

'Guardian' Tuesday 1 March '83

Falklands thank-you by Queen

From Alex Bryncker
in Los Angeles

In the first speech of her West Coast visit, the Queen yesterday publicly thanked the US Government and the American people for their support during last year's conflict in the South Atlantic.

Speaking at the Los Angeles City Hall, the Queen said: "The support of your government and of the American people touched us deeply and demonstrated to the world that our close relationship is based on our shared commitment to the same values."

Her comments appeared designed to cement Anglo-American relations ahead of today's meeting in Santa Barbara with President Reagan. As the Queen was stressing

the strength of the special relationship between the US and Britain inside City Hall, a crowd of some 80 anti-British demonstrators gathered outside. They carried placards saying "Malkinas belong to Argentina" and urging Britain to withdraw from Northern Ireland.

The Queen noted that the British had committed their forces to the Falkland Islands in defence of the "same principles of self-determination" under which 46 Commonwealth countries had become independent. Her reference to self-determination appeared to be a signal to the United States that Britain was not ready to negotiate on sovereignty while the islanders were determined to remain British.

In recent months the British

Government has come under pressure from the Americans to open negotiations with Argentina over the future of the Falklands. The US has voted at the United Nations and at the Organisation of American States in favour of Latin American resolutions in favour of talks.

With the Williamsburg summit just two months away, the Queen also referred to the "daunting" economic problems faced by the US and Britain. She noted: "Even this most vibrant of economies has not been totally immune to the effects of recession." She said that Britain was determined to "find a way forward."

She told the Mayor of Los Angeles, Mr Tom Bradley, and assembled guests that "Britain will continue to work with the

United States to seek just solutions for the economic problems of the world."

In delivering her first speech on American soil the Queen noted, in good humour, that she had not come to California to reclaim the "Nova Albion" claimed by Sir Francis Drake some 403 years earlier.

Yesterday's programme was in fact forward-looking. At the Rockwell International Space Centre, where the NASA space shuttles are being built, the Queen took control of a flight simulator and brought the shuttle down to a safe landing at Cape Kennedy in Florida. For around a minute the Queen put the simulator on manual controls and was said by one expert to have handled it rather "delicately and gingerly".

Sunday Times 27/2/83

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Falklands bound

HASTINGS tobaccoist Michael Wilton, his wife Julie and their seven-year-old daughter Victoria today become the first British family to emigrate to the Falklands since last year's conflict. They will take over a general store in Stanley and operate it from a chip van.

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Mike Wilton

MR MIKE WILTON and his wife, Julie, left for the Falkland Islands yesterday to set up a travelling fish and chip shop, writes *Shyama Perera*.

"They say there's enough fish in the sea around there to feed the whole of China," he said. "We'll be raising the troops' morale by taking them decent food."

Mr Wilton's seven-year-old daughter, Victoria, warmly wrapped in red woolies, said she was looking forward to seeing the penguins and going to small schools.

Mr Wilton, aged 40, who sold his fried chicken business in Hastings and bought the Philomet General Store in Stanley earlier this year, will take his shop round the island each day.



Julie Wilton

"I was in the Navy for 12 years, but never went to the Falkland Islands. It's a challenge. We won't get bored — we'll be too busy," he said.

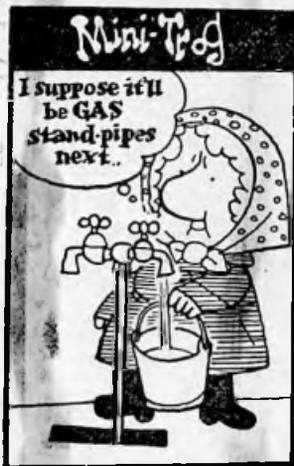
His wife, who is 23, said they would share the cooking and serving, although more help might be needed as the business expanded. She added: "I've heard there's a shortage of hair spray, cosmetics, and tights, but I can do without them."

Mr Wilton bought the shop through the Falkland Islands Office in London, and negotiations started before the conflict last year. He said: "It's somewhere we had considered for a while. We know it will be cold out there, but we are well equipped. I didn't think of myself as a trail-blazer until people started calling me one."

'Observer' 27/2/83

Stanley bound

The first Briton to emigrate to the Falkland Islands since last year's war, Mr Michael Wilson, leaves Britain today with his wife and daughter, to run the general store in Port Stanley and a fish-and-chip van.



The weather

Early fog will be followed by sunny intervals but rain will spread from the west. (Details, page 2.)

Nagging MPs mar Stanley's festive mood

From John Hazard
in Port Stanley

STEWART Morrison's horse saddled and fell on a rehabilitated shell hole, prompting an anxious course inspection. All this week, Stanley race-tracks programme has been otherwise interrupted by rain or gales from the west or the north, but Falklanders have kept on tenaciously with their 150th anniversary celebrations.

Steve Whitley, the civilian whose wife Sue was killed in the conflict, made an acclaimed and virtuoso steer ride. Ayla Smith of Sparrowhawk House, Stanley, approved leaks tell of invasion, page 6

was elected carnival queen. And for Stewart Morrison's old uncle Willie, who travelled from Bristol to be reunited with his dear horses and win the Governor's Cup for the second time in 50 years, part of Puck's promise in A Midsummer Night's Dream came true. "The man shall have his mare again and all shall be well." In today's fancy dress parade, competitors are being encouraged to go as General Galt.

Most nights over the harbour, the rain clouds have settled into the kind of sunset which Noah would have taken as an utterly clear sign. Only a little later, people walking down Ross

Had to bail at the Town Hall have been able to see—even against the flow of Stanley's first, army-installed fairy lights—the southern cross pivoting up the sky, the sword of Orion upside down and a half moon leaning leftwards. "Even the moon's passed," merchant seamen say on their first ship south from Ascension. Islanders returning from visits to Britain on the same ship say: "The moon's the right way up at last!"

There are, despite the weather, halcyon days. Halcyon to some extent, too, have been the assurances from a stream of mainland VIPs. "We shall strive and succeed together," says Mrs Thatcher in the souvenir programme. (The Queen, always noticeably less categorical on this subject, says, "I hope for a peaceful and prosperous future.") In the flesh, the Overseas Development Minister, Timothy Raison, has said: "We shall never forget you, the British people of the Falkland Islands."

Lord Shackleton, the Labour politician who knows the Falklands best, has just said in an interview with John Leonard, an islander who reports for the American agency Associated Press, that Britain will have to do its duty and defend them until a long-term solution comes, preferably within the Antarctic Treaty negotiations in 1991.

But only one week at a time is halcyon here—interpretation of political coverage seems to blur and shift each time a new load of VIPs tumbles off the Hercules air shuttle. Only three weeks have passed since the Commons Foreign Affairs Select Committee punctured the euphoric confidence left by Mrs Thatcher's victory tour. It is only two weeks since Defence Select Committee came and found itself—as Tory MP said in private, "spending much of our

time doing a repair job on the damage left by the Foreign Affairs Committee."

The great Darwin to Goose Green road is inching ahead across machine-breaking granite, Chinook helicopters swing materials over the harbour to a new mountain radar station: almost everywhere there are physical signs of at least a medium-term commitment. But, people wonder, who the hell will get off the next plane, what the hell will they say and how on earth will they all put the picture together back at Whitehall and Westminster? Will it be an order for a long-range jet airport, more helicopters, more engineers or—even usually—a telephone answering machine with a recorded message in Spanish. "We surrender, we can't afford it any more."

The Foreign Affairs Committee's mission was brutally summarised by one well-placed non-journalistic observer. "They spent two days of public hearings asking the islanders how they could justify to their constituents this high expenditure when it is causing international awkwardness, and there is massive unemployment at home. And the islanders didn't have an answer."

That may be an extreme account. The committee flew its minutes home and hasn't yet sent a typescript to Government House. So those of us whom the MOD couldn't get down in time to hear the evidence must rely like collectors of folk songs, on the

matching of oral recollections, as well as on Graham Bound's excellent Penguin News. These agree that, whatever that woman might be telling Parliament and the country, "Fortress Falklands" was a non-starter for the committee. Labour members, Dennis Canavan, George Foulkes, and Frank Hooley, were accused of using "Spanish inquisitorial" methods, though Mr Foulkes (one of the Government's most extreme critics during the Franks debate) is credited with having shown the most open mind of the three. The policy attributed to all three is: scuttle cheaply and resettle.

Most islanders who took an interest in these shenanigans, and even some better-informed Britons here on short-term contract, have little idea of the Parliament, any weight or lack of it which individual members of either the Foreign Affairs or the Defence Committee carry. Penguin News badly needs a Westminster correspondent. But what produced most against was that the Tories did little to counteract the Labour offensive. They tended to talk of Falklanders' "interests" rather than "wishes," a reversion to pre-invasion language.

The committee's Conservative chairman, Sir Anthony Kershaw, told a brief press conference: "We have here an exceptional arrangement that cannot continue. Our role is to see how that cost can be reduced." Although Falklanders were "apparently" against dialogue and change, they were "at a deeper level" willing to consider any available options excluding Argentine sovereignty.

In my experience, he was right: many of those I have talked to are willing. But what does "options" mean? A condominium? United Nations trusteeship? Long leaseback? Handover to a more acceptably-governed Argentina? And in turn, what do those things mean?



Sir Anthony Kershaw: "Exceptional arrangement cannot continue"

made more concrete. In any event, Sir Anthony and his men have not sown a harvest of interrupted debate on options. What they chiefly left behind—whatever they report to the Commons and whether or not any effective notice is taken of it—was avoidable puzzlement and anxiety and a dawning awareness of metropolitan realpolitik.

By contrast, the Defence Committee chairman, Sir Timothy Kitson, refused (uncontradicted by his Labour colleagues) to offer any prospect of reduced costs. His

press conference theme was consolidation. But his committee's public hearing—an hour during a five-day visit—produced its own crop of misunderstandings. For the most part, his members behaved as if they were cross-examining highly-briefed, first division civil servants. They tended to ask oblique barrister's questions, involving huge local issues like the social impact of a long-range airport, without explaining the point of the questions. Some of them then complained informally afterwards that the islanders did not appear to have thought about the issues.

MPs coming down here—from a wearying journey into a light, brief itinerary, their social contacts largely with Government House and the military hierarchy—are apt to those outside these circles that they have forgotten they ever held a constituency surgery.

This week—the last for the time being in this episode of consultative democracy—Lord Shackleton and Baroness Vickers are here. They know the codes, the language, and the people. But how many battalions do they command at Westminster?

The full words of Puck's promise are, "Jack shall have Jill nought shall go till the man shall have his mare again and all shall be well." The island Jacks have had (in the most respectable sense of the word) their jills at the Town Hall dances this week. Whether the last part of the promise can be kept is a matter which will be decided outside the local magic of these days, evenings and landscapes, and the inadequate dialogue with their voices.

28/2/83



Pick up a pinta

Sir Rex Hunt (right), Civil Commissioner of the Falklands, sampling the islands' first brew - Penguin Ale.

With him is Mr Ron Barclay of Everards Breweries who showed him around the Falklands' new brewery after Sir Rex had officially opened the establishment.

Sir Rex certainly savoured the ale. Last week he lost his voice while coaching the single girls' team to victory in the women's tug-of-war contest during the 150th anniversary celebrations.

Times' Sat 26/2/83

British troops get their British bacon

FALKLANDS

British bacon, British turkeys and British pork had been supplied to the forces in the Falklands and all tinned beef was purchased from United Kingdom suppliers although the origin of the meat was not recorded. Mrs Thatcher, the Prime Minister, stated in a Commons written reply.

Sir Timothy Kitson (Richmond, Yorks. C) said in the House on Tuesday that MPs who went to the Falklands found that British forces were having apples from France, bacon from Denmark, pork from eastern Europe, beef from Uruguay, tinned beef from Argentina, but cabbages from Lincolnshire.

Mr Tam Dalyell (West Lothian, Lab) asked the Prime Minister, in view of her answer on that occasion, what steps she had taken to seek competitive tenders from British food firms for the supply to British forces in the Falklands of commodities such as tinned beef.

Mrs Thatcher replied that competitive tenders were already sought from UK firms for all central purchases of food by the Ministry of Defence for the armed forces, whether in the Falkland Islands or elsewhere.

Overall the food purchased centralised by the Ministry of Defence was of British origin where available and whenever this represented value for money and did not conflict with their international obligations.

Times 25/2/83

Argentine aircraft probe defence

By Rodney Cowton
Defence Correspondent

Argentine aircraft are continuing to probe the Falkland Islands defences. They have been approaching close to the limit of the 150-mile protection zone that Britain maintains around the islands, then veering away as Phantom fighters are scrambled to ensure that they do not enter the zone.

The view in Whitehall is that the sorties are not threatening an attack on the Falklands, but are merely testing the state of alertness of the defences, possibly as carrying out reconnaissance.

Most of the aircraft used have been slow-moving, possibly transports, rather than high-speed strike aircraft such as Mirage jets.

Times

25/2/83

Falklands safeguards

From Mr Malcolm Hill

Sir, Lord Kennet's proposals (feature, February 8) to place the Falklands under the protection of the Antarctic Treaty or of a UN trusteeship seem attractive alternatives to the present policy, which is likely to involve years of frustration and wasteful expense. He fails, however, to consider one crucial factor: that clause 10 of the Aliens Ordinance restrains sales of land in the islands to aliens and so preserves a population of British citizens or sympathisers.

No international body wants to take on responsibility for an exclusively British island. Even if the clause is repealed Lord Kennet's proposals seem less attractive, less practical and less necessary than they may appear to be.

The war shattered the islands' quiet existence amid sheep and seaweed and put them on the world stage. Their future lies in the development of their natural resources, a cosmopolitan population

and a political consciousness of their own. The first step is the repeal of clause 10 and after that the Civil Commissioner should be instructed to seek investment, particularly Argentinian investment, and welcome immigrants of all colours, creeds and nationalities.

Britain should continue to act as the trustee of the islands' sovereignty and as its guardian until the population demand sovereignty themselves and Argentina and other South American states join Britain as guardians of their independence. We cannot negotiate sovereignty with the Argentine, who have such a poor regard for individual liberty, or with the UN, who lack the military capacity to defend the islands and probably lack the will to do so.

If it is mistaken to view clause 10 as the key to unlock the problem to the advantage of everyone without fudging the issue, let those who think it is unimportant make the effort to explain its virtues or insignificance.

Yours faithfully,
MALCOLM HILL,
2a Pembroke Road, W8.

THE FALKLANDS



Potential for prosperity does not disguise need for international solution

DEVELOPMENT
Lord Shackleton

IN SPITE OF all the publicity and attention that has been focused on the Falklands, there is still a lack of awareness that the islands were, and in peaceful circumstances are, capable of paying their way and providing a satisfying life for those who live there. But neglect and, indeed, a measure of exploitation have meant that over the years there has been insufficient investment or reinvestment of profits generated in the Falklands but transferred to the overseas-based companies, almost wholly in the United Kingdom.

It is worth repeating the simple fact described in my 1976 report that the Chancellor of the Exchequer has made twice as much in the way of taxes on profits repatriated to Britain as we have given in the way of aid. This was over a period of years, though, of course, now the situation is very heavily reversed.

In our updated report last year, we reiterated most of our earlier recommendations, but with particular emphasis on land ownership in order to stop the drain of profits from the islands, and to provide opportunities for ownership of the land by young people. Whatever other prospects there may be, the wealth of the Falklands is in the wool from their 600,000 sheep, and our major aim, linked also to land ownership, was further development of the grasslands. In this respect we emphasised the importance of the Grasslands Trials Unit.

There were a number of other economic prospects, though their fulfilment will greatly depend on the establishment of sensible relations with South America. This applies particularly to tourism, for which there is considerable potential. Other recommendations touched on fisheries development, including the possibility of salmon ranching, but we ruled out in the short run the previously encouraging potential of alginates from the huge kelp beds round the coast. Unfortunately, the alginate market is a good deal less favourable than it was a few years ago. One surprising and very valuable source of revenue is philately: this clearly needs to be exploited to the maximum.

In our report we emphasised that the presence of the garrison was quite the biggest intervention in the economy, and we stressed the importance of ensuring that defence activities should be so organised as not to disrupt the life of the islands. The military show every sign of appreciating the importance of this problem.

A particular constraint, with again an overriding obligation, is the need for wise conservation. Both in the Falklands and in South Georgia, there is a wealth of wild life and the right conservation measures must not only be taken but be fully sustained. The Falkland Islands Foundation under Sir Peter Scott has a role to play here. There are some fascinating archaeological implications in the presence of the hulls of many ships which have been abandoned around the islands.

Finally, it is important to have the right machinery to carry through the various

measures of development, and I hope the Government will not delay too long in setting up the Falkland Islands Development Agency. Much, however, will depend on the feelings and hopes of the islanders themselves, but they will need a little while to recover from the invasion and adjust to their new situation.

There are other recommendations in our report. But one major aspect still tends to be overlooked in discussions on the future of the islands. It is not the Falklands alone that we must be concerned with. Mr. Costa Mendez made clear that when Argentina took the islands, including especially South Georgia, that this put them, in his view, into a position of economic and political control, as they fondly hoped, over a whole area leading to the Antarctic itself. I have continually emphasised this, for the issue of peace in this part of the world is one that will loom larger as we approach the time when, perhaps within the next 20, certainly within the next 50 years, Antarctic resources become available for development.

South Georgia, which is outside the Antarctic, and does not come within the area of the Antarctic Treaty, is the centre of perhaps the world's richest source of krill, and in the Antarctic itself, close to the mainland, there may well be valuable hydrocarbon deposits — though as yet technically not available. There is, however, a very successful treaty for the Antarctic in which a number of nations participate, and the consequence of this is that the Antarctic is the one part of the world

to which the cold war has never come.

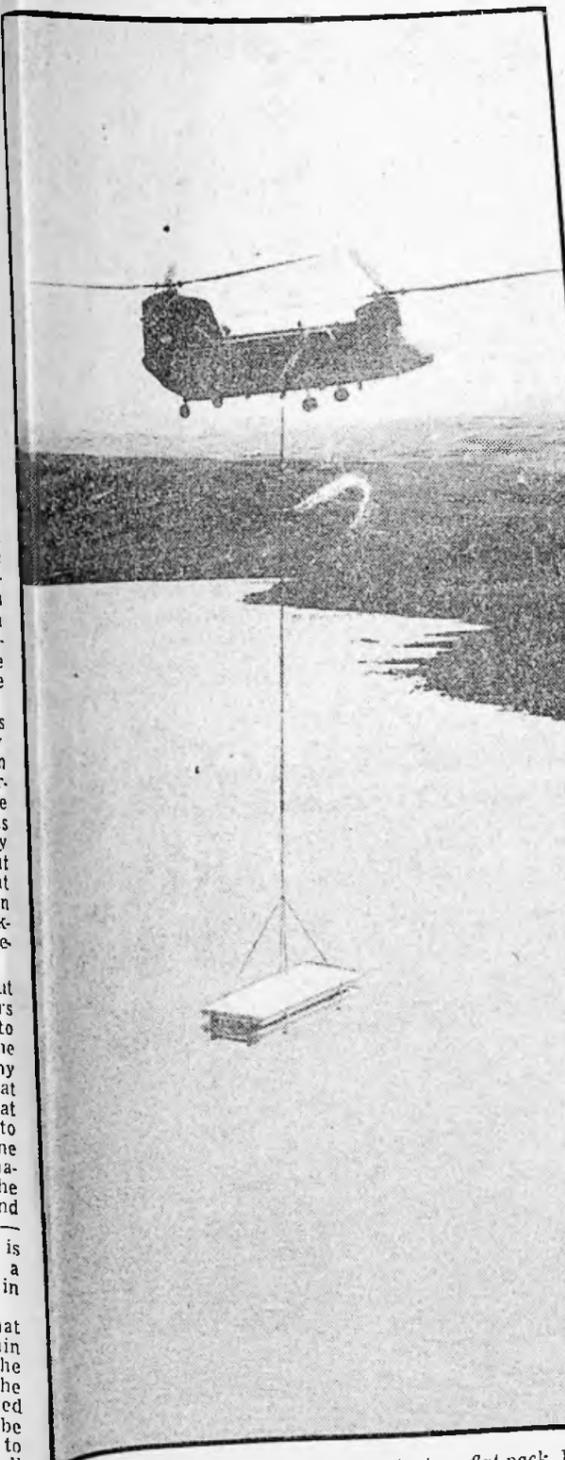
The Argentines have made very clear that they are determined to make good their claims in the Antarctic, which overlap also with British and Chilean claims. Apart from flying pregnant women down to the Antarctic to have Argentine/Antarctic babies, they have even had a Cabinet meeting on one of their bases (Mirambio) which they made the temporary capital of the Argentine.

While the British claims are probably better than any body else's, in the long run we have to look for an international solution to the future of the Antarctic. It is vital that the Antarctic Treaty is renewed fully in 1991, but is it too much to hope that perhaps some similar solution might apply to the Falklands? Some form of trusteeship?

It is, of course, quite out of the question, as Mrs Thatcher has made clear, to talk to the Argentines at the present moment, and to my mind it is inconceivable that the Falkland Islands could at any time be handed over to Argentine sovereignty. Some form, therefore, of international guarantees must be the political aim of this and future British governments — though in my opinion it is in vain that we look for a viable political solution in the short term.

Meanwhile, the help that the Government in Britain has already promised to the islands should enable the land to be fully rehabilitated in due course. It is to be hoped that this will lead to some prosperity and the full restoration of peace to the islanders.

WHAT NEXT?



A Chinook helicopter transports two flat-pack Portakabin buildings to an outlying location

Until a year ago, few British people knew or cared much about the Falkland Islands. But this week the islanders have celebrated 150 years as a British colony with fireworks, a horse race, home brewed beer and a new issue of postage stamps.

The Argentinians have said they will return. There may be oil in the surrounding sea. But Britain has invested billions in the island's defence and millions in their economy. These pages examine what might be feasible from the development point of view.

The fight with General Winter

THE GARRISON
David Fairhall

SEEN WITH the detachment that 8,000 miles of Atlantic Ocean provides, the most important single fact about the Falklands garrison is that it will cost several hundred million pounds a year to maintain. If you are an islander, the more worrying arithmetic is the comparison between the civilian population of less than 2,000 and a military garrison which outnumber them by at least two to one. For soldiers or airmen on a four-month tour that will soon be standard routine for Stanley as well as Belfast, the most immediate question is whether there will be somewhere warm and dry to live as the next South Atlantic winter closes in.

The Ministry of Defence accommodation target is to provide every Serviceman with a solid roof over his head by April 1. It may take the form of a purpose-built army hut, or on an outlying radar site perhaps a construction workers' portable cabin. Others will continue to live afloat, in one of the two "coastals" moored in Port Stanley harbour — the kind of accommodation found on an offshore oil rig. The Ministry has realised that no one on static garrison duty should be expected to spend another winter under canvas in such a wet, windy climate.

The planners in London are also conscious of the need to take the pressure off Stanley's overburdened civilian community by spreading the military garrison round the

although the garrison cannot guard every creek and headland, a commando raid on some isolated outpost is one of the threats it must prepare to meet.

The grimmiest part of the post-war clean-up operation still confronting military and civilians alike is finding and clearing the Argentinian minefields. Sheep and cattle are still being killed by mines and local children must sooner or later be at risk, as restrictions on their movement are lifted.

But bomb disposal teams believe they have now located most of the main fields. They are marked on colour coded maps showing whether they are considered more or less safe, partially cleared or as yet in their original dangerous state (the maps remind older hands of those they use in Northern Ireland, coloured according to the religion of the local community).

The appalling thing is that no peaty, rock-strewn hillside that has once been sown with small anti-personnel mines, many of them cased in plastic, can be declared absolutely safe. In the meantime, examples of every type of mine the troops have found have been flown back to the United Kingdom in an effort to develop more reliable means of uncovering them.

The Government's latest financial estimates show that the total cost of its decision to recover the islands from the Argentinians — that is war losses, equipment replacement, and the permanent garrison — will add up to £2,560m over the first four years. In the coming year, the garrison alone will cost

Pulla

Uncertainties over sheep and land complicate the search for new blood

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Uncertainties over sheep and land complicate the search for new blood

THE OTHER CONFLICT

Paul Keel

THE SOUND of gunfire had scarcely died away over the Falklands when another battle resumed. This conflict — the struggle within the islands for land — had been developing long before Galtieri's invasion force set sail.

