come as too much of a shock to you - it was difficult to visualise exactly what you expected to find here in the Falklands, so I have taken the liberty of making the description fairly comprehensive. I am very much looking forward to meeting your staff in the fairly near future, and I hope we shall be able to help them with their work here.

1
Cognate - 0762/II

FROM S. J. S. to GOVERNOR

TELEGRAM

12.8.55

1000

17.8.55

1200

No. 90 Confidential. Following from Arthur begins:-

Other matters. Have informed you separately about
Freezer. Have good hope of selling Air Ministry idea
that they should take over Stanley Meteorological Office.
Have been so far unsuccessful over schoolmaster for West
Boarding School have now approached S.E.C.. Cole has
got other job. Believe Air Survey of Colony free is in
bag. Believe Company is justified in seeking increased
subsidies for new "Pitsroy" but will discuss on return.
Salvesen not interested in sealing rights next few years.
Have told Peace that if they want exclusive rights they
must make offer of money. Here offer to pay duties which
must be done in any case is not good enough. Lady Gibbs
is worrying over guides. Have suggested Jean Gilruth
should run team and am awaiting consequences. Have
persuaded Company to squeeze me into "Pitsroy" October 18th
but if "Protector" sails only a few days later shall
wait for her. Ends.

SECRETARY OF STATE

COPY

HUNTING AEROSURVEYS LTD.

6, Elstree Way,
Boreham Wood,

London Office:
4, Albemarle Street
W. 1.

HLPTS.

5th September, 1955.

FIDAS/A/4
" / 10/7
JHS/JLS

The Director,
Civil Aviation Department,
FALKLAND ISLANDS.

Dear Sir,

I have read with great interest your most useful and informative letter about the facilities that will be available to the aircraft of our survey expedition when they reach the Falkland Islands. In this reply I deal with the points you raise, but would assure you that in general your account confirms what we had been led to expect.

1. EXISTING FLYING OPERATIONS. We note your small staff, but our two aircraft will bring ten men with them, which should make them independent of your people, except for advice and local knowledge.
2. LANDING AREA & SAFETY FACILITIES. Except perhaps in emergency, we plan to use Port Stanley alone as an alighting base, and are most grateful for your plan of the area with the positions of buoys, etc. marked. We would be glad of the indications from the signals area, at least for the first arrival.
3. NAVIGATIONAL AIDS. We shall not make the transit from Montevideo until reasonably sure of reaching Port Stanley in good condition. Your point about preparing special charts has been noted.
4. RADIO COMMUNICATIONS, AIR/GROUND. International Aeradio have arranged with the Met. people at Port Stanley to be able to communicate with them on 5566.5 and 8845.5 kcs. They will also carry 4500 kcs. which can be tuned to communicate on your 4400 frequency.
5. The frequencies to be used during the transit Montevideo to Falkland Islands will be 5566.5 and 8845.5 kcs. During the final stages of the flight we would operate on 4400.
6. MOORING FACILITIES. We note with relief that you will be able to provide moorings for our two Canso amphibians, and also that re-fuelling can be arranged at the moorings. Our depot ship, the "Oluf Sven", will leave about 10,000 gallons of aviation fuel and 250 gallons of oil in 44-gallon drums. It is probable that the ship will arrive before the aircraft at Port Stanley.
7. MAINTENANCE FACILITIES. We thank you for the offer of your hangar and slipway for necessary maintenance work and we assure you that we shall not disrupt your normal operations more than necessary.

COPY

HUNTING AEROSURVEYS LTD.

6, Elstree Way,
Boreham Wood,

London Office:
4, Albemarle Street
W. 1.

HARTS.

FIDAS/A/4
"/T/7
JHS/JLS

5th September, 1955.

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7. HAIR AND SLIPWAYS. We thank you for the offer of your hanger and slipway for necessary maintenance work and we assure you that we shall not disrupt your normal operations more than necessary.

/8.

8. INTERPERSONAL CONDITIONS & FACILITIES. We feel that on the spot consultation of prevailing weather conditions between our crews and the duty Met. Officer will be a satisfactory arrangement for the duration of the attempt to photograph the Falkland Islands.

I agree that our sorties are likely to start early in the morning and that your intention to lay on a local forecast around dawn is a wise one.

I fully realise that conditions at Deception Island will be very different from those at Port Stanley, particularly with regard to met. I hope that the period during which the crews and the met. men will be working together at Port Stanley will enable them to appreciate each others needs and possibilities for the subsequent effort in the Dependencies and to discuss the situation thoroughly.

I greatly appreciate your helpful letter, and look forward to meeting you when we arrive at Port Stanley in December.

Yours faithfully,

(Sgd) P.G. Mott

P.S. Referring to paragraph 6, "Mooring Facilities", I have just learnt that our moorings expert here is uneasy about using 80-gallon oil drums as buoys in heavy weather, because continued contact between the buoys and the aircraft might damage the latter quite seriously. We are, therefore, arranging to bring out in the ship two 55" Mark 2 aircraft rubber mooring buoys complete with fittings down to the swivel. These buoys are the standard R.A.F. flying boat buoys, and I think if you would like to keep them and make application to the Ministry of Supply, we could arrange to leave them there as your permanent property. We can discuss this aspect of the matter when we get to the Falkland Islands.