Its origins lay in the gradual but inexorable decline in the islands' population. Between 1946 and today it has fallen from 2,239 to 1,800. With no hope of acquiring a stake in the Falklands' major activity — wool production — islanders were making a slow exodus from the already diminutive colony.

Discontent has been fed by the Shackleton findings which call for wholesale nationalisation of the large sheep farms, so they can be divided and distributed among the islanders. No action has been taken by the mother country, but after last year's traumas and the consequent British commitment to the colony, hopes for reform have been raised.

But the question now is whether the growing and vociferous lobby in favour of Shackleton's proposals genuinely understands or even — in some cases — cares about the islanders' needs and aspirations. A question mark hangs over the economic consequences of any immediate sub-division of farmland on the islands.

There is already a plethora of small, owner-occupier farms making a penurious living with flocks of around 3,000 sheep. But the islands' industry is really characterised by the sprawling, ranch-style operations of a

handful of companies chiefly controlled from outside.

The largest and most influential is the Falkland Islands Company which since 1851 has dominated the sheep farming. The company owns 43 per cent of the land and around half the 600,000 sheep on the islands. Before last year's conflict and the creation of today's massive British garrison, the FIC, now a subsidiary of the Bolsover-based Coalite group, provided the only substantial and regular contact with the UK. It remains the major commercial influence in the colony's affairs.

The FIC is no absentee landlord: it is omnipresent. Its activities range from operating the largest ranch (Goose Green, 400,000 acres) to stocking the shelves of every store in the Falklands. Its ships ferry all the islanders' supplies and turn with the wool — its own and its competitors'.

Mr Ted Needham, Clite's chairman, maintains the islands' industry will always require the support of a large, British-based commercial enterprise. He lutes the charge that large ranches have led to wasteful use of land. (There is one sq per five acres in the Islands compared with New Zealand's four sheep per acre). And he challenges us to say how they would increase the annual Falkland clip of 2.25M kilos.

Often quoted as getting new blood out to the islands. But will energetic, younger people go if they have no immediate chances of obtaining a stake in the land? The FIC now offers 50-acre plots at Fitzroy for £1,000 each. Another offer, from a different company, is at Douglas Station, where parcels of 100 acres are available for £1,500. But is either scheme viable?

Foreign Affairs Committee this month by Mr Colin Smith, a director of D. S. and Co. Sheepfarming, a British-based company which controls a 108,000-acre ranch in the islands. Mr Smith claimed the six Green Patch farms had already achieved a 27 per cent increase in wool production over the old operation. "I believe that given sub-division on any FIC property and hard-working owner-occupiers, you would see the company's efficiency exposed as a facade," he told MPs. Somewhat simplistically, he also said that if the experiment were repeated across the islands, the average annual value of the wool clip would increase from £3m. to £4m.

A more reliable assessment is made by Mr Adrian Monk, who has 30 years' experience of sheep farming in the islands and is now the Falkland Government spokesman in London. He was architect of the Green Patch scheme, but recognises the difficulties in repeating it across the islands. "You can't instal extra houses and machinery in five minutes on peanuts," he says.

Mr Needham remains sceptical for different reasons. He questions whether there are enough people on the islands of the right calibre to manage such a revolution in farming, were it to take place. If it happened now, he predicts, it would result in a "tragic disaster" for the local economy.

His priority is getting new blood out to the islands. But will energetic, younger people go if they have no immediate chances of obtaining a stake in the land? The FIC now offers 50-acre plots at Fitzroy for £1,000 each. Another offer, from a different company, is at Douglas Station, where parcels of 100 acres are available for £1,500. But is either scheme viable?

In each case the land is unimproved, inferior in grassland, and without proper communications. Mr Monk believes that, at a minimum, only a 12,000 acre farm supporting around 3,500 sheep could be viable.

Would the FIC ever offer plots on its better grazing lands? Mr Needham says he still wants proof that a sub-division can produce better results. It is still too early, he insists, to draw firm conclusions from the Green Patch experiment.

Whatever the outcome it is progress that the issues are at least being considered. Before the invasion there was little interest in developing the Falklands' main industry other than investing the minimum money necessary to get wool off the sheep's backs. Only now is industry waking up to the idea of marketing, Fair Isle-style, the high quality Falkland wool, and only now are people seriously considering earning revenue from wool instead of, as at present, chucking the sheep's carcasses over the cliffs once their wool-producing life has expired.

The British Government remains sceptical about the economic advantages of sub-division and is unresponsive to calls for the state acquisition of large ranches. But unless it gives a lead — which would involve heavy subsidies for a new generation of owner-occupier farmer — radical change will not occur.

Ironically, the islanders may not complain. Now that Britain has demonstrated its political and military commitment to the colony, many of their recent feelings of insecurity have been removed. They may allow the current debate to take place above their heads. If so, it will be their mistake.

another winter quarter... in such a wet, windy climate. The planners in London are also conscious of the need to take the pressure off Stanley's overburdened civilian community by spreading the military garrison round the islands. Army huts are being assembled in company-sized cantonments at San Carlos, Goose Green and on West Falkland, as well as at the airport and round the capital. In any case this makes good military sense, because

to recover the islands from the Argentines — that is war losses, equipment replacement, and the permanent garrison — will add up to £2,560m over the first four years. In the coming year, the garrison alone will cost £424m out of a total defence budget of £15,987m. In 1984-85 the equivalent figure is £334m, falling in the following year to £232m — the kind of level at which it will probably remain until the troops can be stood down.

The Falklands The Facts

Falkland Islands Economic Study 1982

Chairman: The Rt. Hon. Lord Shackleton KG, PC, OBE

Initiated in May 1982 and completed in two months, the purpose of this study was to revise and update the 1976 report on the Falklands in the light of the changed circumstances. (Cmnd. 8653) ISBN 0 10 186530 9 138pp (3 maps) £7.80

Falkland Islands Review Report of a Committee of Privy Counsellors

Chairman: The Rt. Hon. The Lord Franks OM, GCMG, KCB, CBE

Review of and report on the Government's discharge of its responsibilities in relation to the Falkland Islands and its dependencies in the period leading up to the Argentine invasion.

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'Worth waiting for. Skilfully interwoven with Jenkins' sharp political passages are Max Hastings' wonderful despatches' Sunday Times

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Why a UN mission should head south

THE FUTURE
Denis Healey MP

SUCCESSIVE governments have rightly seen Fortress Falklands as the worst of all worlds. It imposes burdens on the British taxpayer, on our armed forces, and on the Falklanders themselves which are likely to prove intolerable before long.

Mrs Thatcher has already spent or committed £2,800m. to this policy. Since there are only 1,400 native Falklanders, that represents £2m. per islander, or £8m. a family. With four British servicemen on the island for each adult

male Falklander, the traditional way of life of this rural community is being destroyed, even though our troops are kept away from the main population centres at the expense of cramped and difficult conditions and of crushing boredom in their spare time.

The planned expenditure on Fortress Falklands is likely to rise sharply in the near future. The Select Committee on Defence has just submitted a shopping list of additional military requirements to Mr Heseltine, and there are reports that the new military airport alone will cost £880m.

It is ominously reminiscent of the long list of British colonies where military facilities were completed just

as our troops began to leave. Indeed the Ministry of Defence has a saying that Britain abandons every military base just at the moment its church is completed.

We must avoid repeating the mistake we made in Rhodesia where ex-servicemen from Britain were encouraged to settle right up to the moment when the assumptions of British policy had clearly become untenable. The real need in the Falklands is to distribute the land of the Falkland Islands Company to the existing islanders, as they clearly wish.

Meanwhile Britain must work to restore normal communications with the mainland the moment Buenos Aires is ready to discuss this.

Broader talks on the status of the islands must wait until the Argentine Government has ended hostilities and renounced the use of force, and probably until a civilian regime has had time to consolidate its power.

The Government has rightly made these points, but it has dangerously weakened its position by lending the military junta money to buy arms, and allowing British firms to supply them — a policy of stupefying hypocrisy.

It is difficult to see a solution in the long term which does not involve the United Nations — perhaps in a trusteeship role, perhaps as the framework for multinational co-operation in the South Atlantic analogous

with the existing regime for Antarctica. Meanwhile it would be sensible to invite a United Nations mission now to see the situation on the spot.

Mr Onslow said this week that the Government no longer regards the wishes of the islanders as paramount, but that they must be "taken into account." How these wishes could develop in the coming months remains to be seen. A significant number of Falklanders have already left the islands since last Summer.

The variety of views is much greater than the Government admits. It would be sensible to introduce some reforms in the old-fashioned settling colonial regime so that this variety of views can

find better expression. Certainly Mrs Thatcher's failure to prevent the Argentine occupation has destroyed some comfortable illusions for ever.

However, it takes two to tango. There is at present no sign that Latin America is prepared for any negotiations on terms Britain could accept. But the situation could change overnight. The Government must remain alert for any opportunity to press forward and must avoid actions which make an ultimate settlement more difficult. I believe that now, as during the ill-fated negotiations after the invasion, the Secretary General of the United Nations will prove the most objective and perceptive guide.



Above: a soldier paints street signs for Port Stanley; and right: Dr Andrew Rouse travelling by trials bike to Fitzroy Settlement



From new roads to a salmon ranch

PROJECTS
Peter Rodgers

"PEOPLE expecting large projects to get off the ground in six months or a year are silly because even in the UK it takes 18 months or two years," says Mr John Reid, the Falklands' new development officer, who recently moved to Port Stanley from the Highlands and Islands Development Board.

Electricity and water in Port Stanley are barely ade-

quate for the existing population, let alone for new industry. Investors looking for power or water for a factory would have to look elsewhere and develop their own sources of supply. Road rebuilding is only just getting underway, and the question of new roads waits on a decision on a new airport. As for the harbour, it will be two to three months before consultants report on the feasibility of a new jetty.

Lord Shackleton, in his report last September, strongly urged the setting up of a Falkland Islands

Development Agency, which the Government announced in December. Even this is taking considerably longer than envisaged, and Lord Shackleton is believed to be anxious at the slow pace.

The agency may not be off the ground before mid-year, because the Falklanders have first to approve the legislation now being drawn up by their new Attorney-General, submit it to the Foreign Office, formally adopt it themselves, and find a chief executive to run the organisation.

There is an undercurrent of opinion against the whole

professional men working for the Falklands Government, and paying the salaries of a further 14 people under contract.

Third, the Falklanders' main hope for a commercially viable future is that the Government is spending £31M on a development programme recommended by Lord Shackleton (with the glaring omission of a full-scale scheme he wanted to redistribute farmland).

Three large chunks of the £31M which was announced in December, are already earmarked, with £7M for agricul-

ture probably be shared by Scottish Highlanders after a decade in which factories and smelters costing hundreds of millions have come and as quickly gone.

He says: "We had two very expensive mistakes years ago, in the early 1950s, which went broke. That had a great effect on people and there has been no investment since." The projects were sealing and a meat freezing plant, for which Mr Monk helped find the site at Ajax Bay, and he feels that another flop would be very damaging.

Unless a repressed entrepreneurial spirit bursts suddenly from the Falkland islanders themselves, for the next year or two the only large-scale development apart from improving the sheep farms will be construction and military work funded directly by the British Government. Given the necessarily slow pace of large commercial development, the smart money is likely to go in the meantime to service industries which will feed, clothe, and entertain construction workers — and soldiers.

Collect a piece of history
150th Anniversary
OF THE
Falkland Islands



This historic milestone, the 150th Anniversary of British rule, is an occasion for joyful celebrations in the Islands this year; to commemorate the event, a special series of 11 stamps has been issued for use during 1983 only (provided supplies do not run out earlier). (A similar set issued to mark the Centenary, which we supplied to collectors in 1933 at £2.25, is now catalogued by Gibbons at £1,800 mint and £2,250 used.)

You can obtain the 1983 set at low new issue prices if you order now.
Complete set of 11 values 1p-£2 mint £7.25
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idea. Mr Adrian Monk, Falklands representative in London, says: "I don't think an agency as Shackleton envisaged, with a chief executive, will get off the ground, and I don't think it should. I don't believe in large bureaucratic quangos when one good man in the right place can do the whole thing himself."

In Port Stanley, Mr Reid — the man Mr Monk meant — sounded a little shocked and said that Mr Monk was wrong, and that the agency was definitely going ahead, a view confirmed by officials in London at the Government's Overseas Development Agency. Mr Michael Patterson, who heads the ODA Falklands team, said no projects had been held up waiting on the new agency.

The Falklands have many obstacles to overcome. After all, even with enormous pressure from the North Sea oil industry, it took several years to gear up the Orkneys and Shetlands for large-scale development. One deterrent for potential investors, other than those who offered their services in a hot flush of patriotism early on, is that before spending they want to be sure the next British Government will be as committed to the islands' development as the present one.

On a small scale, Mr Monk's office has been a channel for 3,000 offers of skilled labour or investment, ranging from building tradesmen and businesses to restaurants — Chinese, Indian, and Italian — hairdressers, and a vet, as well as the famous mobile chippy which has been shipped to Port Stanley. The list has been whittled down by the Foreign Office to 500. The Italian is favourite among the restaurateurs because he can make his own pasta, and so be less reliant on scarce local vegetables.

Most applicants are bound to be disappointed because the Falklands does not want, and could not support, a sudden large influx of entrepreneurs and skilled workers. Mr Monk advises that the best way of getting involved is to subcontract for jobs with the ODA or the Crown Agents.

There are three main non-military programmes. First the British Government has allocated £15M for post-war repairs and maintenance, of which £6.25M has now been spent. The 250 contracts so far let include the dispatch of a complete road team from the construction firm Fairclough, and equipment ranging from mobile homes, three light aeroplanes, and tools for the public works department to sophisticated apparatus for the islands' grasslands research unit. The islanders have also requested further water, power, and sewerage work and hangers for their aircraft.

Second, the Government is spending about £1M a year topping up salaries of 49 pro-

£7M for the new deep-water jetty, and £7.5M for new roads. The second two are not so much commercial development work as essential infrastructure for other projects. This leaves £9.5M which could be spent on business developments if the schemes come forward.

The furthest advanced among large projects is a salmon ranch, though this has not yet reached the contract stage. A team from Stirling University will report next month on the possibility of launching a three-year pilot scheme, to which the European Investment Bank has agreed to contribute £120,000. Mr Reid said he hoped the project could be underway by the end of the year. In the early stages it would be financed by the development agency — the Government said in December it would provide £1.3m. — and there are hopes that eventually it will attract commercial capital.

Mr Reid said there could be interest relief grants for new projects under which a bank would lend money while the agency would give cash aid, in order to reduce the effective interest rate to perhaps five per cent. Such financial techniques are likely to be discussed with Standard Chartered, the British bank which has set a manager to take over all banking services on the islands. But Mr Reid said: "Projects on the stocks now are not at the stage where they are going to ask the bank for a lot of money."

The Government is hoping for mutton processing and shellfish developments an upgrading of hotel and guest house facilities, cottage industries, the expansion of tourism and the possible establishment of a 200-mile fishing limit. But according to Mr Reid, apart from the salmon ranch, there are at the moment only "a lot of little things." Among these, a launderette may be quickly set up, and there is a firm proposal for a wool spinning mill at Fox Bay by the end of the year, with agency assistance.

His immediate concern is the purchase of a 180,000 acre farm from an absentee landlord firm called Parke Brothers, which is asking £500,000. An offer constructed by Mr Reid has gone in from the Falklands Government. The plan is to split the farm into between four and eight parcels and sell it to islanders, who may need not only agency help but bank mortgages to buy the land.

Assuming the salmon ranch goes ahead, there is still more than £8M waiting to be spent on Falklands development. The ODA says that any commercial funds attracted later would be additional. But Mr Monk, whose grandfather struggled across the Andes on his way to the Falklands in the last century, has an islander's caution about spraying money at new developments which would

Warmest congratulations to the Falkland Islands and Islanders

1833



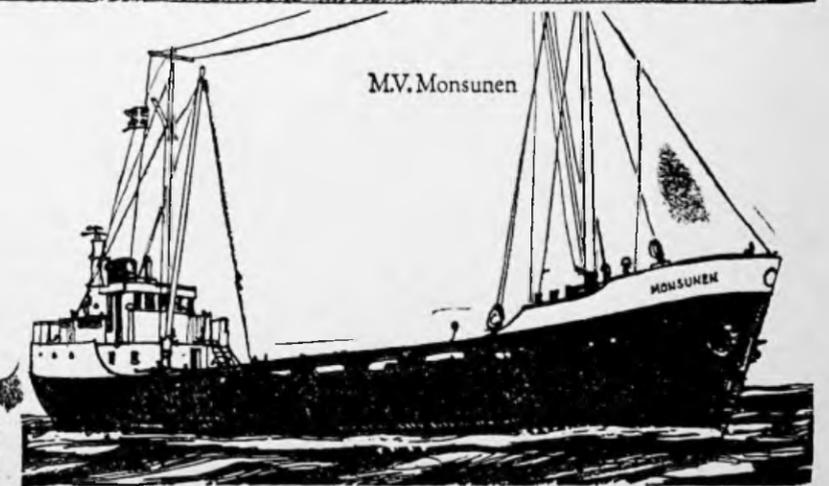
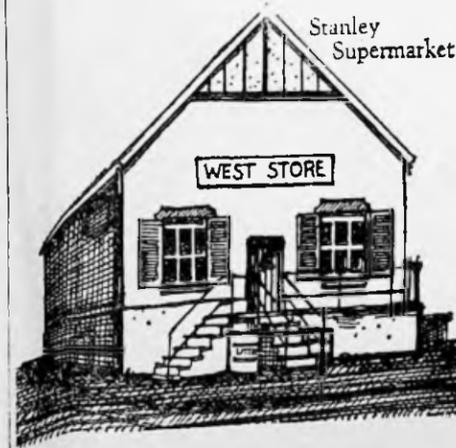
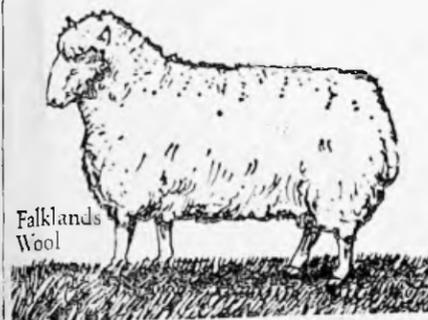
1983

from Coalite Group and the Falkland Islands Company.

On 23 December 1851 Her Gracious Majesty Queen Victoria, by Royal Charter, incorporated the Falkland Islands Company to promote farming and trading enterprise on the Islands. Its mandate was "to breed from the stock of wild cattle and other wild animals on the said Islands and to export and

trade in general products."

132 years on and the Falkland Islands Company still farms there and provides many essential services to the Islands' community. Together with all Islanders we look forward to the enhanced prospects which the future now promises.



Falklands Hero is Yachtsman of the Year.

Major Ewen Southby-Tailyour has been voted Yachtsman of the Year 1982 by the Yachting



Journalists' Association. The award was made at the London Boat Show. His yachtsman's guide to the Falkland Islands, at first ignored by publishers, made a vital contribution to the subsequent invasion of the islands after it had been taken up by the Ministry of Defence. Major Southby-Tailyour, a Royal Marine, himself led a detachment of Scots Guards into Bluff Cove.

He had compiled the guide while detachment commander of the Royal Marines in the Falklands in 1978. His detailed description of the coastline, researched while sailing a variety of yachts and other craft, included copious illustrations of landmarks, wrecks and wildlife. It is now to be published by Macmillan.

Southby-Tailyour is an experienced yachtsman who has sailed 10,000 miles singlehanded, competed in six Fastnet races and two Round Britain events. A leading member of the Royal Cruising Club, he is Vice-Commodore of the Royal Marine Sailing Club and has sailed in waters as far apart as America, the Persian Gulf, Hong Kong and Norway.

YACHTING MONTHLY FEB 83

NEWS

Deputy editor **TED FELLOWS** who only last week returned from an intensive tour of the Falkland Islands reports on what could be a fitting gesture after a century and a half of British rule.



Rural tranquility at Dartm, near Goose Green settlement, East Falkland

Falkland farmland on special offer

FALKLAND-born islanders may soon have the opportunity to buy a piece of land carrying 3000 sheep from their government at a preferential rate.

A loan of £500,000 to buy the land, amounting to 61,218 hectares (151,273 acres) is being sought by the Falkland Islands government from the British Government.

Sir Rex Hunt, civil commissioner of the Falklands, hopes to get agreement this week.

The property belongs to Packe Bros and comprises three sections of West Falkland —

Fox Bay East which comprises 27,719 hectares (68,498 acres) carrying 14,000 sheep; Dunnose Head, 23,519 hectares (58,118 acres) carrying 10,250 sheep; and Packe Port Howard, 9955 hectares (24,600 acres) carrying 6000 sheep.

Packe Bros is asking £500,000 for the whole property, the three sections being priced at £230,000, £170,000 and £100,000 respectively.

The Falklands government

has exhausted its budget in pursuing a policy of land reform.

If the British Government concurs and allows the deal to go through, the value of farming property in the Falklands will have trebled over the past three years to a point where it is fetching nearly £17 a sheep.

The land splitting practice has already been done twice, at Fox Bay and Green Patch, with some success.

Rex Hunt

Where there's NOTHING like a

THE General leaps energetically on to the stage claps his hands and turns a Commander's gaze on the 1,000 men before him.

"Now, about women," he begins crisply... there is instant attention, absolute silence.

"Where you're going there aren't any! Not for you there aren't."

"In the Falklands the fair sex are either under age, or spoken for."

He claps his hands again, possibly to make sure that no one has fainted from shock.

"You are here to work," he continues firmly, "and I can promise you a lot of that! But I think you will enjoy yourselves because you

By MICHAEL BROWN

In Port Stanley

will be doing a worth while job."

The General — Major General David Thorne, the Falklands military commander and Commissioner — gives this little lecture to all troops arriving out here.

He probably doesn't enjoy it — in fact I know he doesn't. That old song "There Is Nothing Like a Dame" from South Pacific, was very popular when he was a young subaltern "now it's the Falkland forces theme song."

It has to be that way, say the authorities, if strife between civilians and the military is to be avoided. And

that is a very high priority here.

For military personnel and the merchant service outnumber the 1,800 population by almost three to one. No one is quite sure, but estimates put the ratio of men to girls in the tiny capital, Stanley, at "ten to one and worsening."

The place is woman starved. Even the NAAFI has noticed that soldiers will forsake their cheaper goods for the West Falklands stores, just to be served by a girl and have a bit of banter.

The girl gap — there is

hardly a handful of available females between 15 and 30 — is a basic problem that existed long before the troops got there.

There is no genetic mystery about it — like only boys being born between 1933 and 1968. It's just that most of the girls of that time eventually got bored with Falklands life, and went off to find their fame and fortunes elsewhere. Quite a few were "poached" by the small Royal Marine garrison in those days.

The restraint of our boys in the past eight and a half months has been admirable.

Their incredibly long working hours, as they hammer and bang the islands back together again, is partly responsible.

Most of the men sleep on accommodation ships moored out in the harbour. The last boat out to them from shore can be as early as 9 p.m.

Stanley has only two pubs, a couple of small hotels where you need to book months in advance even for lunch, and a coffee bar run by the Vicar's wife.

PARTIES

But the troops know they only have to be here for six months, and that in the event of serious domestic trouble they can be on a plane home within 24 hours. They're saving money, and going fishing.

In many respects they are better off than the Islanders. For the few unattached girls here, mostly nurses and secretaries working for the administration on short contracts, life is a fantastic merry-go-round of parties and proposals.

But one day everyone will have to accept that without new blood, without fresh enterprise, without marriageable girls — lots of them — the islands' future is seriously at risk, whether they find oil, fish or even goldmines.

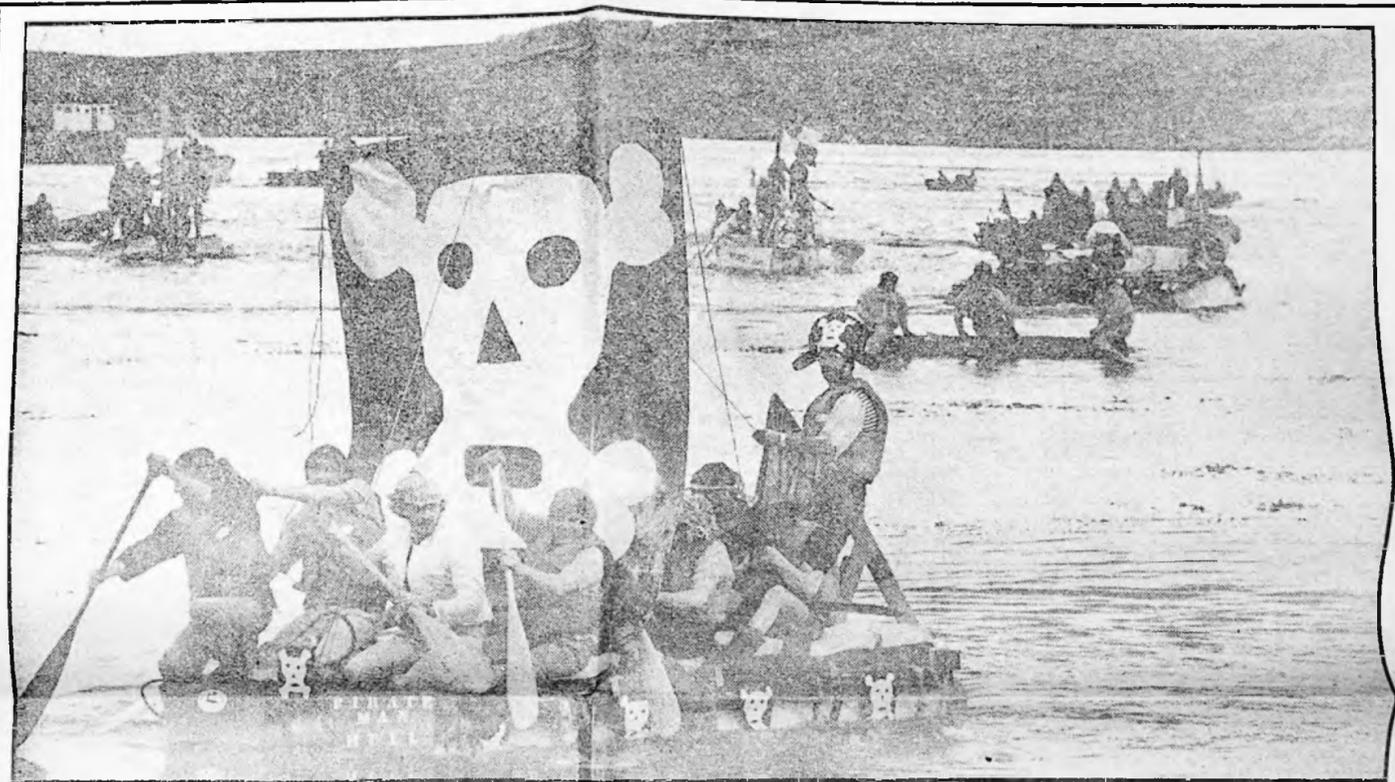
Until that day, even Dame Edna Everage would be given a whirl, for as the song says "There Is Nothing Like a Dame."

Grandmother Angela Herbert yesterday joined the celebrations in Port Stanley after a spectacular voyage to the Falklands — the hard way, sailing right round the world via Cape Horn.

Angela, 47, set sail in 1981 with two regulars from her husband's pub in Cornwall.

Last night she was the star attraction at a reception given by Sir Rex Hunt.

"It was lovely sailing into Port Stanley with all the ships dressed with flags for the 150th anniversary," Angela said. "They gave us a great welcome and took me to a rodeo."



The Pirates of Port Stanley... Royal Engineers spearhead a 'friendly invasion'



Ride 'em cowboy... but a local lad is out of luck



Jumping for Joy... a fast pace in a sack race

● We're having a ball, is the message from the Falklands. It's been a hard year for the 1,800 Islanders, but now they're learning to let their hair down again.

Troops and Islanders have joined together in typical British style to celebrate 150 years of Colonial rule. Even the rain can't dampen their spirits.

Pictures: Harry Dempster

Meanwhile there's no

IN cosmopolitan downtown Buenos Aires the steaks were thick and juicy.

The women were beautifully dressed, and men's wallets bulged.

But less than 20 miles away, 100 rag-clad children queued at a church soup kitchen for their only meal of the day. Maize mush flavoured with beef dripping gravy.

Although Mrs Thatcher sits securely 8,000 miles away, these problems are as much hers as the Argentines. They also present Mrs Thatcher with her greatest foreign policy opportunities.

Back in the Plaza Del Mayo, outside the shocking pink presidential palace, women cry for their "disappeared" sons, daughters and grandchildren — 8,000, 10,000, 15,000 "desaparecidos"; nobody knows how many for sure.

Outside the Bank of Quilmes it is eight in the morning. There's a 300-yard long queue. The bank has advertised a clerical job. At the satellite village of Carolina they cannot afford the bus into town to join the queue. The unemployment rate in this tin roof shanty town is 75 per cent.

For the first time in the memory of many Argentines dirty, sore-covered children appear on the streets of Buenos Aires: hands outstretched or rummaging through rubbish bins. Inflation is somewhere around the 200-plus percent age mark, and rising so fast



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The epic achievements now threatened by

By ELDON GRIFFITHS, MP

AS THE Falklands celebrate, bureaucracy is taking the shine off the magnificent achievement of our Armed Forces in liberating the islands from the Argentines.

The momentum of the Task Force is in danger of being lost in a morass of civilian disorganisation and bureaucratic bumbling. Success in war is not being followed up with the vigorous reconstruction and overdue reforms that the British people — and most Falkland Islanders — expected to see with peace.

These were the most painful impressions I brought back from a recent visit to the Falklands with the House of Commons Committee on Foreign Affairs.

It would be improper for me to anticipate the Committee's recommendations on the main subject of our investigation — namely the Falklands' future relations with Britain and Latin America — but a clear warning that the civilian rebuilding of the islands is getting badly bogged down needs to be sounded, NOW.

The most glaring evidence of this can be seen in the contrast between the efficiency and inter-service unity that marks the Forces'

efforts in the Falklands and the divisions, delays and overlapping bureaucracy that characterises the work of too many of their civilian counterparts.

It took 60 DAYS to assemble and load the Task Force; to convert its ships and weaponry for service in the South Atlantic; to transport 110 ships, 28,000 men and half-a-million tons of stores more than 8,000 miles; to fight, and win, a triphibious campaign against much more numerous enemy land forces, dug into prepared positions; and to do so in the face of the harshest winter weather, across country that our troops had never seen.

Since then, EIGHT MONTHS have gone by. Mountains of fresh supplies of vehicles, building equipment, prefabricated houses and filling cabinets have been poured into Port Stanley; hundreds of civil servants and technical advisers have arrived to mastermind the rehabilitation of the war-damaged areas and launch the economic developments foreshadowed by Lord Shackleton's report; tens

of thousands of words have chattered over the telex lines between the Falklands' harassed Civil Commissioner Sir Rex Hunt and his mentors and masters in Whitehall.

And the result? Despite some useful progress, the civil reconstructors are falling over one another's feet. Churning out "feasibility studies" that recommend further studies. Waiting... waiting... waiting... for clear-cut instructions; a single chain of command; above all for the kind of leadership that alone can get things done.

Had the Task Force operated like this, I doubt if it would have got past Ascension Island!

Take housing as one example. Even in the remotest outpost, where Army and RAF units are on permanent alert against Argentine attack, the Royal Engineers, working around the clock, will soon have fulfilled the orders of Military Commissioner Major-General David Thorne that all his troops must be out of tents and housed in all-

weather barracks before the southern hemisphere winter sets in next April. By contrast, 54 new "clvny" prefabs, imported from Sweden in a Swedish ship, have only just arrived (because they were ordered too late), are mostly still in their crates and cannot be properly serviced (because supplies for the local public works department still have not been landed).

SAD STORY

Roads are another example. Army engineers, working night and day have opened up a quarry to provide 1 1/2 miles of new road across the peat that surrounds Stanley airfield. Total time for the job: One month. By contrast, the main highway, linking the airport to Stanley town, has disintegrated into a dangerous mess of potholes. Yet there is no firm contract to repair it.

The same sad story applies to many of the Falklands other civilian services. Army volunteers give lessons to children because the education service has not yet been restored in isolated settlements.

It would be wrong to blame these short-

comings on the Falklands Government. Rex Hunt is sensible, hard working and popular — but he is tied, hand and foot, by a bewildering array of Government agencies in London.

Main responsibility for the frustration expressed by Falkland Islanders, British technicians alike, rests squarely on the Foreign Office's Overseas Development Administration (ODA).

To be fair, the ODA has many a merits to its credit. Yet two main changes at the door of the ODA are:

● It failed to plan sufficiently far in advance to get reconstruction off the ground, and solidly. It is disgraceful that the collapse of the main Stanley road, under the impact of military traffic was foreseen, so that road building equipment could be made available to repair it.

● It failed to work out how the new Falkland Development Agency (FIDA), to be set up by the Foreign Secretary has agreed to contribute £31 million, will fit together with the Falklands Government.

Home cooking for troops



Family flies out to serve in Falklands



Sorry, we're closing : A family off to the Falklands

REPORT BY CORINNA HONAN

GATHER ROUND, MEN: Sorry about all the Argentine bully beef you're having to eat but you'll soon be tucking into some good old British fish and chips...

Yes, home cooking is on its way to the Falklands. The first family to emigrate to the islands since the war will fly off on Sunday to set up home, open up shop, and sell the soldiers some of the food they like best.

As 40-year-old tobacconist Michael Wilton stood behind his counter with wife Julie and daughter Victoria yesterday he admitted that his customers in Hastings, Sussex, couldn't understand why he had chosen the South Atlantic.

'The normal reaction' he said, is: 'What on earth do you want to go there for?' Mr Wilton says it's hard to explain but he talks of patriotism, the spirit of adventure — 'I'd love to have been one of those pioneers of the Wild West' — and the prospect of doing brisk business with Servicemen and, later, tourists.

Slogans

Already he can see the forces lining up to buy fish and chips and hot dogs from his new van and make other purchases at the store he has acquired for £50,000, house included.

The store is the biggest in town, 'but we don't know all the things it's supposed to sell'. For months the most successful line at Philomei's has been a T-shirt bearing the words: 'Keep the Falklands British'. The previous proprietor, 75-year-old Des Peck, ironed on the slogans, but now that's something Julie could do.

The journey is costing £900. They will fly to Ascension Island from Brize Norton, Oxfordshire, by RAF plane and then change to a boat for a nine-day voyage to Port Stanley.

Victoria, who is seven, is taking her favourite doll Hannah and a list of her ten best friends, "so I won't forget them".

ON 100 D/Ma/ 25/2/83
**Award for
despatches**

**from the
Falklands**

MAX HASTINGS of The Standard is named Journalist of the Year in the British Press Awards for 'an unforgettable series of despatches on the Falklands War.'

The judges also pay tribute to the whole corps of reporters and photographers who covered the conflict.

The competition is organised by Mirror Group Newspapers in collaboration with Associated Newspapers Group p.l.c., Express Newspapers, The Financial Times, Guardian Newspapers, The Observer, Thomson Regional Newspapers, Times Newspapers, United Newspapers and Westminster Press.

Specialist

Other awards: Reporter of the Year, Norman Luck (Daily Express); International Reporter of the Year, Robert Fisk (The Times); Provincial Journalist of the Year, Arnot McWhinnie (Daily Record); Young Journalist of the Year, Nicholas Coleridge (The Standard); Specialist Writer of the Year, John Moore (Financial Times); Sports Journalist of the Year, Hugh McIlvanney (The Observer); Columnist of the Year, Alan Watkins (The Observer); General Feature Writer of the Year, Terry Coleman (The Guardian); Campaigning Journalist of the Year, David Leigh (The Observer); Colour Magazine Writer of the Year, Gitta Sereny; Dalbert Hallenstein and Phillip Knightley (Sunday Times); David Holden Award, Trevor Fishlock (The Times); Photographer of the Year, Martin Cleaver (Press Association); News Photographer of the Year, Martin Cleaver.

© The BBC's Brian Hanrahan and ITN's Michael Nicholson were jointly named Television Journalist of the Year by the Royal Television Society last night for their coverage of the Falklands War.

Argentine beef for Falklands troops

23 Feb '83

By ROBERT PORTER
Political Correspondent

BRITISH troops who are defending the Falklands are being fed on Argentine bully beef. And they were probably eating it at the height of the fighting last year.

The embarrassing disclosure that our troops are reduced to eating tinned food produced by the recent enemy was made in the Commons yesterday by Tory Sir Timothy Kilson.

Sir Timothy, fresh from a fact-finding visit, added later: 'Imagine half a dozen troops sitting on a highly valuable installation and getting two tins of Argentine corned beef for lunch. You get a few rather rich com-
ments.'

He went on: 'The stuff has been bought at knock-down prices. There was a hell of a lot of it. As he told MPs, there was also



SIR TIMOTHY

a lot of other foreign food being served to the troops.
From France: Apples and turkeys.
From Cyprus: Potatoes.
From Denmark: Bacon.
From Uruguay: Beef.
From America: Jam and fruit.
From Eastern Europe: Pork.

There was very little from home.
We found some cabbages from Lincolnshire, said Sir Timothy, indignantly. Labour backbenchers laughed. 'Surely' the Tory MP exclaimed, 'Britain can do better than that.'

Protest by MP back from the islands

Mrs Thatcher assured Sir Timothy: 'Having helped launch the Food from Britain Campaign, I will see that your strictures are brought to the attention of the appropriate place or places in the hope that they will urge British food firms to put in competitive tenders to feed British troops.'

The Prime Minister, it was disclosed, is calling for a Defence Ministry inquiry into the origins of food sent to our men in the South Atlantic.
Sir Timothy, who went there as chairman of the Commons

Defence Committee, said last night: 'We had one hell of a job to find anything British in the food stores.'

'A lot of people said it would be nice to have British food for a change.'

He believed that the Ministry of Defence bought the corned beef from supermarkets whose shelves were cleared of Argentine goods during the war.

The Ministry — 'We buy where we can get food most cheaply, we do not necessarily buy British' — claimed that some of the Argentine food given to our soldiers had been left behind by the invaders but Sir Timothy would have none of that.

The tinned beef he saw 'came in on a ship from Britain while we were there.'

A Ministry spokesman said: 'We have a considerable stock of Argentine corned beef, all bought before the invasion but none since. It takes a long time for these tins to work their way through the system so it is very likely that soldiers are still eating from them.'

Sat Feb 26
D/Mail

Marines 'yomp' back to Falklands

A COMPANY of Royal Marines are returning to the scene of their historic 85-mile 'yomp' across the Falklands last year.

The 150 men of D Company, 40 Commando will go to boost Britain's 3,500-strong island garrison next month.

They are expected to be based in the more remote outposts including San Carlos, to guard against possible Argentine raids.

It was from San Carlos that the Marines started their epic march to Port Stanley, each humping up to 120lb

Britain accepts Poles

THE seven Polish sailors who helped British troops during the Falklands campaign have been told they can stay here. The Home Office has granted asylum to the seamen who jumped ship in the Falklands only to be captured by Argentina. They helped their British liberators with the dangerous tasks of ferrying ammunition and digging trenches. The news ends months of anxiety for the sailors, all supporters of the banned trade union Solidarity, who would be jailed if returned to Poland.

D/Mail 26/2/83

Daily Mail, Saturday, February 26, 1983

Argentine beef sold as Irish

A SUPERMARKET firm which sold Argentine meat labelled as 'Irish' was fined £1,000 yesterday.

The store was the Meadow Market at Hereford—a city which lost 20 SAS men and its adopted ship Antelope in the Falklands.

The shop's owners, Normans of Budleigh Salterton, Devon, admitted three offences of false labelling.

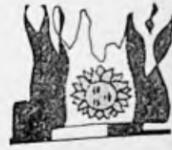
Hereford magistrates were told a label saying Irish rump steak was stuck over another showing the meat came from an Argentine slaughterhouse.

EXCLUSIVE: THE ONE UNTOLD STORY OF THE FIGHTING IN THE FALKLANDS

THE BOYS THEY SENT TO WAR

TO THEIR people they were 'los chicos' — the boys. To the British they were the enemy. They were the young Argentine conscripts on the Falklands; barely trained, ill-equipped teenagers. They crouched shivering under gunfire in water-filled foxholes, waiting for the British attack while their officers left them uninformed, badly supplied and without support. An Argentine journalist, DANIEL KON, has interviewed many of los chicos. They describe what happened to them and how they felt — the fear, the pain, their pitiful incomprehension as they fought the Junta's war.

We have all read *our* side of the story. Now read the testament of the boys the Junta sent to war...



GUILLELMO, son of a prosperous engineer, is an apprentice in an architect's office in Buenos Aires. He did his military service in 1981 with the **Comando Company of the Seventh Infantry Regiment based in La Plata.**

He was discharged that September but recalled to the colours when the Falklands War began.

Throughout the war he kept a small diary, recording in tiny writing — 'to save paper' — practically everything he lived through. Hence the vivid detail of his story as he told it to me:

6 GOING back into the army was hard, because I'd got back into my civilian life, my studies, my work. I'd almost completely forgotten military life and when they call you up like that, it comes as quite a shock.

I'd already started worrying on April 2 when we recovered the islands. At that time people thought everything was great. But when it's you who could be going off to fight it's a different matter.

To some extent I took part in the initial popular enthusiasm. But when in the Plaza de Mayo lots of people shouted "Well thrash them, we'll thrash them," I knew none of the people there was going to thrash anybody.

Besides, I knew in my heart I would have to go to war, and all wars for me are ugly. And when the time comes for you to go to war, you feel that weight on your soul and wonder whether it has to come to that.

I remember that when they recalled me on April 9, I got very nervous. I wore out the hall tiles pacing up and down. And the way they called me up... I got the order at 11 o'clock and had to turn up at midday.

It was April 14 when the order to move south reached our regiment. I found out immediately because during my military service I'd worked in the office and I had contacts among the officers. But no one told us officially where they were taking us.

I don't know if that helps military tactics, but it didn't help me. I didn't like it at all. They didn't prepare us mentally. Do you know how I felt? Like a piece of equipment. Where were we going? We didn't know. And there

were some who didn't even know what they were fighting for.

When on April 15 we flew to the islands I knew we were going to war. I was aware something nasty was going to happen, that it wasn't going to be just a matter of going to the islands and staying there. I knew the English wouldn't just sit back and watch.

We arrived at Puerto Argentino (Port Stanley) airport to be greeted by foul weather. It was raining and very cold. The clothes we had

were adequate for the first few days when it was still autumn, but later in the winter, wearing those clothes on sentry duty, you just froze solid.

It was summer clothing; it wasn't right for the mountains or snow. We did have quilted anoraks and I didn't feel cold at first but only because I was wearing two summer uniforms, one on top of the other. On the other hand, the marines were well equipped; they had good clothing, very thick trousers.

We had to spend the first night at the airport. That helped to acclimatise us; we had to sleep in the open, in the rain. The next morning we began marching towards our assigned positions. We circled Puerto Argentino and came to Moody Brook, the British Royal Marines' former barracks.

The Tenth Brigade, under General Jofré, set up camp there and the rest of us fanned out among the hills.

My company was assigned to a hill about 1,000 feet high, right in front of Moody Brook. Other companies were moved about six miles west, to Mount Longdon.

I can tell you these details now, but at the time I hadn't the slightest idea what the area was called. I didn't know where I was.

Later, when I was prisoner aboard the Canberra, some of the English showed me a small pocket map with coloured dots marking our positions. And those guys I talked to weren't officers, they were ordinary troops; but as soon as they landed they had an idea of where they were.

They knew which hill was which. I, on the other hand, had no idea. I knew, of course, that I was two or three miles from Puerto Argentino because I could see the town. But that's about all I knew. If you had taken me to Mount Kent or Mount Longdon at night and asked me where Puerto Argentino was, or which was south and which north, I couldn't have told you.

Who knows, they might have ordered me to 'retreat' and I'd have hared off in the other direction. *(He laughs)* We weren't prepared enough mentally, we

Please turn the page



THE BOYS THEY SENT TO WAR



From preceding page

weren't trained for war, we didn't even have basic geography.

When you arrive in a strange town you want to see a map at least to find out where you are. Imagine what it was like in a war. We finally got to our assigned place, but once there neither we nor the officers knew how to set up our position.

At first we tried to sleep in tents and build fortifications to shoot from — fox-holes, like the ones we had dug in our training in Buenos Aires province. But the soil on the islands was terrible; you dug a hole and within two days it was full of water. We were on the defensive so we needed to stay put, but that was impossible with the constant flooding.

We knew the first attacks would come from naval artillery and bombing, so we built caves and stone fortifications. We put them together as best we could, using big stones weighing as much as forty pounds. We took ages to finish them but luckily they were ready before the naval and air attacks began.

Then we learned as we went along. The boys from other positions hit during the first attacks told us how they'd got on. 'Look, don't use that kind of stone,' they said, 'because a bomb fell on so-and-so's position and killed him.'

So bit by bit we were learning to make war; first under small bombardments, then the heavier ones, then in the ground attacks as the British started to advance. And experience always came a bit too late.

I had been an office clerk during military service; now I had a gun in my hand. I knew how to use it, but I was out of practice. I'd only done five shooting tests during my entire military service.

Later we met a group of kids from another regiment and realised they were much better trained. They taught me to shoot rifle-launched grenades, how to use mortars, a cannon, masses of things I didn't know. I should have been taught those things during training — if only the basics. But I had to learn there in the middle of the war and I had to learn them from another conscript.

But we also learned other things. Everyone grew up a lot. The boys who killed sheep at the outset as if it were a game, came to realise their lives depended on it. We learned to keep things, save, live differently, and that's an important experience — even though we had to learn to steal, out of necessity.

We were like cavemen. We made fires with odd bits of wood, cooked in empty tin-cans, and always went around with our faces and hands black from the smoke (although later we made a chim-

WE HAD TO LIVE LIKE TRAMPS AND STEAL TO SURVIVE

THEY queued to enlist when the Falklands were seized... they arrived in Port Stanley as conquerors... but for the young Argentine recruits it was to end in hunger, fear and surrender

found). We must have been a sorry sight, we looked awful.

We lived like tramps and we adopted that way of life because if we had stopped to think about it, there and then, in the middle of the war, we'd have suffered. We had to live like tramps, eat dirt, steal to survive, so as not to suffer. There was no room for suffering; you had to exist. You just had to exist.

I think things like that must happen in all wars. It wasn't a healthy existence. We even drank water from puddles and wondered why. There was drinking water in Puerto Argentino, but there was no-one to distribute it.

We had no idea if the puddle water was good or bad. Luckily it was okay, but it could have been polluted, and we didn't have any of the water-purifying tablets which I later saw the English had.

We hardly had anything; I

doubt whether our first aid pack was any use simply for a cut on the hand. It didn't even contain peroxide.

Some of the others wanted the English to attack and get it over with, because they couldn't stand not knowing when it would all end. But they didn't take the human factor into account; it would mean that we had to kill people or die ourselves.

Just the fact that people were going to die made me feel bad. I prayed to God that peace would come, that there'd be no more deaths, English or Argentine. I suppose the English, who are professionals, soldiers by choice, didn't have those kinds of problems or they take them more for granted. But I was a civilian in the middle of war, dressed like a soldier, but a civilian in the final reckoning.

For a week we watched the

English artillery strafe Mount Kent and Mount Longdon where B company was stationed. It was relentless, from sea, land and air. From our position, using binoculars, we could watch the English helicopters ferrying troops from one place to the next.

On June 10, we received orders to leave our position because the English guns weren't punishing that area too much. We were ordered to rejoin the commando platoon in the area where we'd started off, because they needed people to build new defences and move the field-

guns. When we arrived we saw the Harriers streaking low overhead. The platoon gave them everything they had, even using their Fal-

rifles. But the planes flew in over the channel, following a course where shots from us, on the hillsides, would have hit our own troops below and those below could have hit us.

The English ground artillery began pounding in the most incredible way. Their aim was very accurate. Our 105 millimetre guns, which had arrived 20 days earlier, responded quite effectively.

We'd also received anti-aircraft Blow Pipe missiles which are shot from the shoulder. The missiles track the heat of the plane's engine, but you had to know how to handle the electronic control. I saw NCOs who didn't know how to use them; when they fired, the missile shot off in any direction, sometimes crashing into the ground. You can't start learning in the middle of a war.

On June 12, at 6 am, according to my notes, I began working with

the commando platoon. I had to help lug shells for a 105mm field-gun. As they'd relocated the gun, the shells were now about half a mile away, and we had to bring them to the new position in the middle of the bombardments.