A HUNTING GROUP COMPANY

HUNTING AEROSURVEYS LTD.

SURVEYORS, PHOTOGRAMMETRIC ENGINEERS & CONSULTANTS

DIRECTORS:
P. L. HUNTING
G. L. HUNTING
C. P. M. HUNTING
L. C. HUNTING
T. D. WEATHERHEAD, OBE, MA.
P. G. MOTT, BA, AMICE, FRICS.
J. G. WHEELER, ACA
F. L. WILLS, MBE, FRPS
MANAGING

HEAD OFFICE & LABORATORIES
6 ELSTREE WAY
BOREHAM WOOD · HERTS
TEL. ELSTREE 2214 (3 LINES)

LONDON OFFICE: 4 ALBEMARLE STREET, W.1
TEL. HYDE PARK 5211

ASSOCIATED COMPANIES
IN
AUSTRALIA CANADA
SOUTH AFRICA
NEW ZEALAND
PAKISTAN

OUR REF

YOUR REF

DATE

FIDAS/A/4.
" T/7
JHS/JLS.

5th September, 1955.

The Director,
Civil Aviation Department,
FALKLAND ISLANDS.

Dear Sir,

I have read with great interest your most useful and informative letter about the facilities that will be available to the aircraft of our survey expedition when they reach the Falkland Islands. In this reply I deal with the points you raise, but would assure you that in general your account confirms what we had been led to expect.

1. EXISTING FLYING OPERATIONS. We note your small staff, but our two aircraft will bring ten men with them, which should make them independent of your people, except for advice and local knowledge.
2. LANDING AREA & SAFETY FACILITIES. Except perhaps in emergency, we plan to use Port Stanley alone as an alighting base, and are most grateful for your plan of the area with the positions of buoys, etc. marked. We would be glad of the indications from the signals area, at least for the first arrival.
3. NAVIGATIONAL AIDS. We shall not make the transit from Montevideo until reasonably sure of reaching Port Stanley in good conditions. Your point about preparing special charts has been noted.
4. RADIO COMMUNICATIONS, AIR/GROUND. International Aeradio have arranged with the Met. people at Port Stanley to be able to communicate with them on 5566.5 and 8845.5 kcs. They will also carry 4500 kcs. which can be tuned to communicate on your 4400 frequency.
5. The frequencies to be used during the transit Montevideo to Falkland Islands will be 5566.5 and 8845.5. During the final stages of the flight we would operate on 4400.
6. MOORING FACILITIES. We note with relief that you will be able to provide moorings for our two Canso amphibians, and also that re-fuelling can be arranged at the moorings. Our depot ship, the "Oluf Sven", will leave about 10,000 gallons of aviation fuel and 250 gallons of oil in 44-gallon drums. It is probable that the ship will arrive before the aircraft at Port Stanley.

MAINTENANCE FACILITIES. We thank you for the offer of

Contd

*Watch this.
Support it
doesn't. (Moorings)
(See P.S.)*

Civil Aviation Dept., Falkland Islands.

5th September, 1955.

your hangar and slipway for necessary maintenance work and we assure you that we shall not disrupt your normal operations more than necessary.

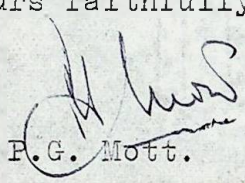
8. METEOROLOGICAL CONDITIONS & FACILITIES. We feel that on the spot consultation of prevailing weather conditions between our crews and the duty Met. Officer will be a satisfactory arrangement for the duration of the attempt to photograph the Falkland Islands.

I agree that our sorties are likely to start early in the morning and that your intention to lay on a local forecast around dawn is a wise one.

I fully realise that conditions at Deception Island will be very different from those at Port Stanley, particularly with regard to met. I hope that the period during which the crews and the met. men will be working together at Port Stanley will enable them to appreciate each others needs and possibilities for the subsequent effort in the Dependencies and to discuss the situation thoroughly.

I greatly appreciate your helpful letter, and look forward to meeting you when we arrive at Port Stanley in December.

Yours faithfully,


P.G. Mott.

P.S. Referring to paragraph 6, "Mooring Facilities", I have just learnt that our moorings expert here is uneasy about using 80-gallon oil drums as buoys in heavy weather, because continued contact between the buoys and the aircraft might damage the latter quite seriously. We are, therefore, arranging to bring out in the ship two 55" Mark 2 aircraft rubber mooring buoys complete with fittings down to the swivel. These buoys are the standard R.A.F. flying boat buoys, and I think if you would like to keep them and make application to the Ministry of Supply, we could arrange to leave them there as your permanent property. We can discuss this aspect of the matter when we get to the Falkland Islands.

Aviation Dept., Fairland Islands.

5th September, 1947.

Your letter and reply for necessary maintenance work and we assure you that we shall not disrupt your normal operations more than necessary.

Re. see 80 in reply to Mr. Trees 79.

On the spot consideration of prevailing weather conditions between our crews and the duty Met. Officer will be a satisfactory arrangement for the duration of the attempt to photograph the Fairland Islands.

I agree that our forecasts are likely to start early in the morning and that your intention to stay on a local forecast around dawn is a wise one.