It was hell, bombs were falling on all sides, but we were lucky, we weren't hit. An NCO was in charge of the gun, but an ordinary soldier lined it up, he was an absolute phenomenon and shot very accurately.

Over the radio, the orders came from a hill at the front-line: 'Shoot again, number three gun, shoot again. Hitting the area well...' But when the English realised that a gun was causing them trouble, they began to hunt it down.

They had equipment which detected any kind of gunfire, even rifle-shots, marking the exact coordinates of its position. Their

artillery then began to aim for the trouble spot.

The only hope we had was to change the gun's position, but that was impossible as it was so heavy. The shells became more and more frequent, about one every two seconds.

They were destroying all the mortars they detected. It was amazing. We must have fired 20 rounds at them with the field-gun and they fired 100 at us. Our whole position shook, even the stones moved; it was as if the ground itself was moving. But then the shells would fall farther away for a while giving us a short breather.

I'd already heard that people I knew had been killed, and others wounded, but I didn't want to

dwell on it. I knew if I began to think about it at that moment I'd go mad. I knew we were losing, that they were wiping the floor with us, but I wanted to win just the same.

Since we'd gone all that way and spent 60 days there suffering, I didn't want to surrender just like that. But I saw all the companies were beginning to retreat.

It was a very strange moment. The torrent of missiles had abated and we started to emerge from our positions. We heard that our friend Braturich had been transferred to hospital and Santos had been hit by shrapnel which left his arm hanging (I heard later he lost it). Lieutenant Estrada had been hit by flying shrapnel. I started hearing about loads of wounded soldiers.

It was then that we discovered the body of a kid who'd been 100 yards away from us. Shrapnel had burst into his cave and he'd been killed instantly. It split open his helmet as if it were a tin of sardines and blown away half his skull.

We pulled the dead boy out and covered him with a blanket. He lay there for twenty-eight hours while the battle raged. We didn't take him down the hill and we didn't bury him. He was already dead, and we couldn't risk giving him a more Christian burial because the shelling had begun again.

The body just lay there as we carried on fighting. Only a few hours before we'd been playing cards with him. I knew him very well, I'd chatted to him a thousand times, I felt I knew his family from the letters they sent him. But he was dead now and we went back to the war. There was no point in talking about it any more.

The only thing we heard was the shouts of 'Watch out, watch out,' as the bombs fell again. Some were dropping five or six yards from me; shrapnel was flying over my head. Even the smallest fragments were red-hot. I was lucky, none of them hit me.

But I saw them fall on the quilted anoraks of some boys next to me, and they just burned through everything — anorak, pullover, vest, right through to the flesh. I don't think anyone in

Please turn the page

We heard them on the radio boasting... why didn't they come and fight?

WE HAD a radio and sometimes listened to the news from Buenos Aires.

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But after a while we didn't want to hear any

more of the news broadcasts.

We preferred to listen to music because the radio came out with such crap, we just wanted to curl up and die.

Crazy

'It can't be true,' I said to myself. 'They're all crazy. Here we are in a

war and in Buenos Aires they're still worrying about football matches.'

When I came home, I heard that lots of people had behaved properly.

But when we were over there we couldn't understand why so many took the war so naturally.

Then there were those who shot their mouths off as if they were the really brave.

the radio say: 'And if they kill the soldiers who are in the Malvinas, we'll return to the mainland, gather our forces, train new soldiers and return to fight...'

Angry

'And if they kill us again, we'll return to the mainland, we'll bury our dead, train new soldiers and then return to fight...'

Why...

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Another day I heard some moron talking about organising a football match on the Malvinas. It really would have been something out of this world.

We laughed — but in anger. And we took no notice at all of those marching songs about the Malvinas. They were ridiculous.



ON THE RADIO there was bravado about a victory at the front

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HUNGER gnawed ceaselessly at the young Argentine conscripts. The incompetence and corruption of their officers and NCOs often left them starving — as these three interviews reveal.



FOOD: meals like this became just a memory

tion, chewed on the rotten bones of cows they had killed a month earlier and put the bones in water and boiled them. It turned my stomach.

☆☆☆

I STOLE to eat. I think we all had to steal because of lack of organisation.

I watched the English army while I was a prisoner. No-one shouted and things were done in an orderly fashion. When they gave us food they shared it out equally; and they ate the same as we did.

One day they handed over food so that we could divide it among ourselves, and there was such a row, such a lack of organisation, that some ended up eating nothing at all.

☆☆☆

OUR spirits were low, not from fear of the English but from lack of food. The cold rations had already been opened.

When my father realised from my letters that we weren't eating well, he went to the regiment to find out what was happening. 'Look,' the acting commander said to him, 'they're given boxes like this twice a day, as well as hot food.'

The box contained two tins of meat, a stove, chocolate, cigarettes, whisky. But do you know how I finally got to see one of those boxes? An English soldier gave it to me when I was a prisoner.

were for when we started fighting. But the sergeant touched them all right.

We were very angry. Now the war is over he had better not run into any of those kids in the street because they've got it in for him. Some wanted to get on with the fighting then just so they could kill him under cover of the firing.

Some of the corporals were fantastic; they wanted to fight him to make him give us food. Once one corporal killed a lamb from which the sergeant picked the best bits for himself, and then forbade the corporal to kill another for us to eat. And he gave the leftovers not to us but to commando troops who were passing.

Practically no food reached us. Some who had herbal tea and a few drops of milk made themselves a brew but it was almost pure water. I went for two and a half days without eating a single mouthful. I got to the point where I didn't feel hungry any more.

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doubt whether our first aid pack was any use simply for a cut on the hand. It didn't even contain peroxide.

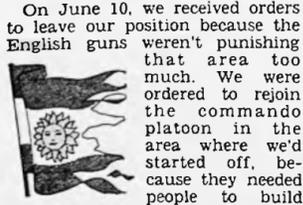
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ON THE RADIO there was bravado and promise of victory... at the front, bitter reality

— An Argentine conscript

THE BOYS THEY SENT TO WAR



AT FIRST, says conscript Ariel 'our morale was high, we set to work'. Then the English shelling began ... 'it was like an earthquake'

One slip and a mine shattered his leg

TWO boys from my section had an accident in the minefields. From time to time, a corporal sent them to an area nearby to collect peat to make a fire.

They knew where the mines were and the route they had to take to get there and back safely.

But one afternoon they couldn't find enough peat and walked a few yards further on.

Wounded

They filled the bags with peat but when they were walking back, one lost his grip on a bag and it fell right on to a mine. A little later they were brought over to where we were; one had shrapnel splinters all over his back and the other's leg had been shattered. Later I heard they'd had to cut it off above the knee.

That kid cried: "What did I ever do to God? Why is he angry with me? I haven't done anything."

When they saw things like that some of the boys simply seemed to give up.

An Argentine conscript

ARIEL intended to return from the war with a British paratrooper's red beret as a trophy. Instead he was sent home, desperately ill, before the final British assault upon Port Stanley.

He came from a working class family in the town of Morn in Buenos Aires province. At 11, he was found to have rheumatic fever, which badly affected his joints. Despite this he was sent to war and eventually fainted from pain while on guard. He pleaded to stay — 'I felt I was abandoning my friends at the very worst moment' — but he was transferred home.

When he arrived back in Buenos Aires, Ariel, who admitted he had 'nerves of steel' during the war, had a mental breakdown.

Before I went, I didn't want to think much about what war was like. I imagined it must be quite like the films. And it is.

But it would have been nice to have had better weapons to put up more of a fight. It was infuriating to be there and not be able to fight on equal terms. At least we would have lost more honourably. I can't bear the idea that we lost like that, that it was a walkover.

My section's mission was to repulse possible attacks from English commandos. We had to dig our fox-holes and it was quite difficult. Being so close to the sea, the soil was very wet and the holes flooded very quickly.

But our morale then was high. We set to work in groups. I was to share my trench with three other boys, including my friend Walter. We built a very good roof and an excellent ledge. And we tried to make it as waterproof as possible.

Life then was fairly quiet. But after May 1, we only slept in short

SCREAMS OF FEAR AS THE SHELLS RAIN DOWN

bursts whenever the English let up on their shelling. That night of May 1 was the first time I felt danger close to. We suddenly heard firing coming from the sea. First of all it was a dead sound, followed by the typical whistle of shells. It all happened very fast; before I realised what was going on I saw a shell explode right in front of our position only a few yards away. The shock waves rocked us in our trench.

Screamed

I was next to one wall and I was battered against it. Another boy sitting on a log at the other end of the fox-hole was hurtled through the air to land on top of me.

I thought my ear-drums were going to burst. We'd been told that, if caught in a bombardment, we should open our mouths wide and scream because otherwise we ran the risk of going deaf. It was our first bombardment and in a split second we all tried to shout — some because we'd been taught to, others screamed from fear.

I suddenly had terrible earache, as if liquid was pouring out of my

still when you can't do anything, when there's fighting. One piece of news that affected us deeply came a few days after that first major attack on May 1. We heard a report that it was all over, that the government's had reached an agreement.

That day you could pass an officer or an NCO and things happened that you'd never have dreamed of. 'Come here, kid,' they'd say as they hugged you. It's all over, we're going home.

That was in the afternoon; then, a little before night fell, it was all denied. The general state of mind was terrible, everyone was very depressed: some NCOs walked around with their heads bowed, hardly able to hold back the tears.

When you're in a trench and the bombs and shells keep exploding all around, night and day, you can't understand why they don't reach agreement. You feel the whole world has gone mad.

Stopped

At one point I came to the conclusion that it's easier for people running a country to send people into combat than to agree. Sometimes I imagined that if they brought the two countries' leaders to my trench just for a while, the war would end at once.

They wouldn't want to go on with it for even one more minute.

I went to the Falklands proudly and I'd go back today, but on two conditions. Firstly, I'd ask the people who decide to send us to die whether they couldn't spend two or three sleepless nights without eating, as we did, in order to reach agreement.

Then, if it's unavoidable to go to war to defend my country, I'll go. But only if those who send me learn how to conduct and organise a war — and if the rifle they give me is not as old as my 1956 one.

From preceding page
that hell felt fear any more. All we worried about was saving our skin.

We thought nothing worse than that could possibly happen. But what happened on the final day of the English attack was worse still. They attacked from all sides from land and from four frigates. The A, B and C companies of the Seventh had already retreated so we were now in the front line.

At half past ten at night, the final shelling of our positions began. It was indescribable; about three rounds a second. We did what we could — protected ourselves and answered their fire every now and then.

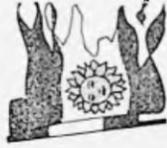
We joined into groups and a line of Mag machine-guns was stationed in front of us. They were boys from Cordoba who had just arrived from Comodoro Rivadavia. They were really terrified;

machine guns, began to advance.

There were three times as many of them as us. Seven or eight of their machine-guns fanned out and began firing at one of ours using tracer bullets, and we saw a hail of bullets like red rain home in on one position.

The tracer bullets also marked the exact position for the artillery to fire at. If the machine-guns didn't destroy our position, two or three huge shells hit it with incredible accuracy.

That's how they took out our Mag machine-guns, one by one. And when the boys in charge of the other Mags saw that, they had no choice but to retreat. If one kept firing, the fan of bullets



began again, then the shells — and not even the guy's boots remained.

We were with an NCO, who was responsible to an officer, but in the confusion we couldn't look for the officer. We decided to go down to the town. There was no alternative; their attack had been overwhelming and had left our lines completely scattered.

Despite that we went down apprehensively. We didn't know whether we should have stayed. We thought that perhaps what we were doing was deserting.

By intuition we knew we had to escape; it would have been suicide to stay there. But even so we thought they could court-martial us.

Yet when we arrived in Puerto Argentino we realised that we were among the last to retreat.

THEY PICKED US OFF ONE BY ONE

Many of the sections much further forward had retreated earlier. I was outraged that no-one had told us; they had left us to our fate up there with the field-gun. Now I see things a bit more clearly, and realise that everyone did what they could.

Everyone had a bad time, it was every man for himself. Staying was suicide and in the confusion it was impossible to tell everyone.

Some people say the officers got the shifts. I think each one did what he could, and if they decided to retreat it was because staying put was the same as committing suicide.

Extracted from *Los Chicos De La Guerra — The Argentine Conscripts' Own Moving Accounts of "Their" Falklands War*, to be published by New English Library, 1982. Editorial Galerna Translation © 1983 David Bolt Associates

NEXT WEEK: The cruelty of Argentine officers

D/Telegraph

28/2/83



Mr. Michael Wilton, his wife Julie and their seven-year-old daughter Victoria setting off from RFA Brize Norton last night to begin a new life 8,000 miles away in the Falkland Islands. Mr Wilton has bought a general store — and a fish-and-chip van to give the British troops "a taste of home."

Raison hints at £800 million airport for Falklands

From John Ezard
in Port Stanley

Civilian contractors from Britain will be visiting the Falklands soon to draft tenders for a major second airport which could cost £800 million.

The airport would be capable of taking long-range wide-bodied jets, the overseas development minister, Mr Timothy Raison, announced here at the weekend before flying home yesterday from the islands' 150th anniversary celebrations.

The airport is crucial to the rapid reinforcement of the Falklands, and carries vast development, population, and ecological implications. Feasibility studies have been carried out on a site at March Ridge, a seven-mile stretch of wind-swept but peat-free and firm shale, west of Fitzroy and some 23 miles south-west of Stanley near the scene of the Galahad and Sir Tristram disasters.

The place is so unimportant that at present that it figures

nowhere in Shackleton report maps. The cost figure might be reduced if a sparse military facility was built and tourist-linked development — a sensitive issue — was initially excluded from the plan. "Strategic" airport is, however, seen as a lodestone of long-term British commitment to the Falklands, and is recognised as inevitably provocative to Argentina.

The view of civil servants with Mr Raison is that the commitment was given in principle by the Foreign Secretary, Mr Pym, in answers during the Shackleton report debate on December 8 last year. Mr Pym answered "yes" to a question from a Conservative MP, Sir Hugh Fraser, who asked him: "Will the Government make it clear that they are determined to construct an all-weather airfield that is capable of reinforcement?"

However, other questions and answers in the debate gave the impression that this might be achieved more cheaply by

improving and lengthening the existing Stanley airstrip, which, it is thought, could not safely take the weight of long-range jets.

The new airport would end the need for the vastly expensive multiple airborne refuelling of Hercules transporters from Ascension. Lack of space

creates shortages and delays in the supply pipeline for helicopters and other machinery here, adding greatly to the strain, discomfort, and workload of troops.

Several MPs have visited the Falklands recently with the defence select committee, and

one member said after emerging from an exhausting 24-hour, two-leg flight from Brize Norton: "Any system that takes five planes, including the refuelling aircraft, from Ascension to get me out from West-minster has got to be wrong."

Mr Raison also gave details of a package of measures to meet local criticism of British inaction since the conflict. These include an extra £3 million to restore the boggy, five-mile Stanley to airstrip road. Contractors are due to travel out to begin this work during the Falklands winter. The work will speed military traffic, as well as access to peat-cutting.

Workmen are already travelling to begin work on the potatoed roads within Stanley. Other work mentioned by Mr Raison, "to show the islanders that something is really happening," include the building of temporary secondary school cabins to replace the Argentine-damaged hostel which boarded secondary children, the recent finishing of 54 houses for rent, help to education and other services, and the arrival soon of consultants to plan a new harbour and jetty.

The present rotting jetty contains 16 holes, is perilous at night, and would be closed in horror by any British fishing port or seaside resort.

Hope was even held out that

the unisex hairdresser satirised by Mr Denis Healey as typical of the Government's modest response to Shackleton may soon arrive in the flesh, together with the cobblers and laundresses the islands lack.

On the gradual subdivision of farms, the Tory alternative to Shackleton's recommended wholesale transfer of absentee-owned land, Mr Raison had to rely on the possibility that the new Falklands Development Agency may break its virginity by purchasing 151,000 acres of land on the market in west Falkland for subdivision.

Mr Raison said: "It would be disastrous to overplan this place, and to saturate them so that they can't make their own decisions. It would be a negation of what the place is all about. To have another groundnuts scheme here, with people rushing about spending money without proper preparation, would be very foolish. But there is something worth building and working for here."

Workmen are already travelling to begin work on the potatoed roads within Stanley. Other work mentioned by Mr Raison, "to show the islanders that something is really happening," include the building of temporary secondary school cabins to replace the Argentine-damaged hostel which boarded secondary children, the recent finishing of 54 houses for rent, help to education and other services, and the arrival soon of consultants to plan a new harbour and jetty.

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Hope was even held out that

Mobile chip shop on way for troops

MR MIKE WILTON and his wife, Julie, left for the Falkland Islands yesterday to set up a travelling fish and chip shop, writes *Shyama Perera*.

"They say there's enough fish in the sea around there to feed the whole of China," he said. "We'll be raising the troops' morale by taking them decent food."

Mr Wilton's seven-year-old daughter, Victoria, warmly wrapped in red woolies, said she was looking forward to seeing the penguins and going to small schools.

Mr Wilton, aged 40, who sold his fried chicken business in Hastings and bought the Philomet General Store in Stanley earlier this year, will take his shop round the island each day.

"I was in the Navy for 12 years, but never went to the Falkland Islands. It's a challenge. We won't get bored — we'll be too busy," he said.

His wife, who is 23, said they would share the cooking and serving, although more help might be needed as the business expanded. She added: "I've heard there's a shortage of hair spray, cosmetics, and tights, but I can do without them."

Mr Wilton bought the shop through the Falkland Islands Office in London, and negotiations started before the conflict last year. He said: "It's somewhere we had considered for a while. We know it will be cold out there, but we are well equipped. I didn't think of myself as a trail-blazer. Auntie people started calling me one."

D/Express 28/2/83

EXPRESS 28/2/83

Fish and chip force heads for Falklands

SHOPKEEPER Mike Wilton flew out to the Falklands last night on a special mission—to serve fish and chips to the troops.

Mike, 40, his wife Julie, 23, and seven-year-old daughter Victoria are the first Britons to emigrate to the islands since last year's conflict.

"It may not be everyone's dream, but it's a challenge," said Mike, before boarding an RAF jet at Brize Norton, Oxon.

Mike and Julie sold their share in a fried chicken shop at Hastings, East Sussex, and bought a general store and fish-and-chip van in Port Stanley.

Julie said: "It's going to be a wonderful adventure, and we can't wait to get there." Victoria added: "I just want to see the penguins."



Flying last night... Mike, wife Julie and daughter Victoria

Exocet plot tip-off was ignored by Intelligence

by PETER DURISCH

BRITISH security services showed no interest in information about a plot to sell Exocet missiles to Argentina, according to the British arms dealer who allowed THE OBSERVER to attend clandestine meetings at which the deal was discussed.

The British arms dealer telephoned a special security services number in London and also a chief inspector delegated to Special Branch duties in his local police force before he contacted us.

'I just got the brush-off,' he said last week. 'The Special Branch man said he would get on to various people but at the end of the day he showed little interest. He simply asked me to let them know what happened.'

'The people on the security services number said they would call me back. They never did.'

Last week we revealed how a group of gunrunners and businessmen were attempting to purchase 30 AM39 Exocet air-launched missiles for Argentina by pretending that they were destined for Sudan.

The issue has been taken up by Mr Tam Dalyell, Labour MP for West Lothian, who last week tabled a question in Parliament demanding to know what investigations were being undertaken.

'On Monday I shall put down another question asking why the security services took no interest when they were offered this tip-off,' he said.

'In the light of THE OBSERVER'S revelations, I want to know what contact was made by the British arms dealer with representatives of the security services and why he was ignored.'

Since we revealed details of the plot last week, it appears that the entire deal has collapsed. The British arms dealer has received numerous telephoned threats.

One caller said he would be visited by 'hit-men'; another suggested that the IRA would deal with him. One anonymous threat to me said my health was at risk.

A spokesman for the police in Hamburg, where one of the arms dealers is based, said last week: 'We are studying this most closely. It is something which interests us very much.'

In Paris, Defence Ministry officials said that if French citizens were involved and the offences were on French soil, then prosecution could follow. 'But there is no way we can control weapon deliveries once they have left France if the deal was considered above board in the first place,' a spokesman said.

He added that fraudulent arms dealing was difficult to detect if sales had the appearance of being legitimate ones to foreign governments.

JOHN JUNIOR

IN THE FALKLANDS

PORT STANLEY,
Saturday.

A GALE force wind whistles coldly through the town, bending the lupins, marigolds and sweet Williams in the front garden. It can't be doing the raspberries in the back garden much good either.

From my window seat in the Upland Goose Hotel I can see a liberty boat full of officers and men from HMS Endurance, anchored just 100 yards out, struggling ashore.

In the town hall at 10 p.m. the band of the The Royal Hampshire Regiment will strike up for the anniversary ball. The carnival is almost over.

Tomorrow the sheep farmers, with names like Ferguson and Barton and Miller and Robertson, who with their wives and children have congregated here for the last six days doubly to rejoice in their deliverance from Argentine occupation and in the 150th anniversary of British rule, will be on their way home by float-plane, by Land-Rover and some even on horseback threading their way through minefields to their remote settlements.

IN WHAT sort of mood do they travel? I have to report that, especially among the young, it is one of n a g g i n g uncertainty.

Their anxiety concerns the apparently unending hostility of Argentina, which refuses even to admit the war is over.

It was half expected that during the emotive 150th anniversary celebrations the Argentinians might seek to secure a propaganda coup by making a brief landing on some deserted island and raising the Argentinian flag. That has not happened. But the danger is not yet over.

And a new date has to be ringed in the calendar—April 2, the first anniversary of the invasion. What better day for the Argentinians to demonstrate that no matter how long it takes, they still mean to conquer the Falklands?

Could they achieve a successful landing? I do not think so.

The area which has to be kept under surveillance is vast. But such is the state of British military preparedness under the quite outstanding leadership of Major-General David Thorne, it is my firm conviction that if a party of Argentinians did land on a deserted island on April 2 not one of them would leave it alive.

BUT IT is not the immediate future which worries the Fergusons, the Bartons, the Millers, the Robertsons.

It is what will happen if ever the day comes when their much-loved Governor, Sir Rex Hunt, or his successor, has to break the news that the British taxpayer will no longer foot the bill and that our Forces are quitting.

That is why these last few days I have been asked the same question over and over again:—

"Who is going to win the next General Election?"

For in their hearts they know that if Mrs Thatcher loses, so do they.

IT HAS been a memorable week.

I will never forget the excitement on the way here of being on the Hercules flight deck alongside Flight Lieutenant Colin McLea as we refuelled at 20,000ft over the South Atlantic.

I will never forget the warmth and friendliness and gentle courtesy of every islander I met. Or the impeccable manners of the bright-eyed young, many of whom have never even seen TV.

Could that be why?

I will never forget visiting the tiny, beautiful graveyard where Colonel H. Jones, VC, is buried at San Carlos. But it was the grave next to his which made my eyes mist up. It was that of M. Holman Smith, 2nd Bn., Paratroop Regiment, killed on the same day as Colonel Jones, May 28, 1982. The inscription on the headstone said: *"You remain in our hearts forever a hero."* He was just 19.

THERE HAS been humour, too—like the story of islander Roy Buckett, who was accidentally strafed by Harriers at Dunnose Head.

He was sitting on the lavatory at the time and had no idea what had happened. The pedestal simply disintegrated under him and he was left holding the chain and vowing never to eat baked beans again.

BUT MOST of all I will remember the reply of a dear old lady celebrating her golden wedding when I asked her whether in the first days of the Argentine occupation she had really thought that we would come 8,000 miles to the islanders' help.

She looked at me in wide-eyed surprise that I should even have posed such a question.

"We never doubted it for a moment. We just knew that you would not let your own folk down."

May the day never come when her simple faith is destroyed.

FALKLANDS TO GET NEW AIRPORT

By PATRICK WATTS
in Port Stanley

THE Falklands is to get a new airport capable of taking big transport aircraft, Mr Timothy Raison confirmed yesterday.

The Minister for Overseas Development, winding up a visit to the islands, made the announcement in Government House, Port Stanley.

Contractors will be arriving soon to tender, and possibly to choose a site, he said.

The Ministry of Defence is also to pay about £3 million to repair a five-mile stretch of road between Stanley and the only existing airport at Cape Pembroke.

He hinted that the Overseas Development Agency will make cash available for the purchase of three farms on West Falkland owned by the Packes company.

They comprise 151,000 acres and carry a total of 31,000 sheep. Packes have offered them for £500,000, independently or as a block.

£300m POSSIBILITY

Runway for TriStars

OUR AIR CORRESPONDENT writes: Defence Ministry estimates of the cost of a new airfield, sited away from Stanley, have ranged from £160 million to £240 million, possibly rising to £300 million.

First priority would be the completion of a 9,000 to 10,000-ft runway to accept R A F TriStar long-range freighter-tankers in two years' time. The existing runway at Stanley has been lengthened by the Royal Engineers from 4,000 to 6,000 feet and covered with aluminium matting. This is being used by Phantoms, Harriers and Hercules transport and tanker aircraft.

FIRST MIGRANT FAMILY FLIES TO FALKLANDS

The first British emigrants to the Falkland Islands since the conflict with Argentina, Mr Mike Wilton, 40, his wife Julie, 23, and their daughter, Victoria, seven, began the 8,000-mile journey last night in an R A F jet.

They sold their share in a Kentucky fried chicken business in High Street, Hastings, Sussex, and put their money into a Port Stanley general store with a fish and chip van thrown in.

Mr Wilton said: "It may not be everyone's dream but it's a challenge. We aim to give our customers over there the best fish and chips they've ever had... a taste of home."

Picture — P2

D/Tel.

28/2/83

Yippie!

Falkland

lads get

a chippie

SUN
28/12/83

SHOPKEEPER Mike Wilton and his wife Julie are off to a batter life . . . serving fish and chips to Falkland troops.

They swapped their Kentucky Fried Chicken business at Hastings, Sussex, for the stormy South Atlantic and said: "We aim to give our boys the best fish and chips they've ever had—a real taste of home."

"From what I hear the soldiers have had Argentine, deaf and a lot of other foreign stuff."

Foreign

Mike, 40, and his 32-year-old wife will settle in Port Stanley—the first British emigrants since the war ended. The couple have put their cash into a general store with a chippie van thrown in.

A Foreign Office official who saw them off at Brize Norton, Oxon, on board an RAF jet, said: "They can't go wrong—and neither can the troops."

WORLD REPORT

How the British liberated Argies

HUGH O'SHAUGHNESSY

BRITAIN conceived a detailed military strategy in 1800 to free South America from rule by Spain and seize commercial advantage there.

The seven-point strategy, whose existence has just been unearthed by an Argentine scholar, was remarkably similar to the plan put into practice 12 years later by General José de San Martín, the Argentine national hero.

Argentine historians have always looked on San Martín as the sole architect of the independence of much of South America. Every Argentine town and village has a street or square named after him and his picture hangs in every Argentine schoolroom.

According to Rodolfo Terragno, who has just completed three years' work in London University's Institute of Latin American Studies, Major-General Sir Thomas Maitland, an ancestor of the present Earl of Lauderdale, presented to the then Prime Minister, William Pitt, a plan which consisted of a series of moves aimed at breaking Spain's control of South America.

They included:

- The seizure of Buenos Aires by an army consisting of infantry, dismounted cavalry and artillery.
- The preparation of the Argentine city of Mendoza at the foot of the eastern side of the Andes as a base for a strike against the Spanish colonies on the Pacific coast of South America.
- A crossing of the Andes from Mendoza, with the help of native Indians, and the seizure of Chile by the two armies.

The plan may have been communicated through masonic connections to San Martín who, after quitting the Spanish Army, travelled to London using a British passport. San Martín, like many other South American patriots, was a freemason, as was Pitt. Maitland, if not himself a freemason, had connections with the order.

San Martín sailed from England in 1812 at the start of a campaign which bears striking similarities to the Maitland plan.

He first took control in Buenos Aires, which had already revolted against the Spanish crown and was self-governing.

He co-ordinated with an army fighting the Spaniards in Chile, not, as Maitland had planned, a British army shipped from the Cape and India, but a Chilean patriot army led by General Bernardo O'Higgins.

He crossed the Andes into Chile with the help of Indian tribes and defeated the Spaniards in Chile at the battle of Chacabuco in 1817.

Having carried out Maitland's plan of 1800, San Martín returned to England in 1824. In the same year Maitland died in Ceylon where he was lieutenant-governor.

JIMMY BURNS reports from Buenos Aires: Captain Alfredo Astiz is reported by military sources to have flown to South Africa, having been cleared by a military judge of cowardice and responsibility for the premature surrender of troops under his command on South Georgia during the Falklands war.

Astiz is believed to have left the country to avoid giving evidence before an independent judicial inquiry into his activities before the war. Lawyers have linked Astiz to the disappearance in 1977 of a Swedish student and two French nuns.

SUNDAY
Argentines

visit TELEGRAPH
27/2/83

Captain

Salt's ship

By PETER DOBBIE

OFFICERS of the destroyer Southampton showed Argentine sailors round their ship during a recent courtesy visit to Hamburg.

The 3,500 ton destroyer is commanded by Captain James "Sam" Salt who commanded her sister ship the Sheffield which was sunk during the Falklands war with the loss of 20 lives. He said yesterday that it would have been "entirely inappropriate" to have turned the Argentines away.

The Southampton was showing the flag in Hamburg and was open to the public when five Argentine ratings presented themselves at the gangway.

The British officers were taken aback at first. Would the presence of the Argentine sailors offend the crew which included men who had lost shipmates in the South Atlantic.

The Navy decided not. They would carry out their duties with the courtesy and professionalism expected of them.

Out of uniform

So the Argentine sailors, who were not in uniform and were in Hamburg to crew a German vessel carrying military equipment bound for Argentina, were shown round the destroyer, which carries three main guns, a helicopter launch pad, torpedoes and equipment for firing 24 Sea Dart missiles.

Captain Salt, 42, said the Argentine ratings were among 1,500 people who were taken round the ship during the three hours she was open to the public.

At his home near Chichester, he said: "They were simply members of the public and it seemed sensible to show them round. Security on board was very tight and out-of-bounds areas were roped off.

"Men were constantly watching for anyone going astray."

Captain Salt, who took command of the Southampton in October, said that the Argentines had not been given any special treatment.

"As far as I know, there was no question of them being served drinks. It would have been entirely inappropriate to turn them away."

Captain Salt, who is married with two sons, said that during the visit to Hamburg Britain and the Navy had received nothing but praise for its defence of the Falklands. "There was a tremendous amount of understanding and kind words."

No sun for

A stern warning from the Captain

AS IF in revenge for the indignity imposed on him by Ministry of Defence mandarins—he was forced into being interviewed by a couple of Argentinian journalists about the British side of the Falklands war—Captain Sam Salt has just issued a warning to his former adversaries.

"I expect to be back in Falklands waters before too long," he told me stiffly. "As a result I was very careful what I said to these journalists—I had to be."

Salt's ship, the Sheffield, was sunk by an Argentine Exocet. But, as some of the figures in the Falklands con-

lict have been ordered by the MoD to submit to questioning by the Argentinian journalists. It was Salt's turn this week.

This apparently led to angry talk among the crew members of the Southampton, some of whom come from the Sheffield. But Salt is powerless.

Politely, he told me: "I must say it was a complete surprise, but I was 'strongly urged' to see them."

"Naturally when I was told they were doing a balanced account I agreed."

It'll be interesting to see what they make of Salt's horrifying tale.

EXPRESS 25/2/83 "Mr Tatchell, I presume!" "Mr Foot, I suppose!"

Falklands threat of hit-and-run raids

ARGENTINA may well mount a hit-and-run attack to mark the first anniversary of the Falklands invasion of the Falklands last April, according to British military chiefs.

In recent weeks there have been continuous reconnaissance sorties by Argentinian aircraft flying close to the 150-mile British protection zone around the Falklands. Although they have not so far breached the no-go area, military chiefs are certain they are trying to phantom response of the Phantoms and Harriers at Port Stanley.

transfer of fighter aircraft to southern bases are closely monitored.

Recent U.S. reports revealed that two squadrons of Mirage planes had been flown to airfields on the Patagonian coast, opposite the Falklands.

However, according to British intelligence, these aircraft have now returned to their normal bases.

Argentina's ability to buy arms will be reduced by the terms of its huge IMF loan to which British banks have contributed. Chancellor Geoffrey Howe told yesterday.

By MICHAEL EVANS Defence Correspondent

mando raid is very much on the cards.

A senior military source said: "The threat has not gone away. The Argentines still believe, and we know they're getting new equipment from a variety of sources."

Since the Franks Committee criticised poor intelligence from Argentina, there has been an intensive effort to improve operations and the Troop movements and the

The 3,500 troops on the Falklands, particularly those guarding key installations, have been placed on full alert for some show of strength on April 2—the anniversary of the invasion.

Intelligence from Buenos Aires shows Argentina is in no position to attempt a second invasion, despite intensive rearming to replace war losses.

But a morale-boosting com-

Telegraph
25.2.1983

Attack on loans to Argentina

ARGENTINA'S ability to buy arms would be reduced by the terms of its loans from the International Monetary Fund, Sir GEOFFREY HOWE, the Chancellor, told the Commons yesterday.

Facing renewed criticism from MPs of all parties about Britain's involvement in international banking aid worth 4.8 billion dollars to Argentina, Sir Geoffrey said British banks had "very substantial and long-standing financial interests" there.

The Argentine economy had "many natural strengths" and there was never any shortage of countries willing to offer arms in exchange for commodities produced as a result of the surplus.

Rebuke by Tory

But Sir Geoffrey stressed: "The IMF programme has attached conditions requiring substantial adjustments in the Argentine economy that will reduce rather than increase the scope for the purchase of arms."

But the Chancellor was rebuked for his "bland" remarks by Mr JOHN WILKINSON (C., Northwood), who said the Argentine Government had not renounced the use of force over the Falklands dispute.

"Is it not rather unedifying that British banks should be engaged in negotiations of this kind?" he demanded to loud Labour cheers.

Telegraph
25.2.1983

in Shetlands launches ise knitwear patent drive e in bid to beat imitators

BY ANTHONY MORETON, TEXTILES CORRESPONDENT



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THE SHETLANDS is spending £450,000 over the next three years in a drive to promote a trademark which will identify island-made pullovers and other knitwear.

The patented trademark will be attached as a swing ticket (tickets which hang from the back of clothes). It will appear from the autumn.

As part of the drive, the island's 29 knitwear producers and designers have formed the Shetland Knitwear Trades Association. Mr Laurence Smith, of L. J. Smith, is the chairman.

There are some 2,000 knitters out of the Shetlands population of 23,000. Many are hand knitters or work hand frames from their crofts. Production of the garments is an important part of crofters' income.

In recent years they have been hit by a lack of marketing ability and a flood of cheap imports — called "Shetland" — from Mauritius in particular and the Far East in general.

Mr Smith, launching the drive in London yesterday, said the association in future would pursue through the courts anyone using the word Shetland illegally.

The association had already begun to oppose use of the word Shetlands "with some success," he said. It would be

particularly vigilant against those attempting to pirate the symbol. This portrays a Shetland woman hand knitting.

The Shetland Islands Council has put up the £450,000, although it has had some assistance and advice from the International Wool Secretariat.

After the initial three years it is intended that the industry will finance the association through some form of levy. It is also hoped to get some assistance from the Highlands and Islands Development Board.

The council is anxious to promote greater awareness of Shetland garments because of the changed economic situation following the end of the oil-development period at Sullom Voe. Developing the woollen industry has a major part in the ten-year plan it has launched for the islands.

Knitwear brings in about £4m a year. The industry produces some 500,000 garments annually.

Smurfit cut capacity at Tam paper n

By Maurice Samue

SMURFIT, part-based Jefferson-S yesterday became member of the industry since the year to announce.

On May 1 it is a speciality paper in Alders Paper Mills, with the mill's 290 employees.

The move, which recent closure of a mill at Oxford, marked exit from the speciality paper stationery.

It takes to meet the number of signalled in the board industry since 1983, closing of 1983, last announced last year.

Wiggins Teape it planned to shut three sites. The to close a W. employing 796 jobs are to go at Mills owned by Daily Post and F.

Dr John W. director of Smurfit board division, worth machinery closed because money every year. In the 12 months 31, 1983, their ceeded £1m.

The move poses a challenge across the industry. While Smurfit is making speciality concentrate on material, Wiggins is in the opposite

Pretty Polly puts its best foot forward

Yorkshire Post 23/2/83

Sheffield M
Telegraph 23/2/83

Guardian
23/2/83

Britain 'must do duty in islands'

LORD SHACKLETON ruled out any short-term solution to the dispute between Britain and Argentina over the Falkland Islands yesterday.

He said: "The British will have to continue to do their duty and defend the Falkland Islands."

"It's absurd to think that so many people think it is possible for the British and the Argentinians to sit down and talk at this moment, when the Argentinians still have not declared a complete peace."

"They still have only one objective, as we well understand, which is to regain the Falklands."

Lord Shackleton, a guest of the islanders for week-long celebrations marking the 150th anniversary of British rule, is the author of an economic survey of the Falklands, which urged a £110m. programme of economic development.

A major recommendation was land reform, and Lord Shackleton said: "I hope something will happen fairly soon on this."

Falkland display

Foreign Office Minister Cranley Onslow yesterday opened an exhibition at the House of Commons marking 150 years of British rule in the Falklands.

D. TELEGRAPH
23/2/82

EXHIBITION OPENS

Mr Cranley Onslow, Foreign Office Minister, opened an exhibition at the House of Commons yesterday to mark 150 years of British rule in the Falklands. It includes pictures of the Falklands war and products from the islands.

Falkland troops' diet is hard to swallow

By Colin Brown

BRITISH troops who recovered the Falkland Islands from Argentinian forces are now having to stomach tinned beef from Argentina.

Bully beef is the staple diet for Britain's fighting forces, and surprise that it was being supplied by Argentina was voiced by the senior Conservative backbencher, Sir Timothy Kitson, yesterday.

Sir Timothy is the chairman of the Commons Select Committee on Defence, which returned at the weekend from a week-long visit to the Falklands and he complained about the forces' shopping list of foreign food to the Prime Minister in the Commons.

He said that the committee was surprised to find not only that the tinned beef came from Argentina but also that the apples were from France, the port was from eastern Europe, some beef came from Uruguay, and Danish bacon was also on the menu.

The committee also found potatoes from Cyprus, turkey from France, and jam and fruit juice from America. "While we saw some cabbages from Lincolnshire, surely Britain can do better than that?" he complained.

Mrs Thatcher, who launched the buy British campaign, assured Sir Timothy that his strictures would be passed on "to the appropriate place or places." She hoped that British food firms were urged to put in competitive tenders.

There was suspicion among the all-party committee that the sale of the tinned beef to the Ministry of Defence, came about through supermarkets wishing to cash in on unsaleable stocks of beef taken off the shelves during the Falklands conflict. One big chain store last night denied that this had happened.

A spokesman for the Ministry of Defence said that no supplies from Argentina had been bought since the invasion of the Falklands, but some stocks bought earlier might have worked through.

FALKLANDS WIN BY OLD BILL, 71

VETERAN jockey Bill Morrison told yesterday how he galloped to victory in a Falkland Islands celebration horse race . . . twice in 50 years.

Bill, 71, beat 15 other riders at a meeting in Port Stanley to mark 150 years of British rule on Monday.

As a youngster working on a sheep farm, he was also winner of a similar race celebrating the centenary in 1933.

Bill said with a grin: "I sort of had to win again or I would have had to clear out of town."

Lucky

"Perhaps I'm lucky, but honestly I feel as fit as I did when I was 21."

Ironically Bill's winning mount, Ballena, was bred in Argentina—and so was second-placed Helena.

The race was run on a new track donated by Britain's Jockey Club to replace one ruined during last year's war.

Paras drop in for show

● EIGHT crack Paras were one jump ahead of their mates yesterday when they dropped in on the BBC in London to launch a new series.

● The team from the Red Devils Parachute Regiment jumped from 2,200ft to land at the Duke of York's barracks in Chelsea.

● The new series, called "The Paras", follows the escapades of a bunch of young recruits in the famous regiment just before the Falklands crisis.

Sun 23/2/83

Sun

Daily Mail 23/2/83

DAILY MAIL/WORLD WIDE

British troops fed on Argentine beef

By ROBERT PORTER
and IAN WALKER

BRITISH troops on the Falklands are living on rations of Argentine bully beef.

Most of it is food British housewives snubbed during the war last year, MPs were told yesterday.

At the time, supermarkets cleared their shelves of Argentine produce.

Apparently, the Ministry of Defence then moved in to buy up the surplus stocks, according to Commons defence committee chairman Sir Timothy Kitson.

His revelations, during Prime Minister's question time, came as a major embarrassment to Mrs Thatcher, already facing strong criticism from her own supporters over the mounting cost of keeping troops in the Falklands.

Downing Street sources revealed later that she has ordered a Ministry of Defence inquiry.

Sir Timothy, who retires at the next election, returned at the weekend from a fact-finding visit to the Falklands.



SIR TIMOTHY

He gave MPs a long list of other foreign foods being supplied to the Forces defending the islands.

It included apples and turkeys from France, potatoes from Cyprus, jam and fruit from the United States, bacon from Denmark, beef from Uruguay and pork from Eastern Europe.

There was loud laughter from Labour benches as he quipped: 'While we found some cabbages from Lincolnshire, surely Britain can do better than that.'

Later he said: 'Going through the food stores we had one hell of a job to find anything that was British.'

'There seemed to be almost a

MPs' fury at snub for our food firms

monopoly of foreign food bought by the suppliers. I think that they are not doing the job very well.

'The corned beef was from Argentina and there was a hell of a lot of it. This stuff has been bought at knock-down prices and a lot of people said it would be nice to have British food for a change.'

'If you can imagine half a dozen troops sitting on a highly valuable installation and suddenly getting two tins of Argentine corned beef for lunch, you get a few rather rich comments.'

The Ministry of Defence said that some food had been left behind by Argentine forces after

their surrender. Where this was in good condition it was being fed to British troops.

'However, we buy where we can get food most cheaply. We do not necessarily always buy British.'

But a red-faced Mrs Thatcher told the Commons: 'Having helped launch the Food from Britain Campaign, I will see that your scriptures are brought to the attention of the appropriate place or places in the hope they will urge British food firms to put in competitive tenders to feed British troops.'

British food suppliers are more than eager to compete with their foreign rivals.

A spokesman for Sainsbury's said that the Ministry of Defence probably decided to ship out imported food because it was cheaper.

He said: 'If a soldier's diet does have to include a lot of corned beef, then that has got to come from South America.'

Before the Falklands crisis the store group sold some Argentine corned beef. But those supplies were immediately withdrawn during the hostilities, and now their main supplier is Brazil.

Can Argentina afford another

ARGENTINA'S military options in what promises to be a protracted and venomous cold war in the South Atlantic are by no means as potent as some reports have recently suggested.

There is no doubt that as long as the Falkland Islands remain under British sovereignty there must be a risk of renewed Argentine attack, whether orchestrated by the junta or improvised by a lone Air Force fighter pilot. But for 1983 at least, the risk does not look high. Few Argentine civilians would today welcome a renewal of hostilities against Britain; and the generals are far short of the military wherewithal to succeed in whatever aggression they might dream up to salvage their lacerated pride.

The junta's main military objective in the South Atlantic now seems to be to make it as expensive as possible for Britain to keep up its guard. In coming months—maybe years, if Mrs Thatcher wins the next election—we can expect a series of "incidents" to keep the defence force on its toes. Argentine vessels will stray close to the exclusion zone round the islands, army units will practise commando assaults in Patagonian barracks, admirals will issue belligerent warnings, Super Etendards will mass at Atlantic airfields. Sooner or later, so the junta appears to be hoping, the tension and expense involved in defending the Falklands will turn the British towards negotiation.

Such a strategy demands patience, and that is not a quality figuring prominently in the Argentine character. But what else can the generals try?

A colleague of mine in Buenos Aires thinks a glory-hunting Air Force squadron might take a crack at, say, the floating hotel used by the British to relieve the troop accommodation problem in Port Stanley. "They could send out a few diversionary Mirages, get the Navy to float a warship close to the edge of the exclusion zone, and while the defenders were looking the other way, the Super Etendards would wing over the horizon and lose off their Exocets," he argues. "If they hit the hotel at dawn, the casualty figures in the war would quickly be evened up."

Foolhardy as such tactics might seem to an Englishman, there's dispiriting evidence that some hard-line Argentine officers would treat such an assault plan seriously—whether for real or for propaganda effect is difficult to judge. Only last week, Vice-Admiral Roberto Moya, commander of the naval air arm that flies the Super Etendards, insisted in the face of all public evidence to the contrary, that HMS Invincible had been struck by an Exocet missile during the war. He berated the Argentine public for its lack

fight?

of pride in its country's military performance, and added: "Our Navy pilots are extremely proud of what they did and we would have no problem in doing it all again."

But there are two considerable obstacles to deter Argentina's undoubtedly valiant pilots from "doing it all again." The first is that ten months after the war, the defences of the islands ought to be such that a Super Etendard could not lift off Argentine soil without an alarm bell ringing in the Upland Goose Hotel.

A lone Argentine assailant searching for a "soft" target might just strike lucky. But such an attack would have little military significance and would only strengthen British resolve. An all-out attack on the islands by Argentina's newly assembled squadron of 14 Exocet-carrying Super Etendards, accompanied by Mirages, Skyhawks and any other bits and pieces that can be scrambled into action, might well wreak considerable damage on the defence force. But at what a cost? The attack would surely be re-

ended in national ruin. The junta responded to the wave of criticisms with dire warnings that attempts to "undermine the prestige" of the armed forces could endanger the restoration of democracy later this year.

With the military in such universal disrepute, the junta has little to gain from a fresh attack on the islands. The mob might cheer some token display of Malvinas belligerence, and the Argentine people as a whole remain undeniably united in its conviction that "Las Malvinas son Argentinas." But most eyes are now focused on democracy. War was last year's distraction.

In the longer term, however, the military threat to the Falklands looks more ominous. Argentine military re-equipping is already well under way following last year's hammering, and there appears to be no shortage of funds. In this respect, the banks of the western world have been falling over backwards to stuff dollars into the generals' pockets. The banks may have been acting to save their system from ruin, but the new cash, destined to pay off old loans, has had the indisputable side effect of relaxing constraints on the military budget.

TONY ALLEN-MILLS
feels that although sporadic attacks may take place, the generals would probably prefer to negotiate a peaceful settlement

buffed with heavy Argentine losses, and further defeat is simply not something the junta can contemplate. It is still trying to come to terms with last year's disaster.

The second obstacle is more subtle but ultimately more discouraging. Last April's invasion successfully diverted public concern with the inadequacies of the junta's political and economic record. But defeat refocused criticism and doubled it in spades. Today the Argentine military has sunk so low in public esteem that only the concrete promise of elections this year seems to be keeping the lynch mob from storming the gates of the Casa Rosada.

Allegations of military corruption, incompetence and mismanagement are commonplace. Victor Martinez, a centrist politician, recently accused the military of "pillaging" the country. Outraged, the junta sent him a telegram asking him to confirm or deny that he used the word "pillage." He confirmed it.

There are frequently snide references to the generals' military abilities, and widespread scorn for the boasting and posturing that

The junta's contempt for monetary matters in any case verges on the fantastic. Last December, the junta-appointed Dr Jorge Wehbe, Economic Minister, announced that Argentina's foreign debt totalled \$43,000 million. Last week he corrected himself. He said officials had made a mistake in doing their sums and one \$6,000 million entry in the books had been added up twice. Now Dr Wehbe says the foreign debt is officially \$37,000 million. The Argentine Press greeted this revelation with derision and incredulity.

As long as the money is there, the generals will spend it on arms, and it is the international bankers' lookout if the coffers run dry. Nor is the restoration of civilian authority likely to tighten the purse strings significantly.

As the arms-purchasing programme proceeds apace, there are signs that intelligent lessons have been learned from last year's defeat. For example, cheap but useful maritime reconnaissance aircraft have been fitted with sophisticated French radar to increase the junta's ability to spy at long range on elements of the British defence force. But Argentina is still a long way from achieving anything like military parity in the South Atlantic.

Political initiatives aside, it could be seven years or more before the generals feel confident enough to resume the war they have never admitted is over. It's a distant question, but will Britain be fighting for the Falklands again in 1990?

'Times' 22/2/83

South Atlantic Fund reaches £14.6m

By Richard Evans

The South Atlantic Fund, set up during last year's Falklands conflict, now totals £14,660,000, it was disclosed yesterday.