I fully realize that conditions at Reception Island will be very different from those at Port Stanley, particularly with regard to meet. I hope that the period during which the crew and the met. men will be working together at Port Stanley will enable them to appreciate each other's needs and possibilities for the subsequent effort in the Leeward Islands and to discuss the situation thoroughly.

I greatly appreciate your helpful letter, and look forward to meeting you when we arrive at Port Stanley in November.

Yours faithfully,

[Signature]
F. A. Hoot.

Referring to paragraph 6, "Mooring Facilities", I have just learnt that our moorings expert here is uneasy about using 60-gallon oil drums as buoys in heavy weather, because continued contact between the buoys and the aircraft might damage the latter quite seriously. We are, therefore, arranging to bring out in the ship two 55" Mark 2 aircraft rubber mooring buoys complete with fittings down to the swivel. These buoys are the standard H.A.W. flying boat buoys, and I think if you would like to keep them and make application to the Ministry of Supply, we could arrange to leave them there as your permanent property. We can discuss this aspect of the matter when we get to the Fairland Islands.

9th September 55

It is the intention for the Air Survey Unit to start the survey of the Falklands about the third week in November pending the preparation of their Base at Deception Island.

We have been requested to make arrangements for their accommodation and to provide dark room facilities and are told that they may be expected to remain in Stanley for about one month.

In view of the serious accommodation problem existing in Stanley it has been decided to approach you to seek permission from Commander-in-Chief, America and West Indies, for the use of the Royal Marine Barracks at the Naval Wireless Station for this purpose.

In addition to the facilities already existing there it would be necessary for Government to provide the following :-

1. Mains water supply to the living quarters.
2. 6.2 K.V.A. portable generator for all light and power.
3. Benches, shelves and blacking out facilities in one room for conversion to dark room.

Upon completion of project -

1. Could be removed if necessary but Admiralty may wish to retain as permanent fixture.
2. Would be removed and the site made good.
3. Could be removed without trace but may remain if required.

I should therefore be most grateful if you could seek the necessary permission on our behalf on the lines set out above.

Commanding Officer,
H.M.S. Mounts Bay.

Copy to H.C.S. ✓

Extract from S.F.C. Minutes of 14.9.55.
Original filed in 1040/A. - S.F.C. Minutes
of Meetings.

71A

- 2 -

4. Posts and Telegraphs C.19 Broadcasting Equipment	£371	Amount required to reimburse Dependencies erroneously charged thereto by Crown A.
5. Posts & Telegraphs 11. Mtce. installation & provision of new telephones	£500	To meet the cost of laying new telephone cables.
6. Posts & Telegraphs (Extraordinary Exp) N.I. 15a Purchase of R/T Sets	£265	To cover cost of R/T Sets for Farms (recoverable and will appear as a Revenue item).
7. Education 2. Materials	£150	Text books etc. required for Darwin Boarding School.

~~Aerial Survey~~

The Chairman informed members that arrangements had been made for an Aerial Survey of the Colony at no cost to Government with the possible exception of transport of aircraft personnel (estimated at £100 - £150) and victualling for 15 men for one month. The Committee agreed that this expenditure should be met.

~~Salary and
Transport of
District Nurse~~

Mr. Luxton raised the question of the salary of Mrs. Watson which he considered inadequate, a view endorsed by the other two members. The purchase of a small car for the District Nurse was also recommended by the Committee. The Chairman said that he would discuss both matters with the Acting Senior Medical Officer and report at the next meeting.

~~Caretaker,
Darwin Boarding
School~~

The Committee considered that before any hard and fast rule was laid down regarding the salary etc. of the Carétaker for the Darwin Boarding School they might first of all inspect the school and see the work involved. The Chairman said that he would arrange transport for Hon. Members.

Chairman

Secretary

72

San Salvador,
Falkland Islands.



19th September, 1955.

The Acting Colonial Secretary,
Secretariat,
Stanley.

Sir,

It is my earnest wish to have this farm surveyed and a map made of it in order to ascertain its exact size, the lengths and positions of existing fences and the extent of principal streams in relation to the fences.

It has been suggested to me, that it may be possible to hire the services of a F.I.D.S. surveyor to do the work during this season. I shall be most grateful if you would advise me whether this may be done.

I am,

Sir,
Your obedient servant,

R.M. Pitagore

for Manager,
Salvador.

Supias

For your comments please.

G. 22/9

Reply at 74

See 97

H.C.S.

Reverse

It is unlikely that incoming surgeons from U.K. will have time to do the job but outgoing surgeons should be available in March or April 1956 and I am hopeful that one or two of those may take it on.

X | Could this file be put to me on 10th November for review?

[Signature]
... 23/9

27th September, 55.

Sir,

72.

I am directed to refer to your letter of 19th September, 1955, in connexion with a survey of San Salvador and to inform you that it is hoped to make available the services of a Falkland Islands Dependencies Survey surveyor for this purpose in March or April, 1956.

2. I am to say that a further letter will be sent to you on this subject at a later date.

I am,

Sir,

Your obedient servant,

(Sgd) S.G. Trees .

ACTING COLONIAL SECRETARY.

The Manager,
SALVADOR.

SGT/VP

See 10/11 (x-73)
8.29/1

0946.

26th October, 55. 79

To: The Harbour Master,

From: The Colonial Secretary,

Stanley.

Air Survey Arrangements.

I am directed to refer to your recent letter addressed to Messrs. Hunting Aerosurveys, Ltd., and to their reply of the 5th September in connexion with the facilities to be made available locally for the air survey of the Colony. 75

2. His Honour the Officer Administering the Government has directed me to request from you, for the information of His Excellency the Governor on his return to the Colony, a note on what action you propose to take in the light of the above-mentioned letters, i.e. what has been done and what remains to be done, so far as the survey is concerned, together with an approximate timetable.

(Sgd.) S. G. Trees

Acting Colonial Secretary.

Reply at
80.

B.V. 3/11

Saving

from the Secretary of State for the Colonies.

to the Officer Administering the Government of FALKLAND ISLANDSdate 28 OCT 1955to 119 **Saving**My Confidential Telegram No. 79 of 12th July.

Approval has now been given to Colonial Development and Welfare Scheme No. D.2600 to cover the cost of the first part of the air survey of the Colony.

Copies of Memorandum C.D.W.(D) No. 3454 are enclosed herewith.

SECEP

24/11
28/11

A.G.C.T.

Q
28/11

WAF 620/550/01

C.D.W. (D) 3454

Falkland Islands
Aerial Photography
Grant of £9,000.

Reference is invited to Colonial Office letter (ref. WAF 552/558/01) of 15th August 1955 about the engagement under contract of Hunting Aerosurveys Limited to commence during 1955/56, an aerial survey of the Falkland Islands Dependencies.

It is probable that during the period of operations a period of up to a month or longer may be spent by the two aircraft required for the project, in the Falkland Islands before the base at Deception Island is ready for the start of operations in the Dependencies. The aircraft will therefore be available to undertake air photography of the Colony between the latter part of November and early December 1955 and it may also be possible to spend some time on photography of the Falkland Islands on the return journey in April 1956. This should enable approximately half the area to be covered. In the event of further operations being carried out in 1956/57 opportunities for completing the photography should arise.

The total area to be covered is said to be approximately 4,600 square miles; it will however be necessary to cover approximately 6,000 square miles of land and water in order to complete the photography of the whole of the Islands. The scale of photography will be approximately 1/24,000 or from a flying height of 12,000 ft. above sea-level.

Messrs. Hunting Aerosurveys Limited are prepared to carry out the photography on similar terms to those appertaining to the main survey of the Dependencies but subject to additional costs of living for the crew of the two aircraft and any local expenses which may be incurred in Stanley.

The proposals have the support of the Secretary of State's Survey advisers and it is therefore proposed to make a grant of £9,000 from Colonial Development and Welfare funds allocated for topographical surveys. Details are given in the attached Financial Summary. A further application to cover the cost of completing the work in 1956/57 will be submitted in due course.

Colonial Office,
Sanctuary Buildings,
Great Smith Street,
S. W. 1.

13th October 1955.

FINANCIAL SUMMARY

1. Administering Authority - Government of Falkland Islands
2. Allocation - Geodetic and Topographic Surveys
3. Classification - Planning and Surveys
4. Description of Scheme - Aerial Photography of the Falkland Islands by Hunting Aerosurveys Limited.
5. Total Cost - £9,000
6. Colonial Development and Welfare Assistance required - Grant of £9,000
7. Basis of Administration - Single head - £9,000

Estimated total cost of retaining the aircraft and crew in the Falkland Islands for a period of six weeks and carrying out photography of half the area

(a) Mobilisation

Port charges and other expenses of unloading of stores setting up of storage space for fuel, photo laboratories and equipment, and other preliminary expenses

at cost say £1,000

(b) Weekly Hire fee

Included in the period of the main contract

but subject to the addition of local expenses, hire of accommodation etc.,

say £120 per week

(c) Flying

Rate per aircraft per flying hour - £15 per hour

(d) Photography

Film paper, and chemicals used for the production of one film negative and one rough set of contact prints of each photograph - at cost + 5% see (e) below--

Plus six sets of prints of verticle photographs and index plots to be produced in United Kingdom

21/3 per
accepted exposure

(e) Consumable Stores at cost plus 5%

- (i) Petrol estimated to require for two months operations with two aircraft
10,000 galls at 45d £1,875

Lubricating Oils for aircraft £100 - £1,975

- (ii) Photographic materials for verticle photography of half the area

	£800
	£2,775
Plus 5%	140
	£2,915

Summary

1)	Mobilisation	-	£1,000
2)	Weekly Living and other expenses 6 weeks @ £120 a week	-	£720
3)	Flying time say 100 hours @ £15 an hour	-	£1,500
4)	Photography say 2,400 exposures @ 21/3d	-	£2,550
5)	Consumable Stores as above	-	£3,000
			<hr/>
			£8,770
			<hr/>
		= (say)	<u>£9,000</u>

Houcs

Seen by. part in as
noted in Treasury.

1/12/55

A.C.T.

100
98 f.i.
2
30/11

A.C.T.

Please discuss with me next week. There
are one or two points I want to raise and fix up.

2/12/55

C.O. 10903/55

URGENT.

From: Harbour Master.

To: The Hon. Col. Sec.
STANLEY.

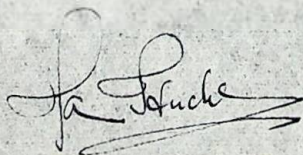
25th November, 1955.