Individual contributions ranging from 50p to £1m, from an anonymous donor in Bermuda, make up most of the cash collected since the fund was opened in May, and money is still coming in. More than £4m has been paid out so far, mostly to cover short-term needs of injured servicemen and widows and close relatives of those who died. About £10m will be paid

out in the next few months to the bereaved and injured after a detailed assessment of individual cases; 256 servicemen died in the South Atlantic and 777 were injured.

The fund's nine trustees said yesterday that the total received was a "generous public gesture", especially as neither they nor the Ministry of Defence had

publicly appealed for cash. Many of the bereaved and injured have not yet decided how they wish to plan for the future and some families have asked for time before committing

themselves to future requirements.

The speedy payment of a grant is not therefore always in the best interests of the ultimate beneficiaries and further interim grants have and will continue to be paid when necessary", the trustees said.

The fund will be wound-up after all cases have been assessed and payments made.

Dr John Gilbert, MP, a former Labour defence minister, spoke yesterday of the lack of female company for British troops in the Falklands and said that perhaps more "marriage-

able women" would decide to work in the islands (the Press Association reports).

Dr Gilbert, MP for Dudley, East, was a member of the all-party Commons Select Committee on Defence which recently returned from a fact-finding visit to the islands.

He said on the BBC Radio 4 programme, *The World At One*, that he and his colleagues would be "speaking frankly" to Mr Michael Heseltine, Secretary of State for Defence, to make him aware of the conditions under which British troops were living.

Daily Mirror 22/2/83

Diary



by
**PETER
TORY**

A good Raison for being upset

AT A time when the Falkland Islands are celebrating their 150th anniversary it is still not entirely clear why a member of the Royal Family is not joining in the fun.

It appears that the most impressive figure in the South Atlantic is one TIMOTHY RAISON, the rather dreary Minister for Overseas Development, a figure who can hardly be the Falklands' favourite person.

As Minister for Home Affairs he presided over the Government decision, only recently reversed, not to grant all Falklanders the right of British citizenship.

It has been said that PRINCE CHARLES



VISITOR Timothy Raison (above) and island "parliament," the Upland Goose.

would not be going, despite his apparent desire to, in the light of the controversy caused by MRS. THATCHER'S visit.

The absence of a member of the Royal Family, even a more junior one, is the more puzzling to the Falklan-

ders since, even before the invasion, they had requested for PRINCE ANDREW to lead the celebrations.

He arrived, of course, sooner than expected. And not for festive reasons.

Still, was there any other member asked to go?

Said a Buckingham Palace official: "Boo-b o o m - d e r - b o o m - b o o m ... I don't really know ... I don't think so! After all, a lot of them are busy.

The only person down in Port Stanley, and not at the anniversary races,

was Nanette King, wife of the proprietor of the Uplands Goose Hotel, the Falklands' unofficial Houses of Parliament.

She told me: "We can't understand why one of the Royals didn't come."

Says Number Ten: "It was a Government decision to send Mr Raison. What's wrong with him?"

What about the DUKE of KENT, PRINCESS ALEXANDRA?

After all the blood, sweat and fuss of the summer, receiving Timothy Raison must be just about as amusing for the islanders as a visit from NORMAN TEBBIT.

COWARD'S VICTORY

LUNCH at the Garrick Club yesterday produced an interesting little fact concerning the late theatrical master SIR NOEL COWARD. If it had been up to Sir Harold Wilson, who was Prime Minister at the time, Coward would not have been knighted.

Harold opposed the honour because Sir Noel, to use current idiom, was gay. And Harold was offended by such matters. The Queen had no such objection

SOVEREIGNTY AND HERALDRY

The case of the Falklands

Rodney Dennys

HERALDRY, AS WE KNOW IT IN Western Europe, began to develop about the time of the First Crusade (1096-1100), for the purposes of identifying the feudal leaders, the kings, princes, counts and greater barons, and contingents of those abbots and bishops owing knight-service to the crown. Within the next three centuries the use of armorial ensigns had spread downwards to the lesser barons, knights, squires and yeomen.

Meanwhile the heraldry of the ruling families tended to be regarded, more and more, as also representing and identifying the countries they governed. This developed in modern times into the system of state heraldry, used by almost every country in the world, whether their culture and traditions sprang from Western Europe or not. Royal and state heraldry are not only the trappings but the demonstration of sovereignty. Rulers have also granted armorial emblems to territories over which they exercise dominion, in order to emphasise their sovereignty. The Falkland Islands are a good example of the latter, as a glance at their early history shows.

On August 14th, 1592 Captain John Davis, commanding the *Desire*, was driven by storms to 'certain Isles never before discovered by any known relation'. Here the ship's company took refuge after having suffered extreme dangers and privations with appalling weather in the Straits of Magellan. Davis is therefore generally regarded as the first discoverer of the Falkland Islands who actually touched land there. Out of a ship's company of seventy-six men and boys who had sailed in her from Plymouth in August 1591 in the small fleet of 'three tall ships and two barkes', only sixteen returned alive to England in June 1593 in a woefully battered ship, the rest of the fleet having been lost.

The account of this voyage, originally for the purpose of exploring the South Pacific, the Philippines and the China coast, was written by John Jane, a merchant of London, with considerable

previous experience of maritime exploration, and described by Richard Hakluyt as 'a man of good observation' who sailed in the *Desire*. He lived to write a most stirring story of perils, hardship and mutiny, which Hakluyt printed shortly afterwards in *The Principal Navigations, Voyages, Traffiques and Discoveries of the English Nation*. It is no wonder that the *Desire* plays such an important part in the heraldry of the Falkland Islands.

After the discovery by Christopher Columbus of the West Indies in 1492, the rival claims of Spain and Portugal persuaded them to ask Pope Alexander VI to arbitrate on their respective spheres of influence. In 1493 he drew a line from north to south down the Atlantic, awarding all lands to the east of it to Portugal, and all to the west of it to Spain. His award was felt by Portugal to be unfair, and it was subsequently modified by the Treaty of Tordesillas in 1494, which moved the dividing line to the meridian of approximately 50° West. Apart from a considerable part of what is now Brazil, this gave Spain all South, Central and North America, including what subsequently became the United States of America. The Falkland Islands, then unknown, lay in the Spanish field. Although England was a staunchly Catholic country at that time, they and all maritime nations thought the award of the dissolute and corrupt Spanish born Borgia Pope a put-up job, and one which no Pope had power to make, and have consistently ignored it ever since.

In 1690 Captain John Strong, commanding the *Welfare*, visited the islands and named the sound between the East and West Islands after Viscount Falkland, then Commissioner of the Admiralty and later First Lord. The name came to be applied to the whole group, which includes nearly a hundred small rocky islets.

In 1740 Captain George Anson, later Admiral Lord Anson, urged the British Government to survey and annexe the

Falkland Islands, as their strategic importance was such that 'even in time of peace [they] might be of great consequence to this nation, and in time of war would make us masters of the seas'. The Government reacted with inertia.

The history of the Falkland Islands, which oscillated between bouts of frantic action, interspersed with long periods of backwater tranquillity, has been discussed at length elsewhere, so it is only necessary here to recall the fact that Commodore John Byron was sent to the islands in 1764 to establish British sovereignty. He landed on the West Island and took formal possession on January 23rd, 1765, on the grounds of prior discovery. This was emphasised when Captain James Onslow, commanding H.M. Sloop *Chio*, took formal possession again on January 3rd, 1833. This has remained the British position ever since, and we can now see how the heraldry of these desolate territories reflects the history and sovereignty of them.

From the fifteenth century onwards Armorial Bearings were being granted by the English Kings of Arms to the corporations of cities, the guilds of London, York, Exeter, Bristol and the like, and to the great merchant trading companies, such as the Merchants of the Staple of Calais, the Virginia Company, the East India Company, and so on. The first English Grant of Arms in the New World was by Garter King of Arms in 1584 to the City of Raleigh on Roanoke Island (now part of North Carolina). The first Seal of the Colony of Jamaica was made under a Royal Warrant dated February 3rd, 1661/2, and shows the Armorial Bearings which it still uses. The first Grant of Arms to any British Territory south of the Equator was that by Royal Warrant of Queen Victoria, on April 29th, 1893, 'for the greater honour and distinction of Our Colony of Queensland'. From that time Arms have been regularly granted by Royal Warrant, instead of by Letters Patent of the Kings of Arms, to British Dominions, States, Provinces and Crown Colonies. In these cases heraldry reflects an established sovereignty.

These Royal Warrants are drawn up by Garter King of Arms. They are engrossed by the Scriveners of the College of Arms, and include a painting of the Armorial Ensigns done by one of the Herald Painters. The document is then passed to the Secretary of State concerned, formerly the Colonial Secretary and now the Secretary of State for Foreign and Commonwealth Affairs. He submits it to the Sovereign, who signs it at the head. It is then sealed with the Sovereign's Lesser Signet, and passed back to the Secretary of State, who signs

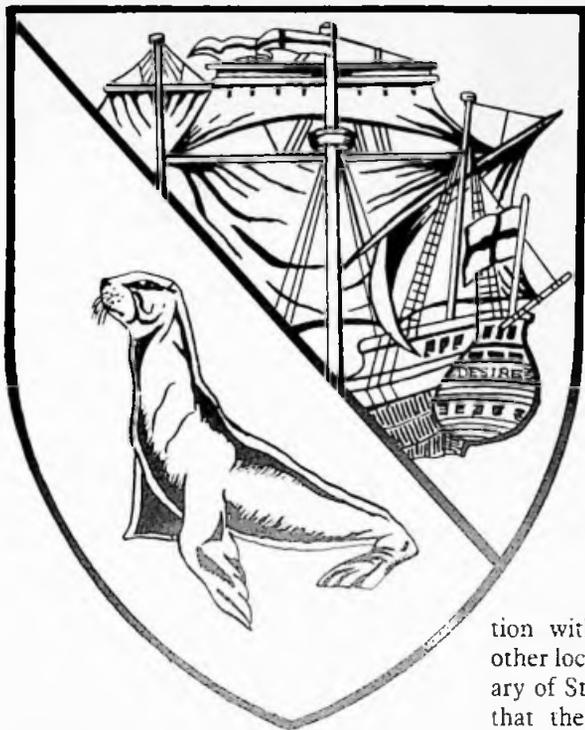
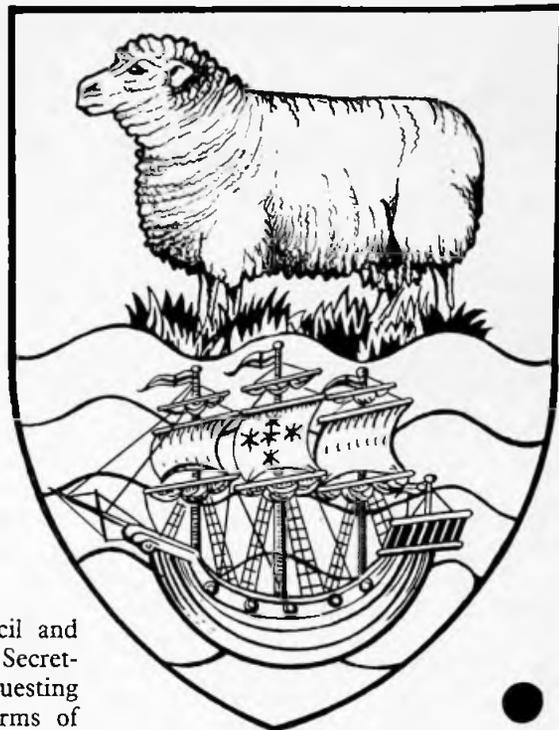


Figure I (left) the first Arms of the Falkland Islands. Its replacement, Figure II (right)



it at the foot. It is then passed back to the Earl Marshal, the Duke of Norfolk, because all Royal Warrants of this kind are addressed to him, as the last paragraph makes clear:

Our Will and Pleasure therefore is that you, the said [Christian names], Duke of Norfolk, to whom the cognizance of matters of this nature doth properly belong, do require and command that this Our Concession and Declaration be recorded in Our College of Arms, to the end that Our Officers of Arms and all other public Functionaries whom it may concern may take full notice and have knowledge thereof in their several and respective Departments. And for so doing this shall be your your Warrant.

The full text of the Royal Warrant and painting of the Armorial Ensigns is then recorded in the Official Registers of the College of Arms, as the central office of record for Commonwealth Arms. The original Royal Warrant remains in the Garter archives and two exact copies are made, one for the Secretary of State and one for the Governor.

In the case of the Falkland Islands the Colonial Office asked Garter King of Arms to devise suitable Arms and draw up a Royal Warrant, for King George V to sign on October 16th, 1925, granting Arms to 'Our Colony of the Falkland Islands'. These consisted of Arms (shield) only, divided diagonally (party per bend, as we would blazon it) blue and gold. On the upper (blue) half there was a representation of the after-half of the *Desire* in white, and on the lower (gold) half a Sea Lion. Sir Henry Farnham Burke, then Garter, produced a design which made it look as if the ship had sailed slap into a cliff. (Figure I)

On December 3rd, 1947, the Governor of the Falkland Islands, after consulta-

tion with the Executive Council and other local notables, wrote to the Secretary of State for the Colonies requesting that the colony be granted Arms of greater simplicity than their then Arms, which 'had aroused some critical levity'. The matter was taken up with Garter King of Arms, Sir Algar Howard. A new design was agreed and Garter's Office drew up an appropriate Royal Warrant for King George VI to sign on September 29th, 1948, by which new Arms were assigned to 'Our Colony of the Falkland Islands'. These were divided horizontally by a wavy line, blue and white. In the upper part was a Hornless Ram standing on Tussock grass, in their proper colours; in base were two wavy blue bars on which was superimposed the *Desire*, in gold, with five red stars on her mainsail. The Motto is 'Desire the Right'. (Figure II)

The Ram alludes, of course, to the fact that wool was the principal export of the islands. Unfortunately the Herald Painter at the College of Arms was evidently not provided with a picture of the *Desire*, so used his imagination to produce a curious kind of lymphad or symbolic medieval ship, the like of which would never have been able to leave harbour, let alone sail to the stormy South Atlantic. The five stars on the mainsail allude to the Southern Cross.

The rule in heraldry is that it is the blazon - the technical description in words - which counts, and the picture accompanying the Royal Warrant or Letters Patent is only an illustration of the blazon, which is usually correct but can on rare occasions be inaccurate. In future drawings of the Arms the *Desire* should be commemorated more realistically, for ships of the period were remarkably beautiful.

In January 1775 Captain James Cook, in the ship *Resolution* discovered the Isle of Georgia, which he named in honour of

King George III, and which was afterwards known as South Georgia; and the neighbouring Sandwich Land, which he named in honour of the Earl of Sandwich, First Lord of the Admiralty, and which was afterwards known as the South Sandwich Islands. Owing to the inhospitable terrain and climate neither is suitable for permanent settlement, although they earlier proved a most useful base for whalers and in more modern times for teams engaged in scientific research.

From the time of their discovery these hitherto unknown islands have been British possessions. Not even the Portuguese have claimed them, although they fall within that half of the world awarded to Portugal by Pope Alexander VI. Because they carry minimal settled population they have been administered, for reason of convenience only, as dependencies of the Falkland Islands, although it was envisaged by the British Colonial Office in 1962 that they might later be erected into a separate Colony.

While much exploration of Antarctica had been undertaken since the sixteenth century, no efforts were made to colonise this desolate land and its inhospitable islands. It was not until the nineteenth century and later that claims to sovereignty began to be made by the Powers. By Letters Patent under the Great Seal, in 1908 and in 1917, Great Britain annexed the territories south of Latitude 58° South and bounded by Longitudes 20° West and 80° West, which converge at the South Pole. The Falkland Islands Dependencies thus included the South Orkney and South Shetland groups of islands, and several others, and a portion of the Antarctic

continent ending in the peninsular of Graham Land, as well as South Georgia and the South Sandwich Islands.

In February 1950 the Governor of the Falkland Islands proposed to the Colonial Office that Arms be granted to the Falkland Islands Dependencies. He submitted a suggestion for a possible design, but this was found to be inappropriate and Garter King of Arms made alternative suggestions. Finally a Royal Warrant was signed by the Queen on March 11th, 1952 assigning Armorial Ensigns to 'the Dependencies of Our Colony of the Falkland Islands'. These were divided horizontally, per fess wavy, the upper half barry wavy of six pieces white and blue, and the lower half all white. Superimposed was a red pile on which is a Torch enflamed proper. The Supporters were a gold Lion and an Emporor Penguin proper. The Motto was 'Research and Discovery'. The field of the Arms symbolises the predominant water and ice; the Pile alludes to the quadrant formed by the latitude and longitudes bounding the area, while the Torch symbolises the search for knowledge. The Supporters are a Lion of England and the most important of the local birds, the Emperor Penguin. (Figure III)

By an Order in Council which came into operation on March 3rd, 1962 the British Antarctic Territory was constituted, comprising all those Dependencies situated south of the 60th parallel of South Latitude, bounded as before by the 20th and 80th degrees of West Longitude, to be known as the Colony of the British Antarctic Territory. For administrative convenience the Governor of the Falkland Islands is also High

Commissioner of the new Colony, which does not include the South Georgia and South Sandwich groups of islands. The Colonial Office asked Garter to arrange for the transfer of the Dependencies' Arms to the new Colony.

A Royal Warrant was accordingly drawn up and was signed by the Queen on August 1st, 1963, by which the Armorial Ensigns of the Dependencies of the Falkland Islands were assigned to 'Our said Colony of the British Antarctic Territory'. These were identical to those previously granted;

'And furthermore as an additional mark of Our Princely Grace and Special Favour We do grant and assign unto our said Colony of the British Antarctic Territory for Crest, on a wreath of the colours a representation of the Research ship *Discovery*, with sails furled and flying the Blue Ensign at the mizzen peak.'

The RRS *Discovery* was most appropriate, as she had made several important voyages of discovery and scientific and geographical research in the Antarctic. This time the Herald Painter got it right, for he was sent to look at the ship, as she was at that time moored alongside the Thames Embankment.

This was the last Royal Warrant to use the term 'Colony', since it was becoming somewhat outmoded. All subsequent Royal Warrants assigning arms to self-governing Commonwealth countries describe them by their name alone, without any descriptive prefix, while former colonies are described as 'Our Territory of' so-and-so. We have come a long way from the ancient Greeks who founded little colonies of self-governing city states in Asia Minor, and the Pilgrim Fathers who, dissenting from conditions

at home, founded their small, locally-governed colonies on the fertile soil of New England. A word which had a noble ring of freedom about it has suffered a semantic change over the centuries.

The last of these Royal Warrants to date is that assigning arms to Belize, shortly before its independence within the Commonwealth. The Warrant was signed by the Queen on October 1st, 1981, and the relevant passage reads as follows.

'Whereas for the greater honour and distinction of Our Territory of Belize We are desirous that Arms and Supporters be granted for that Territory, Know Ye therefore that We of Our Princely Grace and Special Favour have granted and assigned and by these Presents do grant and assign the following Armorial Ensigns for Belize

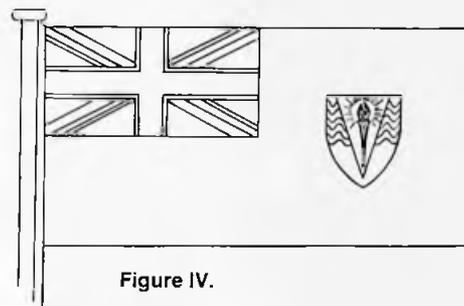


Figure IV.

As regards flags for Commonwealth Territories and Colonies these are approved by the Sovereign, not by means of a Royal Warrant, but by signing a painting of the flag, which is then recorded in the Official Registers of the College of Arms. Governors and Lieutenant-Governors of States, Provinces and Colonies fly the Union Flag (the Union Jack) with the shield of Arms of the Colony in the middle, encircled by a garland of laurel leaves and berries. The inhabitants would fly, as well as the undifferenced Union Flag, the Blue Ensign with the shield of Arms of the Colony on the fly. On May 30th, 1969 the Queen authorised National Environmental Research Council vessels, when engaged on British Antarctic Survey work, to fly a Blue Ensign with the Arms of the Colony of the British Antarctic Territory on the fly. (Figure IV)

Thus it will be seen that heraldry is the handmaiden of history, demonstrating the realities of power, and adding colour and interest to the dull machinery of government, while the College of Arms continues to play a central role in it. It also illustrates the constitutional position of the Earl Marshal, declared by Charles II in 1673, as 'the next and immediate Officer under us for determining and ordering all matters touching Armes, Ensigns of Nobility, Honour and Chivalry'.



Figure III. The Arms of the Falkland Islands Dependencies.

D. Express
22/2/83

Welcome back, Endurance

FALKLANDS

THE Falkland Islanders finally feel safe again for their guard ship has come steaming home.

The Endurance entered Port Stanley yesterday to a 15 gun salute and a flypast by RAF jets.

Her arrival coincided nicely with the start of festivities to celebrate 150 years of British rule.

And by Stanley standards the place went wild, with kissing in the streets and invitations to sailors to come home for tea and buns.

Endurance was the island's only protection for years. When it was decided to scrap her she nearly died of shame.

But when the Argentines invaded she became the ghost ship that hunted their navy and she played a key role in the retaking of South Georgia.

The next biggest event on the day that Stanley cheered again was the opening of the new racecourse, donated by the Jockey Club.

MICHAEL BROWN

D. Telegraph
22/2/83

TALKS WITH ARGENTINA 'NOT ON'

By ANTHONY LOOCH

do not appear to be in view of Argentina's continued threats of force and claims to the Falkland Islands, Mr Cranley Onslow, Minister of State, Foreign Affairs, told MPs yesterday.

In evidence to the Commons Foreign Affairs Select Committee, he said: "The difficulty remains that the position which the Government of Argentina continues to maintain is one diametrically opposed to ours."

"Buenos Aires has indicated there can be no question of negotiations unless these are simply about the transfer of sovereignty. We have continued to make it clear we are not prepared to negotiate the transfer of sovereignty."

The Minister was replying to a question by the chairman of the committee, Sir Anthony Kershaw (C., Stroud) about the November Nations resolution in which the United Nations invited the United Kingdom to negotiate with Argentina.

Mr Onslow replied that the preamble to the resolution had used the words "taking into account the expressed intention of the parties not to renew hostilities."

Leading members of the Argentine Government, however, continued to make statements pledging their determination to take over the Falklands force, if necessary.

Against that background, Mr Onslow added:

Trusteeship question

Sir Anthony asked whether no other British policy than the present one was envisaged, if the Argentine Government did not express willingness to refrain from further hostilities.

Mr Onslow replied: "We cannot force the Government in Buenos Aires to change its policy. That policy may change, and the need for change is in Buenos Aires."

He also said the British Government had consistently indicated its willingness to talk to the Argentines about normalisation of relations.

The only point of exclusion was the question of sovereignty over the Falklands, as defined by Argentina.

Mr Frank Hooley (Lab., Sheffield, Derby) asked about the Government's attitude to some kind of international trusteeship for the islands.

The Minister replied that it would be very difficult to get to any arrangement involving participation of the Argentines.

Mr George Foulkes (Lab., South Yorkshire) suggested the Government might have to change its policy because of pressure from the international community, and when British taxpayers realised how much it was costing to maintain the Falklands.

Mr Onslow replied that the Government had explicitly ruled out negotiations with Argentina about the sovereignty of the islands.

Islanders can soon pick up a Penguin

By Martin Wainwright

THE SHEEP passant of the Falkland Island standard flapped out yesterday by the desolate roundabout on the outskirts of Leicester. The landscape around Everard's Tiger Brewery could easily double for Darwin or Goose Green, apart from the absence of Rapier missile batteries.

The flag was broken out to mark another link between Leicester and the Islands, a small tin building at No 2 Hebe Place, Port Stanley. Everard's start selling Penguin bitter, the first home-brewed draught beer in the Falklands, from the quayside building this week.

Negotiations are also put-tering along over a possible Everard's pub in Stanley, 8,000 miles beyond the present furthest outpost at Market Deeping, Lincolnshire. The owner of the empty Globe Hotel, an Argentinian who is living in Uruguay, is proving slow to answer approaches from the brewery's managing director, Mr Anthony Morse.

The family firm, which has brewed in the Midlands since 1849, was notably speedy in realising that the Falklanders and their swollen garrison would need extra facilities for making beer. While other companies sent cans, Mr Morse negotiated the right to build a £70,000 mini-brewery with four fermenting vessels and a mash tun.

Production starts on Friday under Mr Ron Barclay, Everard's brewer on secondment, and Mr Philip Middleton, who was chosen from 14 local applicants for the permanent brewery manager's job.