PETROL ABOARD M.V. "OLUF SVEN".

I find that in addition to the 230 drums of Avgas that is to be stored in the Canache for use by the Cansos, the "Oluf Sven" also carries approximately 1,000 drums for use down South. According to the Harbour Ordinance, the ship should not lie in this part of the harbour with that amount aboard. To anchor her to the east of the Narrows, would, however, be most inconvenient from an administrative point of view, while if we start discharging this whole lot for storage and the Canache and then reloading her again it will be a monumental task.

2. As the hold in which the petrol is stowed is sealed and quite safe, I suggest that the regulation be waived in this case, and only the 230 drums actually required in the Colony be off-loaded. Arrangements are being made for this to be done this afternoon into the "Philomel", which will anchor of tonight and take the petrol to the Canache tomorrow.

3. Do you agree to my proposal to waive the regulation in the circumstance please?



Harbour Master.

99
Record.

Spoke H.C.S. Action should be taken only if ~~inflammable~~ cargo ship carries explosives as well as inflammable cargo. Harbour Clerk checked with the Storekeeper on board OLUF SVEN, who states that, to his knowledge, the only explosives carried are .22 ~~bullet~~ cartridges (one case), and H.C.S. ruled that no further action is required.

26.11.55

30th November,

55.

Sir,

72

I am directed to refer to your letter of 19th September, 1955, regarding the surveying of your farm, and to inform you that Government will endeavour to arrange for a Falkland Islands Dependencies Survey Surveyor to undertake the work. It is, however, regretted that a surveyor is not likely to be available until about April next.

2. No charge will be made for the Surveyor's services, but it is assumed that you will arrange for his board and lodging whilst engaged on your farm, and provide transport etc. if necessary.

I am,

Sir,

Your obedient servant,

(Sgd) J. B. Dento-Thompson

COLONIAL SECRETARY.

The Manager,
SALVADOR.

Reply at 122 in Vol. II

copy sent to Secfids. 0946.

105

VECODE.

TELEGRAM.

From GAVROB, MONTEVIDEO

To COLONIAL SECRETARY FOR OLUF SVEN

Despatched: 13th December, 19 55 Time: 0900

Received: 14th December, 19 55 Time: 0945

Cansos Montevideo 13th December. Will
advise E.T.D.

Send copy to F.I.D.S. pl.
(INTld) W.H.
14/12

See 106

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

COPY FOR FIDS.

SENT

Number

Office of Origin

Words

Handed in at

Date

14/12/55

To

MASTER CLIFF SVEN

ADVANCED AIR SURVEY
ACCOUNT105
FOLLOWING RECEIVED FROM GAVROB BEGINS CANSOS MONTEVIDEO 13TH
DECEMBER WILL ADVISE R.T.D. STOP ENDS.

SECRETARY

Time

12/1R

DECODE.

Copy sent to Secfido

107

TELEGRAM.

From MACSTAPLE, MONTEVIDEO

To COLONIAL SECRETARY

Despatched : 14th December, 19 55 Time : 1954

Received : 15th December, 19 55 Time : 1500

"Cansos" earliest departure 16th more
probably 17th onwards depending weather.

MACSTAPLE

SECFIDS. Copy to.

H.M.

C.M.O.

C.M.O.

P.MASTER.

C of C.

S.W.

} ALL INFORMED.

See 108

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

108

Copy sent **SENT** to *Surfido*

Number

Office of Origin

Words

Handed in at

Date

15.12.55

To

MASTER OLUF SVEN

ADVANCES AIR SURVEY
ACCOUNT107 FOLLOWING FOR MASTER OLUF SVEN BEGINS CAMSOS EARLIEST
DEPARTURE SIXTEENTH MORE PROBABLY SEVENTEENTH ONWARDS
DEPENDING WEATHER. STOP ENDS,.

SECRETARY

Confirmatory copy.

Phd. w/T. Station 0985/154
R.

Time

WH/IR

Copy sent to Sigfido.

DECODE.

TELEGRAM.

109

From GAVROB, MONTEVIDEO

To LT COLONIAL SECRETARY FOR MOTT OLUF SVEN

Despatched : 17th December, 19 55 Time : 1315

Received : 17th December, 19 55 Time : 1200

Earliest departure Montevideo Tuesday 20th due
Gavrob sick.

GAVROB

H.C.S.	}	ALL INFORMED. AND TEL. REPEATED TO MOTT.
H.M.		
C.M.O.		
S/F.		
S/W.		
C/C.		
P.M.		

P/L:IMR

See 110

GOVERNMENT TELEGRAPH SERVICE

*Copy sent to
super*FALKLAND ISLANDSSENT

110

Number

Office of Origin

Words

Handed in at

Date

17.12.55

To

PALMER BASE R

ADVANCE AIR SURVEY

A/C

109

FOLLOWING FROM GAVROB FOR MOTT BEGINS EARLIEST DEPARTURE
MONTEVIDEO TUESDAY 20TH DUE GAVROB SICK STOP ENDS.

SECRETARY

CONFIRMATORY COPY.

PHD.W/T STATION at 1915 (approx) 17th.

(Intld) J.B.

19/12

Time

JB/IR

DECODE.

Copy sent to S/F.

TELEGRAM.

(11)

From Gavrob, Montevideo

To Colonial Secretary

Despatched : 27th December, 19 55 Time : 1620

Received : 28th December, 19 55 Time : 1600

Astero obtaining diplomatic clearance Argentina for flight on 31st, If weather suitable before will proceed Port Stanley. If weather unsuitable for direct flight will fly coastal route on 31st diverting Argentina if necessary providing diplomatic clearance watertight. Will advise movements soonest.

GAVROB

S/F A Copy.

H.M. }
C.M.C. } ALL INFORMED.
S.P.T. }
C of C. }

Repeat to Mott.

See 12

P/L:IMR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

28.12.

To

PALMER BASE D

111 FOLLOWING FOR NOTE FROM GAVINOB BEING STOP AFTER OBSERVING
 DIPLOMATIC CLEARANCE ARGENTINA FOR FLIGHT ON THIRTYFIRST
 STOP IF WEATHER SUITABLE BEFORE WILL PROCEED PORT STANLEY AND
 IF WEATHER UNSUITABLE FOR DIRECT FLIGHT WILL FOLLOW COASTAL ROUTE
 OF THIRTY FIRST DIVERTING ARGENTINA IN PROGRESS PROVIDING DIS-
 CLEARANCE WATER TIGHT WILL AD 100 COAST VES SOONEST. END.

SECRETARY

A.C.D.

104 pl

29/12

K.I.V. 104

RECEIVED TELEGRAPH

RECEIVED TELEGRAPH

C

V

O

S

E

D

Vol. II

See

A.C.I.

104 foot - you discussed p.

W.H.

Hence.

no note yet

for

4/1/55. Spike A.C.T.

Page 102

Y.H.

77

This letter is in reply
to H's letter.

During the survey
we should have a qualified
met. officer on the West*
if we are to maintain a
reasonable standard of
forecasting. I'll discuss
with C.M.O. & see what he
suggests.

D. 12/10

* ? Observed.

When you have discussed with C.M.O.
a Hubble I would like on the
file - for record and for H's
information - a note on what action
is required from us in the light of
this and other correspondence - what
has been done and what remains
to be done - so far as the survey is
concerned - with an approximate
time table.

24/11/11

12/11

4/Supplies.

78

Ref * on 77, pl. record the action
taken by you, i.e. accommodations,
dark rooms, etc.

G. M. / X

H.C.S.

Your minute above

Accommodation - required for 12 men
and Admiralty have agreed to use of
R.M. Barracks. Beds & bedding will
be brought by unit. Cooking utensils
and lighting (pressure lamps) are to be
transferred from Ajax Bay.

Cook, if required, can be provided by
P.W.D. I suggest that his services are used
at least for a few days before & after unit
arrival so that he can lay in food for
12 men and start them off. On second thoughts
I imagine unit's cook will depart for Decatur
on Oluf Sval so local cook is a must.

A supply of paraffin should not be overlooked.

Dark room - is ready at public works
workshops

Transport - Govt. is providing Land Rook
on loan & lorry when required.

21/10

After S.P.W. re cook. He will provide
& make all necessary arrangements.

G. M. / X

H.C.S.

79

Reference attached.

1. Preliminary action (already taken or in hand).

- (a) Flying boat safety lanes arranged in harbour. (Done.)
- (b) Harbour regulations under revision to prevent as far as practicable debris in harbour. (Pending Ex-Co mid-November.)
- (c) Signals square in operation. (Done.)
- (d) Higher powered radio installed in office for A.T.C. (Done.)
- (e) Mornings for flying boats organised, but to await buoys arriving in "Oluf Sven" - temporary buoys will be arranged if "Oluf Sven" too late. (On arrival "Oluf Sven")
- (f) A.T.C. frequency arranged & confirmed. (Done.)
- (g) Maintenance facilities (including use of slipway) offered. (Done.)
- (h) Radio contact for flight Montevideo - Falklands arranged with Met. Office. (Done.)
- (i) Flight forecasts organised (Done.)
- (j) Forecasting for survey of Colony in hand, but final arrangements not yet complete, pending staff arrangements. (End of November?)
- (k) Re-fuelling of flying boats in Stanley arranged ("Philamel" to be used).
- (l) "Albat" arranged as crash tender & radio installed (Done.)
- (m) Depot for petrol & oil arranged. (Done.)
- (n) Accommodation arranged (Done.)

2. Later Action.

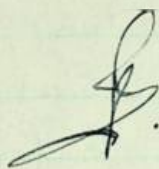
This will consist entirely of meeting additional requirements of the flying boats after their arrival. As far as possible difficulties have been foreseen & provided against, but there will doubtless be some additional requirements.

3. Tentative Action.

I have not yet made up my mind about this one, but I am considering writing personally to the pilots (for collection in Montevideo) giving details of what we can do to assist them if the weather

81
determinates unexpectedly while they are in transit Montevideo - Falklands.
Before committing myself however, I am trying to discover
how reliable our communications are likely to be - for instance, if
the radio beam is 100% & the R/T 100% up to 150 miles,
we could bring them in with a cloud base as low as 500 feet.
But if we cannot rely on these two, then I consider we should
call off the flight if the base lowers to below 1000 feet.

4. Please find attached exchange of letters for information.



Y.E.

89

You may care to see the summary of arrangements for the Cin
Survey which have been made - J. 80 refers.