Penguin bitter, which is a real ale with a gravity of 1,040, will not be available in Britain.

Stanley races back to normal

From John Ezard
in Port Stanley

TO DELIRIOUS yells of "he's done it," and on a mount whose name, Ballena, is still pronounced in the Argentine fashion, 71-year-old Willie Morrison yesterday won the big race at the Falklands 150th anniversary celebrations, the Governor's Cup.

The former Goose Green shepherd had dreamed of and saved for his day of glory for a long time. He rode in the 100th anniversary event in 1933 and paid for an 8,000-mile trip from retirement in Bristol to try for the double.

He did a mounted dance of joy in front of the crowds and shouted that he had last ridden a winner in the 1930s. Now he will go back to live on his savings and, he says, a £53-a-month pension from the Falkland Islands Company.

It was a hard 700-yard race on Stanley Track, which has been restored by the army, who removed 62 shells, 270 tons of ammunition and five crashed helicopters left by the Argentinians.

The forces gave the task priority as a symbol of the return to normal life. The races drew a record number of entries, and some jockeys had to be asked to drop out because the starting line was too narrow.

The atmosphere was indistinguishable from that of a small but well appointed British racetrack until a billow of smoke went up on Two Sisters in the background. The army had found another buried shell.

The officer in charge of restoration, Major John Charteris of the Royal Scots, said that the new course would last a full week's racing "unless we get six inches of rain."

Falkland army commitment 'long-term'

By Dennis Barker

The Government envisaged a long-standing military commitment in the Falklands if there was no other means of defending it against aggression. Mr Cranley Onslow yesterday told the Foreign Affairs Committee of the House of Commons — which recently returned from fact finding in the Falklands.

Mr Onslow, Minister of State at the Foreign Office, told Mr George Foulkes (Lab. Ayrshire S), who created anger among islanders when he said in the Falklands that Britain could not afford to maintain a military garrison, that he did not think the Argentinians would be willing to use military means if they were given evidence of Britain's willingness to resist.

Mr Foulkes asked: "You have ruled out any kind of negotiations with Argentina about anything. You have ruled out the United Nations and third-party involvement. Do you see Fortress Falklands continuing into the foreseeable future and medium-term?"

Mr Onslow replied: "What I have specifically ruled out of negotiations is the handover of sovereignty. There are other areas where we are prepared to normalise relationships with them." This would be when there was a willingness on the other side to negotiate without insisting on a handover of sovereignty.

Mr Foulkes asked Mr Onslow whether if there were to be elections and a democratic government in Argentina, the British Government would be willing to negotiate with it.

"You can't get the milk back in the bottle after it is spilt," said Mr Onslow. "As to the effects changes in Argentina might have, it is necessary to set them into the background — where we have a regime which has expressed no contrition for what it has done, recorded no regret, refused to renounce the use of force. . . . At the very least it would be very reasonable to expect that a democratic government in Argentina would lead to regret and contrition for the past events."

It would be necessary to

show some reasonable prospect of "continuity of existence" in the Falklands. However attractive a democratic government looked, it still rested with the authorities in Buenos Aires to demonstrate that they could be trusted and that there might be some possibility of entry into talks with them "about matters other than sovereignty which could be relied upon to lead to some conclusions."

Mr Frank Hooley, Labour MP for Sheffield Heeley, who said when in the Falklands there was no future for small colonies like the Falklands, Gibraltar, and Hong Kong, asked Mr Onslow if there was merit in a multilateral solution, since if Argentina did not give up its claim it could lead to another war.

Mr Onslow replied: "In this situation, which is impossible to resolve by bilateral means, simply because the problem is not solvable by bilateral means, does not mean that someone else can solve it."

Mr Eldon Griffiths (C. Bury St Edmunds) asked whether there was a case for a possible

multilateral approach to the area as a whole.

"I do not think," said Mr Onslow, "that it would be realistic to set up a multilateral system which excluded the government of Buenos Aires." The inclusion of Argentina would be unacceptable to the islanders and the idea therefore remained "at this moment something which is unobtainable."

But Mr Onslow said that if the UN visiting commission "expressed an interest to come and see for themselves we would listen to it sympathetically." He did not say categorically that a UN visiting commission would be admitted.

Mr Onslow would not accept that there was, as suggested by Mr Hooley, "uneasiness, uncertainty and mistrust" of Britain's intentions among the Falkland islanders.

● Only 22 Falkland islanders have left the islands in the past eight months — one to join the British Army — said the Prime Minister in a written reply. Figures show there was no mass exodus of the islands following the Argentinian invasion

Falklands decision 'made in advance'

Buenos Aires: Argentina's Junta decided to invade the Falklands at a meeting on January 12, 1982, nearly three months before the invasion took place, the Buenos Aires newspaper La Razon said yesterday.

La Razon, which has close links with the army high command, said the invasion plans were ready by mid-March and the Junta originally planned to launch the operation on May 15.

However, the invasion was brought forward to April 2 after Argentina and Britain became involved in a diplomatic incident over the landing of the 2,000 of Argentine civilians on

South Georgia on March 19, it said.

The report clashes with the findings of the Franks Report which concluded that the invasion was planned only a few days in advance and that Mrs Thatcher's Government could not have foreseen it.

John Rettie adds: Vice-President Illueca of Panama told Britain in Buenos Aires yesterday not to install nuclear weapons in the Falklands. In Mexico, a similar, though more discreetly worded, message was being delivered to Mr Pym, the Foreign Secretary during the Queen's visit to the Pacific coast resort of Puerto Vallarta.

SUNDAY TIMES 20/1/83

Festive isles

FALKLAND islanders were beginning a week of festivities today to mark 150 years of British rule. Celebrations postponed by the Argentinian invasion. There will be a service of thanksgiving, fireworks, a military parade and horse racing.



It will be all the fun of the fair in Port Stanley next week, but the celebrations marking 150 years of allegiance to Britain may be overshadowed by a sombre ceremony

JOHN EZARD reports from Port Stanley as the islanders prepare for a celebration of sovereignty

A Last Post before the Falklands fanfares

Tomorrow, in a state of high defensive alert, the Falklands begin a week-long celebration of the 150th anniversary of their briefly-interrupted British sovereignty. It will be a cross between a Wild West Rodeo, Widdicombe Fair, a Cowes Week tin-bath race, and the Edinburgh Tattoo, with almost 100 events, ranging from an RAF fly-past to a "backwards race, 80 yards, foot. All prizes presented by Dunlop Shoes."

The build-up has been so great over the last few days that priority announcements

("Please phone Alison Thom if you have cakes and buns for the children's party.") have tended to overflow into the Falkland Islands Broadcasting Service's evening news magazine programme. But one night this week the announcer, Patrick Watts, delayed the overflow. "To start on a sad note, the funeral took place in Port Stanley today of Mr Ken Summers," he said. "Here to give a valedictory is Mr Neville Bennett."

Mr Bennett, chairman of the General Employees Union, spoke his tribute to

Ken Summers, a union linchpin since the 1940s — fencer, whaler, jetty-ganger, jetty-builder, 18 years an elected councillor, darts player, Defence Force member, one of the men who re-roofed Stanley Cathedral, pump captain of the fire brigade, "above all, an honest union man."

And with this pause for an informal, affectionate record of a life, the radio moved on to give more details of a celebration which reflects the texture of similar lives all over the islands. Even American visitors here, themselves from small towns, cannot re-

member such all-out, dedicated festivity.

There is, of course, another somewhat larger funeral in these parts today when, if the schedule can be maintained, a Catholic service will be said over a new graveyard for some of the re-buried Argentine war dead. Argentina has refused an invitation to send representatives to the ceremony and is said to have shown little interest in the occasion, having earlier failed to respond to requests to voice their wishes about what form the cemetery should take.

The graveyard contains the bodies of 221 Argentinians, only 106 of whom have been identified. Unidentified graves will have crosses bearing the inscription "known only to God." Seventy-seven of them fell during British attacks on hills near Stanley, 46 at Goose Green and Darwin. They will be commemorated at a 15-minute service at which the only senior civilian, expected to be present is Stanley's Roman Catholic priest, Mgr Daniel Spraggon. A British headquarters spokesman said the International Red Cross had been

invited to send representatives, but were not doing so.

Stanley residents have so far been told little about today's funeral. When they hear the full coverage which military authorities are arranging for the broadcasting service, it will cast some shadow over the weekend.

VIPs arriving today include the Overseas Development Minister, Mr Timothy Raison, and valued people like Lord Shackleton, author of two reports on Falklands economic development, and Baroness Vickers, pilot of the

current private member's bill to grant full citizenship to the 400 islanders denied it by the Nationality Act. She will find a welcoming party on John Street to cheer her into Lois Cottage, where she is staying with friends.

Visitors who expected the horse races to be a bit of a donkey derby were chastened when some mounts were unloaded at the harbour after a 14-hour boat journey from Port Howard on West Falkland. Others are being driven in as a hear from Lafonia in the south. They are graceful beasts, as well groomed

as at a Home Counties riding stable, but fit and powerful.

Most are of Argentine stock. And that — some islanders have been saying as they read the souvenir programme, which still uses the occasional Spanish equestrian term — is a 76-year tradition which faces irrevocable change.

As for the troops, most will be absent next week guarding the islanders against predicted forays from the country which bred both the horses and the young dead in the Darwin graveyard.

DAILY EXPRESS 19/2/83

Falklands arms swoop: 3 quizzed

By MICHAEL O'FLAHERTY.

FEARS that British dealers illegally shipped arms to Argentina during the Falklands crisis were being investigated by Customs officers last night.

Three dealers came under suspicion after investigators swooped on a ship in Greenwich dock, London, and seized 200 Stirling sub-machine guns bound for Iraq.

Arms shipments to Iraq are banned in Britain. Foreign Office Minister Douglas Hurd told the Commons earlier this week Britain was remaining neutral in the war between Iraq and Iran, and no "lethal equipment" was being sold to either side.

Last night three men were being questioned about the shipment which was due to leave for Iraq via Cyprus tomorrow.

A former senior Army officer is one of them, along with his son and his partner in a firm Midlands-based arms dealers.

Customs investigators were also seeking to interview the managing director of Stirling, who is believed to be out of the country on business.

The affair looks likely to involve foreign embassies, including those of Iraq and Jordan.

A Customs official said of last night's seizure: "This is a large part of what we believe to have been regular

shipments of arms to Iraq. "Several other aspects are being investigated including the possibility of arms being exported to Argentina during the Falklands crisis. We are consulting the Foreign Office to discuss the foreign embassies involved."

Nearly £100 million worth of arms including rocket launchers, machine guns, missiles and rifles have been shipped by the British arms consortium to Iraq from China.

But there was nothing illegal in that—for they were acting as middle men, and the arms did not go through Britain.

The general principle governing British arms deals is that weapons are never sold to any country which could use them for internal repression.

Falklands: triumph of Britain's M.A.S.H. teams ^{S TIMES 20/2/83}

by Oliver Gillie, Medical Correspondent

SURGEONS working in field hospitals during the Falklands war had little water or linen and did not wear gowns. Instead of changing their gloves between operations, they sometimes had to just wash them in antiseptic, and had to sterilise their instruments only with chemicals. They had no x-ray apparatus and could do few tests.

At the temporary hospital in a disused refrigerator plant in Ajax Bay, where they performed 211 of the 318 operations done at the front, the air was thick with dust, heating was poor and lighting was dim. Yet despite such handicaps, the surgeons saved all but three of the 650 wounded soldiers who reached them. Most of 80 soldiers killed in the land battles died quickly from rapid loss of blood. In terrain where they could often move only a quarter of a mile in an hour they could not be got

back in time even if they might have been saved.

One factor in the doctors' success against such odds was their ingenuity in making use of the materials to hand. Blood in plastic bags, for example, was warmed in an old baked-bean tin before being infused. However, a medical symposium on the Falklands war, held last week at the Royal Society of Medicine, was told that the main reason the doctors saved so many lives was that they had learned the lessons of previous campaigns.

Surgeons boldly cleaned wounds to remove all dead flesh and dressed them lightly. They did not close them for at least five days so that dead tissue that had been missed, or areas of infection, would be spotted.

This technique - not generally used in civilian surgery - has repeatedly been found to be the most effective way to deal

with battle wounds. Several Argentine casualties who had their wounds closed prematurely by their doctor suffered from serious infection.

Captain Steven Hughes, medical officer to the Second Paratroop Regiment, trained soldiers to give one another infusions of life-saving fluid via the rectum to replace blood loss - a technique surgeons used in the days before the intravenous drip. Five soldiers given this treatment after being injured in the battle for Goose Green reached the field hospital at Ajax Bay.

Surgeon Lt Commander Rich Jolly, who was at Ajax Bay receiving these casualties, said last week: "These men had terrible injuries; the extra fluid they received in this way must have aided their survival."

Ingenuity of another kind was shown by Surgeon Lt Mark Henley, who used electro-acupuncture to relieve shooting pains in the arm of a marine sergeant caused by a severe chest wound and damage to nerves in the shoulder. He used a J1A frequency generator, used for testing radio equipment, to deliver the correct electric current to relieve the pain. Specially designed equipment has in the past few years been widely used in pain clinics in Britain for the same purpose, but it is not yet in general medical use.

Electro-acupuncture enabled Henley to relieve the sergeant's pain without giving him more drugs, which would have sedated him and made him more vulnerable to breathing problems and infection. For the same

reason, Henley enlisted the help of the ship's psychiatrist to hypnotise six Welsh Guards who had 20 to 40 per cent burns following the attack on Sir Galahad. It worked very well for two of them, and gave some relief to the others, while their wounds were being dressed.

Other innovations were carefully planned. Experiments showed that aircrew who had to do 30 hours' continuous flying from Ascension Island to the Falklands and back could be helped to sleep with the drug Temezepam. They could fly again within six hours of taking 20mg of the drug and could do 100 hours' flying over 14 days - twice the normal maximum.

However, Group Captain A. N. Nicholson, who devised the regime, says that for a less highly-trained person, such as the average car driver, the drug might do more harm than good.

Other lessons learnt by the

Service doctors including the following:

① Nearly three out of every 100 servicemen had the blood group written on their wrong identity disc. Sometimes men had to be given blood without a check being made but there were no fatal reactions.

② Troops had severe problems with constipation. They did not have enough fresh vegetables in their diet and they ate little cereal because there was no fresh milk to take with it. However, in anticipation of this problem, Brigadier A. J. Shaw, the supplies officer, had requisitioned all available British stocks of Anusol, a popular treatment for piles.

③ "Thomas splints", used for broken thigh bones, had to be adapted to accommodate the huge muscles of some soldiers. Better splints of American design were captured from the Argentinians.



Aid for a battle casualty from HMS Sheffield

OBSEVER 20/2/83

Revealed: Plot to sell Argentina 30 Exocets

by PETER DURISCH

A GROUP of international gunrunners and businessmen, claiming to be supplying Argentina, are secretly plotting to obtain 30 air-launched Exocet missiles by pretending that the weapons are destined for Sudan.

The total deal is worth about \$15 million (£10 million), including a sum of \$200,000 to bribe a senior Sudanese politician.

After detailed negotiations in recent weeks, the apparent mastermind behind the scheme, New York textile businessman Mr Alex Klein, of Tripletex, 4th Avenue, Brooklyn, said from his home in Friday, that although he did not yet have an order, the proposition is under consideration by the Argentine government.

'I was told they are not ready at the moment,' he said. 'They will contact me as soon as they are ready.'

With the co-operation of a British arms dealer, The Observer has penetrated the rings in Brussels and Hamburg in which details of the proposed transaction were discussed.

The plotters reached the stage where late last month they held a meeting in London to discuss the project, their only mistake was to contact the British arms dealer who in turn contacted THE OBSERVER in order to sabotage the deal which he regards as clearly against British interests.

The arms dealers believe that they could obtain the Exocets from the French manufacturers only if they concealed the missiles' true destination. They therefore agreed to purchase a fake end-user's certificate, without which no international arms deal is possible, to give the impression that the Exocets were destined for Sudan.

The plot was apparently hatched late last year when the Americans came into contact with a well-known Hamburg gunrunner, Carl Villavicencio. He then telephoned the British arms dealer, who has regular business meetings with large French arms companies. At that time Villavicencio merely asked about the availability of Exocets but did not reveal their destination. In late January, Villavicencio again telephoned the British dealer and asked him to attend a meeting in London to discuss the project.

This gathering took place in a room at the Post House Hotel near Heathrow Airport on 24 January. Present were the British dealer, Villavicencio, Klein and two other New Yorkers.

The Americans explained that they wished to buy Exocets on behalf of Argentina, although the deal would make it appear that the missiles were going to Sudan. A further meeting took place at 2 p.m. in the Hyatt Regency Hotel in Brussels on

27 January. I attended this meeting, posing as an aide to the British dealer. We were met in the hotel lobby by one of the Americans present at the London discussion and were taken to room 630. In one corner of the room sat Klein, a sharply dressed and precise man.

Villavicencio, dark-suited and dapper, sat on the bed. Next to him was an elderly man who took no part in the meeting but simply observed while combing his long beard with his fingers.

Also present was an aggressive man whom Villavicencio introduced as the proprietor of a Swiss-based charter airline who would fly the missiles to Argentina. All three New Yorkers wore skull caps and two of them wore long orthodox Jewish black robes.

The question of the end-user certificate was raised. Villavicencio said: 'I have very good contacts with the Sudanese. This document costing us 200,000 dollars, it will be signed by a Cabinet Minister in the Sudan—it will be very good. It can be checked and there will be no problem. The Sudanese military attache in Paris will say it is OK and the Government in Sudan will say it is OK.'

The initial order was expected to be for 10 missiles followed by a later order for another 20. An initial deposit of \$100,000 would be paid, plus 30 per cent of the purchase price on signature of the contract. It was agreed that about \$500,000 per Exocet would be a reasonable price.

Asked about his relations with Argentina, Klein said: 'I've been dealing with Argentina for years—textiles and that sort of thing. I know the people down there well. My deal with Argentina is simple—I take 10 per cent. Nothing else.' He added that he would travel to Buenos Aires a few days later. After a further meeting in Hamburg on 9 February, Villavicencio forwarded to Britain a telex he said he had received from the Sudanese capital, Khartoum.

It read: 'Democratic Republic of the Sudan, the Secretary of State, Khartoum February 10 1983.'

To whom it may concern, it is hereby agreed that an order to purchase is issued for minimum 10 units and maximum 30 units of AM39 Exocet missiles, accessory list as agreed, from manufacturer Aeropatiale. Technical data and period of delivery to be advised.

The Secretary of State Signature. Seal'

Last Wednesday, the British arms dealer had a lengthy telephone conversation with Villavicencio in Hamburg. The British man questioned him in detail on the status of the project and Villavicencio was confident of success.

'You just have to be patient, and I will keep you informed,' he said.

Exclusive

Hardships of Falklands troops

TIMES 19/2/83

By Rodney Cowton, Defence Correspondent

A graphic description of the hardships suffered by British forces as they "yomped" across the Falkland Islands last year was given yesterday by a Royal Navy doctor.

Giving what he called a composite of several case histories, Surgeon Commander F. St C. Golden described how the troops had set out from San Carlos carrying 50-60kg loads on their backs. "If one fell it was a major effort to get up, which involved the assistance of several comrades, who themselves were struggling under their own appalling loads.

"They yomped all the first day and half that night before they took a break." The next morning they took only food and ammunition and that night reached their objective, Douglas, without the benefit of sleeping bags on a bitterly cold night.

At that stage all had cold feet, some noticed numbness with

Paraesthesia (a pricking and tingling sensation). Most had blisters.

Commander Golden, who was delivering a paper to the conference on the medical lessons of the Falklands, said that on Mount Kent conditions were appalling. After days of horrific conditions, many lost all sensation in their now white toes, and paraesthesia made it difficult for some to sleep at night. Weight-bearing first thing in the morning was frequently particularly painful for these men.

When the troops again found themselves without sleeping bags on a bitterly cold night "they were obliged to keep walking around in a figure of eight all night in order to keep warm".

He told the conference, organized by the united services section of the Royal Society of Medicine, that all experienced cold, wet feet for most of the 24

days of the campaign. Numbness began to develop by the end of the day. At night in their sleeping bags the numbness would be replaced by paraesthesia or pain, or both, in some cases severe enough to keep them awake.

The pain of weight-bearing in the morning was sometimes almost unbearable for the first five or ten minutes.

Some found their feet were so swollen that they had difficulty in putting on their boots, or if they had to sleep with boots on, they had difficulty in tying their laces.

The 70 most severe cases were evacuated. "The majority, however, out of a sense of loyalty to their comrades and a desire to be in at the kill, persevered with remarkable fortitude, although some were hobbling at the end. I do not think enlisted men would have continued under those conditions", he said.

SUNDAY EXPRESS

20/2/83

2



LAST POST FOR THE DEAD FOES NOW BURIED IN THE FALKLANDS

PORT STANLEY: As hundreds of Falkland Islanders poured into the tiny capital of Port Stanley yesterday for the start of a week of celebrations marking the 150th anniversary of British rule, the final act of their war was being completed on a bare hillside above the sheep station of Darwin.

The bodies of 221 Argentine soldiers—all that could be recovered—were buried with full British military honours, from the Hampshire Regiment and the Royal Engineers.

A guard of honour of troops fired a volley of shots in a last salute and buglers sounded the last post.

The only Falklander present was Roman Catholic Monsignor Stanley Daniel Spraggan, who was the scourge of the Argentine commanders during their occupation of the islands. He conducted the ceremony and said the final prayers including a phrase in Spanish dedicated to the 106 Argentines who had not been identified.

SANDY JELLY RAPH 20/2/83

£300m for new airfield

Falklands Free Church seeks new minister

By DEREK WOOD
Air Correspondent

THE Government is to spend up to £300 million on building a new airfield for the Falkland Islands on a "greengrass" site, away from Port Stanley.

It will take between four and five years to complete and will have a 9,000-10,000ft. runway, parking areas, buildings, radar, instrument landing systems, and a protected fuel storage depot. The runway will be finished first.

The airfield will be able to accept RAF TriStar long-range jumbo jets, thus providing a direct Britain-Falklands link via Ascension Island. Civil planes will also be able to start regular services. The rapid flying in of troop reinforcements will allow for cuts in the garrison and substantial saving.

A favoured site is near Fitzroy, about 25 miles south-west of Stanley, where the approaches are good and there is a firm rock base.

The present runway at Port Stanley has been lengthened from 4,000 to 6,000ft and covered with aluminium matting from which Phantom fighter-bombers and Harrier jump-jets can operate. The only transport which can land is the turboprop Hercules.

The lack of an alternative airfield was demonstrated recently when a Hercules suffered a nosewheel failure and the Stanley runway was temporarily blocked.

Our Diplomatic Correspondent writes: Falklanders are still hopeful that either Prince Michael of Kent, or Prince Andrew who served last year in the South Atlantic conflict, might attend the colony's 150th anniversary celebrations.

By JOHN CAPON
Churches Correspondent

THE Falkland Islands are to have a new Free Church minister later this year. Interviews are taking place in London next month with three or four candidates to be shortlisted from the 11 applicants.

Those who have applied for the job come from several different Free Church denominations and include one from the Shetland Islands and one from Northern Ireland.

The sum of £50,000 is being raised in Britain and Port Stanley to pay for the successful candidate and his family to travel to the islands and spend three years as minister of the Tabernacle, known officially as the United Free Church of the Falkland Islands.

Established in 1887 by the Baptist preacher Charles Spurgeon, the Tabernacle has had a chequered history. A prefabricated building was shipped out from Britain in 1890, but it lay empty and unused for the first 50 years of this century.

In 1931, a Church of Scotland Minister, the Rev Forrest McWhan, commenced a ministry there which lasted until his death in 1965.

Since then, three men have served as minister for either two or four-year periods each, with gaps in between during which the islanders have conducted the services.

The last minister left in 1980 and by the time Argentina invaded the islands last year, little had been done about appointing a successor. As a result of the invasion, the Rev Paul Chairman, Minister of the Tabernacle, from 1967-71, spent four weeks in Port Stanley in September last

year to assess the church's needs.

The church is governed by its own church council on the islands, consisting of two men and three women, and a home council in Britain known as the Penguin Project. Following Mr Charman's report, it was agreed to advertise for a minister in the religious Press.

The home council selected six from the 11 applicants and sent details to the church council in Port Stanley, who will decide on the three or four to be shortlisted for interview on March 27.