C. G. F. T.
3/21.

Thank you

MA 3

P.A. 24/7
4/10

A.C.S.

96

£ 72.

Please advise Mr. Pitulaga that we will endeavor to arrange for a FIDS Surgeon to undertake the work - probably in April. No change will be made but presumably Mr. Pitulaga will be prepared to arrange for hospitality to be accorded and would pay for such arrange transport if necessary. We regret we cannot do it at the moment as Bisset and Shackleton will not be here long enough.

Then B.L. 1.3.56

2.4.71
28/71

Dray acc. fe.

£
28/71

0746

Ad. R. Albert K. [unclear]
[unclear] [unclear]

CS

Interlocking.

Is this a record? If not

it should be so showing the
difference between what farmers
have paid for what they
hold. The source we have
a Topo. Survey. the better.

MC 2/5

I don't know where the 'bleat' came
from - found it in [unclear] on my die.

3. XII Temporary Staff Nurse
4. I Domestic Servants
5. XXI Temporary Camp Schools
6. XVIII Special Constable
7. VIII Maintenance of Government W/T S
8. II Seeds & Grasses
9. XIX Acting Postmaster
10. II Temporary Clerk

CASH BALANCES

Balances at 31st January, 1948

Trea
Vaul

JOINT COLONIAL FUND

Position at 31st December, 1947

[Handwritten signature]
5/2.

The Colonial Treasury,
Stanley, Falkland Islands.
2nd February, 1948.

mc

Owner.	Station.	Acreage. Admiralty Title		No. of Sheep 1939 - 40.
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E A S T F A L K L A N D.

C. Bender.	Moody Valley.	7775	7775	1824
G. Bonner & Co.	San Carlos.	90504	61000	24751
Pitaluga Bros.	Gibraltar.	81951	40000	14521
Falkland Is. Co., Ltd.	Darwin, North Arm & Islands.	764501	685207	167773
" " " "	Fitzroy.	152446	103283	36292
Smith & Sons.	Berkeley Sound.	52578	36000	14238
J.W. McGill.	Peninsular.	1800	1800	112
H.S. Browning & J.W. McGill.	Mullet Creek.	4521	4521	1680
Mrs. F.O. Yonge.	Bluff Cove.	30628	30628	4089
Estate T. Robson.	Port Louis North.	39500	24000	9731
The Douglas Stn. Co., Ltd.	Douglas.	153295	80777	24129
Port San Carlos, Co., Ltd.	Port San Carlos.	82880	42720	25952
Estate, J.J. Felton.	Evelyn.	141701	85655	26121
Mrs. H.J. Pitaluga.	Rincon Grande.	24479	12000	?

1626784

W E S T F A L K L A N D.

J.L. Waldron. Ltd.	Port Howard.	180000	141000	34779
Holmstead Blake & Co., Ltd.	Hill Cove.	143124	109720	29602
Dean & Co.	Port Stephens.	234910	182800	27827
Packe Bros & Co., Ltd.	Fox Bay East.	117839	111120	26545
Luxton & Anson.	Chartres.	131147	100000	25025
Falkland Is. Co., Ltd.	Fox Bay West.	101476	72798	26820
" " " "	Spring Point.	64189	60493	
Bertrand & Felton.	Westbourne.	77628	63100	14216

1058313

I S L A N D S.

J. Hamilton.	Weddell.	65743	54000) - 15663
" "	Passage.	16480	6480	
" "	Beaver.	13480	12000	
G.T. Dean & Bros.	Pebble & Keppel.	47847	34900	19772
" " " "	Jason.	-	-	2249
Estate W.D. Benney.	Saunders.	32000	21000	8583
J. Hansen.	Carcass & Jason.	11200	11200	2429 Carcass Only.
Mrs. Scott.	New.	5946	5840	2298
Mrs. H. Ricketts.	Sea Lion.	2548	2548	?
Mrs. E.E. Matthews.	West Swan.	982	982	?
	West Point.	2700	2700	2277
	Hummock.	-	-	378
Falkland Is. Co., Ltd.	Islands Section.	188926		11016

2863023

A STRAIGLED COLONY.

A BRITISH POSSESSION FAST IN THE GRIP OF THE LAND MONOPOLIST.

Reports of Crown colony scandals occasionally reach the ears of the public, but are pressed out of recollection by the more absorbing matters of interest at home. To-day however, we lay before our readers the general outlines of one of the most glaring systems of oppression in the British dominions.

The Falkland Islands are the only considerable group in the South Atlantic, and consist of two large islands, East and West Falkland, and some 200 islets. Their area is about 7,500 square miles. The government is administered by a governor, assisted by an Executive and Legislative Council, both appointed by the Crown. The islands are fit for extensive sheep farming, and the export of wool in 1889 was worth £100,540. The population in 1887 was 1,843. It consists exclusively of Europeans or persons of European descent - Englishmen, Scotchmen, Irishmen, or descendants of Spaniards.

The inhabitants of the islands who are not farmers are carpenters or blacksmiths who are supported by jobs from the ships that touch at Stanley, the chief town of the islands, or store-keepers or farm labourers. The Falklands are the only Crown colony under the British flag where the inhabitants

ARE EXCLUSIVELY EUROPEAN,

and the occupants of the Falklands are the only exclusively European population in the British Empire who are without representative government, being under the direct government of the Colonial Office.

This system of government may account for the following state of facts. There is the greatest desire on the part of the inhabitants to acquire land, but the Falkland Islands are in the hands of some 27 landgrabbers and monopolists, including a Falkland Islands Company, of which more hereafter. Heads of families find no scope for the energies of their sons in the Falklands. The climate is salubrious, but the career of a farmer is impossible, save to 27 favoured individuals, and accordingly the younger population emigrate to the South American continent, and thus the Empire is deprived of hardy and enterprising sons, and an English colony depopulated, in the interest of a score of individuals. The leases and grants made to these 27 individuals show something under $2\frac{1}{2}$ millions of acres, although $4\frac{1}{2}$ millions of acres are occupied by them. Thus it may be said that these 27 individuals hold upwards of $2\frac{1}{2}$ millions of acres

FOR WHICH NO RENT IS PAID,

and which, at the annual rent of £20 for every 6,000 acres, should bring a yearly revenue of nearly £7,000, or if sold at the price of 4s. per acre would realise a sum of £400,000. What these sums mean to the Falklands will be best realised by the fact that the total revenue in 1889 was only £8,628. Now how has this scandal arisen? There has been no proper survey of the land sold and the land held under lease in the Falkland Islands. In all the Crown colonies it has been the uniform practice in the leasing or sale of lands to have a proper survey as a condition precedent to the final settlement of the boundaries. The specific instructions given to each governor of a Crown colony are that no lease should be sold without a survey. The monstrous excess of land held by the 27 men, who hold $4\frac{1}{2}$ million acres, although legally entitled to $2\frac{1}{2}$ million acres only, is accounted for by the

WANT OF A PROPER SURVEY,

and by a curious error, whereby the calculation of the land was defined/

113
defined with reference to the nautical chart of the colony, having been made on the assumption that the chart was drawn to a scale of statute miles, whereas it was drawn to nautical miles.

But this not all. These lands were leased originally for 21 years under an ordinance of 1871. In 1882, however, an ordinance was introduced by the late governor, Mr. Kerr, making these leases perpetually renewable, and thus, without any consideration whatever on the part of the leasees, binding up all the land in the colony in the hands of 27 men. These leases were to be renewed, too, at the rent the leaseholders originally paid, so that not only the community at large was deprived of any chance of acquiring land, but the revenue of the colony was affected. In 1890 a further step was taken. The "upset" price of land for sale was fixed by a former ordinance at 4s. per acre, but by an ordinance passed in 1890 the price of land was reduced to 3s. per acre in favour of the especially-favoured Falkland Islands Company, who bought, under this ordinance, the enormous tract of 97,128 acres according to the manifestly deficient survey. This ordinance was never submitted by the late governor to the Executive-Council. It was brought for the first time before the Legislative Council. Both the Colonial Chaplain and the Colonial Surgeon, who are members both of the Executive and the Legislative Council, withstood this ordinance to the last, and wrote home to the Colonial Office

AN INDIGNANT PROTEST.

It is remarkable that Governor Kerr, under whose ordinance this enormous tract was sold to the Falkland Islands Company at 3s. per acre in 1890, stated in 1883 that he was not in favour of the price of land being reduced below 4s. per acre and advising that if the Falkland Islands Company insisted on right of selection the land should be raised to 8s. per acre.

Every successive governor has claimed for a survey, but to no purpose. Even Governor Kerr himself in 1882 wrote: "I was surprised to find how inaccurately the land had been measured from the nautical chart of the colony"; and again in September, 1883, "When accurate surveys are made I have good reason to believe they will probably be sufficiently paying to recoup the Government for the expense," thus showing, in his opinion at least, that the land was held subject to survey and to correction thereby. Sir Roger Tuckfield Goldsworthy, one of the heroes of the defence of Lucknow, the present Governor of the Falklands, is at present in London on a short vacation. Before he left Stanley all the leading inhabitants - with the exception, of course, of the 27 monopolists and their dependents - presented a petition to him praying that the Government would send out

A COMMISSION OF INQUIRY

to investigate and inquire into this land question, a burning one with the people of the Falklands, who have been so cruelly deprived by a monopoly of the means of livelihood. We hope that Lord Ripon will use his best endeavours to remedy this gross public scandal by securing for the people some of the land held by the leaseholders in excess of the acreage mentioned in their leases. Half-measures are useless. We believe we are not wrong in stating that both Lord Ripon and Mr. Sydney Buxton have the interest of the community at heart, and will see that justice is done to them.

YE.

Int for comm. H. $\frac{1}{2}$

It is a topo. and not a cadastral survey that
we want and vide 2 this would be a COW commitment.
What has happened about the Geological investigations?
Have we asked Ddie to stay on and do this? If not, we
should do so now and get Joyce to fly him out a
"brief."

mc. $\frac{2}{xii}$

Office

See 45/48 etc. I
cannot trace x above.
Try 0319 conf. in you
Leland S/S

San letter
at cover p.

Cs.

Have we yet done
anything about Ddie?

mc. $\frac{7}{xii}$

When are you in?
The previous slip for H.E.
and two days of.

ABE

Dile recalled from Lm
Kday. pe - See (5) herein
(20) (23) as 0319 below

Arpa - SF 0319 / 24