The Free Church community on the island is small. Special of around 40 to the 200-seat Tabernacle, but regular worshippers are less than half that number.

Mr Charman believes, however, that the large number of British troops on the island, services attract congregations some of whom are billeted rent-free in the church hall, could bring new life to the church.

Half the £50,000 needed to pay for a minister, has already been raised by the Free Church members in Port Stanley. The Church of Scotland has promised £5,000 and the rest will be raised in Britain by the Penguin Project.

PATRICK WATTS reports from Port Stanley. The bodies of 221 Argentinians who died during the Falklands conflict have been reburied in a military cemetery near Darwin on East Falklands. A short service was held there yesterday, attended by Major General David Thorne, Military Commissioner and Commander of the British Forces, Falkland Islands.

JUNTA MAINTAINS TRADE BARRIERS AGAINST BRITAIN

By TONY ALLEN-MILLS in Buenos Aires

PROSPECTS of a resumption of trade between Britain and Argentina look gloomier than at any time since the end of the Falklands war, according to diplomatic and business sources in Buenos Aires yesterday.

Recent attempts to ease restrictions imposed during the war have been crushed by the Junta. The trade ban is hurting Britain more than Argentina, which appears determined to keep up the economic pressure.

FALKLANDS TROOPS 'CRAMPED'

By PATRICK WATTS
in Port Stanley

TROOPS are living in "undesirable conditions" in the Falklands with accommodation "very cramped and difficult," Sir Timothy Kitson, Conservative chairman of the Select Committee on Defence, said yesterday.

He told a Press conference shortly before the committee left the islands that there were "particular deficiencies in the circumstances and capabilities of Forces in the islands."

His committee had in particular noted that the Royal Navy, RAF and Army Air Corps were strained and that they would be investigating the possibility of recommending increased provision. A high priority was road improvement.

'Shopping list'

Sir Timothy talked of "undesirable conditions of the troops," in particular picking out Stanley as an area where some troops lived in "very cramped and difficult" accommodation.

The committee are worried about the arrival date of the floating accommodation block which will replace the St Edmund

"We will be seeing the Secretary of State as soon as we get back, with a shopping list," said Sir Timothy. High on the list would be the timing of the delivery of the accommodation. Another matter would be the question of a pay allowance for troops serving on the islands.

Citizenship Bill blocked by MP

By Our Political Staff

THE 400 Falkland Islanders without full British citizenship will have to celebrate the colony's 150th anniversary this weekend with their future status still undecided by Parliament.

A Private Member's Bill which would have formally designated them British subjects was blocked yesterday by Mr Kevin McNamara, Labour MP for Hull Central, who was aggrieved that the Government had done the same to his measure to compensate redundant Hull trawlermen.

And while there are hints that Mr McNamara may not repeat his protest when the Bill comes up for a second reading next week, its progress is far from assured.

Ironically a similar measure was promoted last summer by Labour MPs and blocked by Government Whips on ministerial advice that it was faultily drafted.

Explaining his action, Mr McNamara said that the Government was spending £1.5 million a day on the 1,800 Falklanders, but would do nothing for more than 2,000 redundant Hull trawlermen and their families.

The Junta is pursuing this policy as part of its post-war strategy on the Falklands.

Since the war ended there has been only one breakthrough in commercial relations between London and Buenos Aires: the agreement last September to unfreeze financial assets.

But Argentina was effectively forced into accepting that deal by its need to negotiate with the International Monetary Fund over foreign debt repayments and new credits.

From the Argentine point of view, there is no such urgency attached to trade with Britain and the 100 British firms affected by sanctions in Buenos Aires continue to suffer from the Junta's refusal to contemplate anything that looks like a conciliatory gesture.

Political interests

The gloom that now hangs over most British firms operating in Buenos Aires stems largely from the failure of an initiative by the Argentine Ministry of Economy to put trade matters on a less political footing.

Since sanctions were first imposed during the war, British firms have been under the control of a special "National Vigilance Commission" with sweeping powers to examine books and monitor business activities.

The Commission includes representatives of the Interior and Foreign Ministries who act as guardians of the Junta's political interests.

The Economy Ministry proposed to exclude these representatives by assuming full control of trade matters. But to Britain's chagrin the plan was rejected by the military.

Less dogmatic

The decision made it clear that no trade breakthrough can be expected for months.

A new civilian government in Buenos Aires might prove less dogmatic on the issue but elections are not due until November and trade with Britain is hardly likely to be a priority for the incoming civilian Cabinet.

Meanwhile, British firms in Argentina are doing their best to find ways of circumventing the restrictions. Where possible goods are being moved via third countries and the lifting of financial restrictions last year has at least eased some cash-flow problems.

But British companies are still excluded from competition for contracts; there is no movement of profits or payment of dividends; and the National Vigilance Commission still has the power to send investigators to check the books of any British firm.

Saunders 21. 2. 1983

British rebury junta's unsung dead

From John Ezard
in Port Stanley

IN AN unusually formal suit, you step out of the porch of a Stanley boarding house to test the harbour front air. A fellow lodger, Steve, a Royal N. petty officer trimming his beard in the garden, calls out. "All dressed up and nowhere to go?"

I'm going to a funeral, you explain. Not very nice, he says. An Argentine funeral, you tell him. Still not very nice, he says, poor buggers, they all had mothers same as us. You decide to ask whether by any chance he has a black tie you could borrow.

"No, but my boss might have." He shoots upstairs, returns and says, "My boss won't be back till eight tonight. If you get this back to me before then and I don't tell him I gave it you, he won't know you've had it, if you follow my meaning."

You tell your landlady why you won't be in for dinner. She is surprised because the occasion to which you are travelling is not widely known in Stanley. She says: "That's good. It has been lying a lot of us for a long time, the thought of other people's children lying out there on the hills."

And so — in a Navy tie which is slightly too short but still more respectful than your own Carnaby Street relic — you go to the little ceremony at which Lt Jorge Casco, Privates Roman Caballero, Gerónimo Macial, Alejandro Duchary and the poor, squidgy remains of 217 other Argentine soldiers — abandoned by their homeland and a diplomatic embarrassment to the country where they fell — are at last being entrusted to "the care of God's holy angels."

By invitation on Saturday afternoon you fly on a Chinook transport helicopter 50 miles from Stanley rugby



Argentine promises October election, page 6

field to Darwin. Nearly all the 19 civilians on board are press. For once here we are important people, even those of us who are not part of the Government and military cocktail circuit. We are the only independent outside witnesses that the enemy dead are, in the words of the Geneva Convention, being accorded "honourable burial" with a service conforming to their own religion (which in this case is being presumed.)

These are among the most forlorn dead in the history of warfare since the collapse of the Roman Empire. Argentina has refused to take them back or attend the ceremony. Even the Red Cross has declined "at this time" to send observers in response to desperate requests, though it has asked for a full report and photographs. So the nearest thing to a senior observer present is Monsignor Daniel Sproggan, the islands' Roman Catholic priest.

He has watched 12 men from two firms of civilian undertakers (Lodge Bros of Ashford, Middlesex, and Paul Mills of The Wirral) collect the bodies from perfunctorily shallow mass graves on all the battlefields: 77 from the hills above Stanley, 68 from Stanley itself (including one found by a resident while he was digging potatoes in his garden), 46 from Goose Green and Darwin, nine from Ajax Bay and smaller numbers from places with names like Little Chartres and Shag Rookery Point.

The last were found and interred only two days ago. The undertakers found name or number tags for 106 — and that, in the circumstances of handling bodies in some cases nine months old, is rated a small triumph.

Monsignor Sproggan said,

Turn to back page, col. 8

Members of the Royal Hampshire and the Royal Engineers after saluting Argentine soldiers who were given an honourable reburial on the Falklands

British rebury junta's unsung dead

Continued from page one

"I have the greatest admiration for the trouble they took. They had to lift out the remains from the mass graves on belts and skirmish around underneath in the scraps to look for name tags. How they didn't crack up I'll never know."

Government House has sent no-one. It could have been called a hole in corner requiem if the setting had not been so vast and the service so briefly dignified, graced as it unexpectedly was by the presence of three islanders who lived through the worst of the battles round Darwin and came privately to pay their respects.

They came three miles by land to the cemetery which is in a natural half-amphitheatre between the slopes overlooking Darwin Bay and the sparse, grey-brown, sheep dung-speckled hills ranging 2,312 feet up to Mount Osborne, the highest point on the Falklands.

It is a shallow L-shape, with four rows of white crosses fronted by a single cross 10-12 feet high and two clay and peat beds on which Diddle Dee — an island heather — is the closest thing to a flower. A few dying twigs of the plant lie on the otherwise blank individual graves.

So great has been the rush since January to finish the reburial operation before the celebrations of 150 years of British sovereignty that the crosses too are blank, awaiting brass name plates from the UK. Unidentified graves will bear the inscription, "Here lies an unknown Argentine soldier. Known only to God."

The wind is hand-chappingly savage but Mgr Sproggan is audible. He has an Irish clerical voice which a colleague says affectionately: "Could bring down a humblence at 25 yards." It fills the slope without microphones.

He opens the service by saying it would have been completely unforeseen a year ago but that we are rendering burial in a true British and Christian spirit. He leads the prayer. "Entrust these Argentine soldiers, sailors, airmen and merchant seamen to the care of your holy angels . . . Almighty God, you know the sorrow and grief that fills the hearts of the families of these deceased men. In your great love and mercy, help to heal the wounds and heartaches they suffer."

Ten riflemen from Y company, First Battalion The Royal Hampshires, salute graves and fire a volley while 80 Hampshires and Royal Engineers, who prepared the cemetery, stand to attention with the Military Commissioner, Major General David Thorne.

A bugler blows an immaculate Last Post.

We speak the 23rd Psalm, the Monsignor prays for lasting peace on the Falklands and it is all over in 15 minutes.

Back at the boarding house I returned the tie to Steve. He was amused and slightly embarrassed. "My boss came back early," he said. "He wanted it and he had to go out without it." I said that if any trouble arose, I would try to explain to his boss what the loan was all about.

Sandean
21/2/83

2/12/87
Telegraph

MORE MIRAGES ON WAY TO JUNTA IN BUENOS AIRES

By TONY ALLEN-MILLS in Buenos Aires

BETWEEN six and eight Israeli-built Mirage III fighter planes are due to arrive in Argentina later this month as part of the junta's major arms re-equipment programme, according to Buenos Aires sources.

The aircraft will bring to about 35 the number of Mirages purchased by Argentina since the end of the Falklands campaign last June, the sources said.

ARGENTINES 'SACK' TWO OFFICERS

By TONY ALLEN-MILLS in Buenos Aires

THE two army officers who commanded Argentine troops in the 'battle' for Goose Green last May have been severely reprimanded and forced to take early retirement because of their failure to defend their positions, according to military sources in Buenos Aires.

The officers, a lieutenant-colonel and a major, were accused of "failing to carry out properly their responsibilities in the face of the enemy."

Army sources disclosed that before being forcibly retired, the two men, who were not identified, were placed under arrest for 90 days.

The battle for Goose Green was one of the bloodiest in the Falklands campaign. Col Herbert "H" Jones, of 2nd Bn, Parachute Regt, was killed in an attack on an Argentine machine-gun position. The action won him a posthumous Victoria Cross.

Quick surrender
British reports of the battle indicate that to begin with the Argentine troops put up stiff resistance.

But as the paras advanced on the settlement, surrender followed surprisingly quickly, and 450 British soldiers found they had defeated nearly 1,600 Argentines.

Goose Green was a major setback for the Argentine junta, but actions against the Argentine officers in charge have taken a curiously long time to prepare.

It seems that for six months after the final surrender last June the generals did little more than fret over their humiliation.

Now reports are beginning to multiply of middle-ranking officers being court-martialled for their roles in combat.

Other Argentine commanders disciplined include the Marine major who surrendered to British troops on South Georgia, and the commander of the submarine Sante Fe, crippled in the same action.

Unrest among officers
The court-martial proceedings have been conducted in the strictest secrecy, with details leaking out only weeks later.

Argentine sources with close contacts to the military, claim the sanctions have stirred unrest in officer ranks because there is still no sign that any action will be taken against the generals and politicians who ultimately bore responsibility for the hideously miscalculated Falklands invasion.

A six-man commission of senior officers from each of the three services is currently investigating the strategic and political conduct of the campaign.

But it is showing no sign of haste, and so far has not sought to interview key participants like former President Galtieri, Senator Nicanor Costa Mendez, former Foreign Minister or the hawkish former Navy C-in-C, Adml. Anaya.

Last year Gen Edgardo Galvi produced a report on the army's role in the war, and although his findings were never published formally, press leaks suggested that he had been highly critical of Gen-Galtieri.



Men of the 1st Bn Royal Hampshire Regt slow-marching at the weekend into the new military cemetery near Darwin, East Falklands, where 221 Argentine Servicemen killed in the conflict were reburied.

Argentines reburied in islands

By PATRICK WATTS in Port Stanley

THE bodies of 221 Argentine soldiers who died during the Falklands conflict have been re-buried in a new military cemetery near Darwin, East Falklands.

A short service was held at the cemetery on Saturday afternoon conducted by Monsignor Daniel Spraggon of St Mary's Church, who, during his address, recalled that one year ago a service of this nature on "these windswept but beautiful islands was unthinkable."

He went on to say: "We were rendered to those who were our enemies and invaded our islands, but it is only

fitting that they should be re-buried in the only Christian burial ground for British and Argentine soldiers in the islands."

Major-Gen. David Thorne, Military Commissioner and Commander of the British forces on the Falklands, attended the service. Soldiers of Y Co, the 1st Bn the Royal Hampshire Regiment, and 51 Field Squadron, Royal Engineers who built the cemetery, stood to attention throughout. A bugler played the Last Post and a volley of rifle shots was fired.

Several local councillors have repeatedly said that no Argentinian relatives should be allowed to visit the graves until the Argentine Government officially announces a formal cessation of hostilities.

Some 106 of the Argentines have been identified and the rest will have simple wooden crosses with an inscription in Spanish: "Here lies an un-

Outdated fleet

But the rest of the fleet is still badly outdated and ineffective. The military may not be able to afford an effective answer to Britain's nuclear submarines for years to come.

The Army has been discussing purchase of Austrian tanks, Franco-German Roland missiles, and Swiss Oerlikon 30mm anti-aircraft guns.

But the Argentine land forces' main flaw last year was not the quality of the firepower. Generals were exposed as inadequate in strategy and captains as deficient in tactics.

Kept secret

The junta has successfully kept secret precise details of its original Exocet deal with France, but it is widely assumed in Buenos Aires that the nine new Super-Etendards which arrived at the end of last year were each supplied with one missile.

Informed opinion on the likelihood of Argentina obtaining further Exocets from France is divided. Some sources argue that the French are fully aware that any air-sea Exocets sold to a third country might end up in Argentina. So there would be little point in refusing to do lucrative business with the junta.

Others believe that British pressure on President Mitterrand would preclude such a politically-sensitive deal.

Two things are thought certain: Argentina is not short of Exocet missiles, but British forces in the Falklands are not as ill-equipped with them as the Task Force was last year.

Satellites planned

There have been other signs that Argentina is learning well the military lessons of the campaign. Communications and intelligence were among the junta's major failings last year, and recent reports suggest that significant improvements are in hand.

A plan has been announced to build two Argentine communications satellites, which will either be launched by the American space shuttle or the European rocket Ariane.

The junta has also purchased from the United States four or five Electra maritime reconnaissance aircraft, which are now being converted to military use with sophisticated French radar systems.

But these improvements cannot disguise Argentina's deep-rooted military shortcomings, which remain much as they were last April.

The Navy will obviously benefit from the arrival in the near future of four frigates under construction in West German shipyards.

£880m dilemma of Falklands airport

EXCLUSIVE BY MICHAEL EVANS

THE Government is planning to spend £880 million on building a new airport at Port Stanley for military aircraft only.

The enormous outlay underlines the Prime Minister's determination to "stick to the Falklands" policy until at least the end of the decade.

The costings for the strategic airport present the Government with a considerable dilemma.

For if civil contractors are sent out from Britain to build the 9,000ft runway on a four-year contract, it will cost £880 million. The alternative would be to

let the Royal Engineers do the work—at a cost of only £110 million.

However, far from jumping at the chance to let the sappers do the job, the Government is likely to choose civil contractors.

For an extra 1,000 sappers would have to be recruited to build the new military airport and the old runway would remain on the Army payroll.

The present runway at Port Stanley has already been extended.

Troops have been put on alert in the Falklands as the islanders prepare for next week's celebrations to mark 150 years of British rule.

D. Tel. 18/2/83

Baroness Vickers' date with a Hercules

AT FIRST sight it was difficult to imagine the elegant Baroness Vickers being strapped into a Hercules transport plane and flown down to the Falklands.

As she hurried, supported by an ebony cane, across the lobby of the House of Lords towards me—trim in a black tailored suit, pearl choker and black fascinator over her blue/grey hair—the thought of her at Goose Green or on Tumbledown Mountain became well-nigh impossible.

But when she began to speak about it in her quiet and energetic way, her infectious enthusiasm and vitality quickly dispelled all doubts.

She is on her way to the Falklands today for a week, to take part in the islands' celebration of 150 years of British sovereignty at the invitation of the Civil Commissioner, Sir Rex Hunt. "I have been invited," she said, barely able to disguise her excitement, "because I produced a Nationality Bill which gave British citizenship equally to all Falkland Islanders, regardless of individual ties with the United Kingdom." The simple statement belied the immense amount of work which she put into getting the Bill through to its third reading in the House of Lords, on Monday.

As she set off for the



BY MERIEL LARKEN

Falklands, her principal worry was how to sidestep some of the official functions on the programme without causing offence. She had already asked to stay in a private house rather than at Government House. To her, the while point of going is to spend as much time as possible with the local people. Besides, she has to deliver greetings from two former Governors, the Commonwealth Parliamentary Association

and many other well-wishers, to congratulate a couple on their golden wedding anniversary and give a progress report to the relatives of islander Cheryl Bonner, whose mother was killed during the Falklands conflict, and who is now in a home for the handicapped in this country.

She is undaunted by the reputed discomforts of the flight out. After all, it can't be much worse than flying all the way to India in a Dakota. It's

Bound for the Falklands today, Baroness Vickers is undaunted by the journey: "It can't be much worse than flying all the way to India in a Dakota," she said. "It's the in-flight refuelling. I'm not so sure about."

the in-flight refuelling I'm not so sure about. That might be quite something."

She plans to spend the long flight jotting down a few notes on her life because "someone has suggested writing about it" (she sounded genuinely surprised).

But not even on that flight will there be time enough to cover a life which has been as full as hers. Nor will her date of birth be written down; she does not give her age.

not out of coyness but because she thinks it gives people pre-conceived ideas. She was quite indignant to hear I already knew it—"So, you can see for yourself, I don't look it, do I?"

Her extraordinarily active career, which has kept her looking so young, began when Winston Churchill, approving of her interest in politics, but dead against women in Parliament, pointed her towards the London County Council (now the GLC). In 1945 she contested her first seat: Popular. Not surprised to have lost, she joined the Colo-

nial Service out in Malaya.

Five years later, having been made an MBE for her work with the Red Cross, she was back and, in 1955, elected to Parliament as Member for Plymouth (Devonport), their first Conservative member for 32 years.

It was largely due to the role she played on the Status of Women Committee that she was made a Dame. Long before the days of Germaine Greer she was championing women's causes, reforming the Maintenance Order Act and preventing prostitutes from being summarily imprisoned.

"But," and she is most

emphatic, "I am not a feminist and certainly don't believe in all this Ms or chairperson business."

With the re-organisation of the constituency boundaries in 1974 she lost her seat but was hardly away from Westminster before being offered a Life Peerage.

Probably the cause she holds most dear and which takes her from Belize to Borneo, is maintaining the British Commonwealth. "We had a Pax Britannica, why not a Pax Commonwealth? I believe it is the only real means we have of trying to keep the peace of the world."

British casualties in Falklands war 'astonishingly low'

By DAVID FLETCHER Health Services Correspondent

DEFENCE chiefs were expecting a much higher level of casualties among British Servicemen in the campaign to recapture the Falkland Islands than was eventually suffered it was disclosed yesterday.

A conference on the medical lessons of the Falklands war, organised by the Royal College of Medicine, heard that only 18 per cent of blood supplies — mostly donated by troops on their outward journey — was needed for casualties.

Surg. Vice-Admiral Sir John Harrison said: "It is astonishing just how low the casualties were. They were certainly lower than had been predicted."

Unused drugs

Surg. Capt. F. R. Wilkes, who served aboard the hospital ship Canberra, 43,975 tons, said casualty predictions had been based on the assumption that the Falklands landings would be opposed by Argentine troops. But that proved largely not to be the case.

Brig. A. J. Shaw, describing preparations made for getting medical supplies to the Falk-

lands, said that equipment and medicines worth 11.5 million had been shipped or airlifted to the Falklands.

A considerable quantity was unused and had to be destroyed on return home because it was no longer suitable for use.

Surgeon Cdr J. G. Williams said that half of the 172 patients treated on the Canberra were Argentines. They expressed surprise at the warmth of care they received and many signed a card with spontaneous expressions of gratitude for the way they had been looked after.

Some of the naval doctors gave horrifying descriptions of men who lost limbs or suffered other appalling injuries such as the naval rating whose nylon overalls became welded to skin when they melted in intense heat.

Surgeon Cdr J. O. Soul the strangest request received by the carrier Hermes, 107,000 tons, was for a supply of 100 ladies towels for the beleaguered ladies of Goose Green. There was a 50 per cent chance the stores held 5,000 and these were ashore.

D. T. O 18/2/83

MPs IN FALKLANDS

In an editorial on Feb. 2, reference was made to three members of the Labour party then visiting the Falklands as part of a Parliamentary Select Committee. It included a statement that they "not only denounced the Government as murderers for their part in the Falklands war, but..." Two of the committee, Mr. George Foulkes (Lab. Gov. Avonshire S.) and Mr. Frank Hooley (Lab. Herefordshire) are assured that the words attributed to them are totally untrue. We accept their assurance and apologise for the mistaken attribution.

Times' 17/2/83

British 'check on Brazilian ship'

Rio de Janeiro (AP) - A British Sea Harrier fighter and a Royal Navy frigate intercepted a Brazilian Antarctic research ship, the Professor W. Besnard, near the Falkland Islands on Monday and forced it to identify itself, the Globo TV network reported.

The confrontation with the fighter occurred 33 miles east of the Falklands, according to the Besnard's sister ship, Barão de Teffe. The vessels were returning from Brazil's first scientific expedition to Antarctica.

BOOKS

Battles not so long ago

BY BRIDGET BLOOM

The Battle for the Falklands
by Max Hastings and Simon Jenkins. Michael Joseph, £10. 372 pages

A Message from the Falklands: the life and gallant death of David Tinker, Lieutenant, RN,
from his letters and poems compiled by Hugh Tinker. Penguin Books, £1.95, 214 pages (paperback)

The Falklands War: The Full Story
by The Sunday Times Insight Team. André Deutsch, £8.95, 274 pages (hardback). Sphere Books, £2.50, 261 pages (paperback)

Eyewitness Falklands: A Personal Account of the Falklands Campaign
by Robert Fox. Methuen, £9.95, 352 pages (hardback). £1.95, 335 pages (paperback)

The Winter War: The Falklands
by Patrick Bishop (The Observer) and John Witherow (The Times) Quartet Books, £2.95, 158 pages (paperback)

Gotcha!: The Media, the Government, and the Falklands Crisis
by Robert Harris. Faber and Faber, £2.95, 158 pages (paperback)

Two out of every three people in Britain now believe there is "no point raking over events" of last summer's Falklands campaign. That, at least, was the finding of a recent Gallup poll. The poll was taken in the wake of the Franks report, which exonerated Mrs Thatcher and her Government of blame for the Argentine invasion. The boredom it suggests people are beginning to feel over official preoccupation with the Falklands may or may not indicate a waning enthusiasm among Britons for reading about the actual campaign.

There has certainly been a plethora of books about those brief but intense 10 weeks which ended eight months ago. I have to admit personally to a low-level of tolerance for the more "instant" among them — perhaps because I covered the campaign myself (though, I should add at once, from the safety of my FT office) I want more than the "I was there and wasn't it exciting" touch.

Of the books reviewed here, two stand out. Max Hastings and Simon Jenkins' *Battle for the Falklands* is without any doubt the most readable and the

most readable account of the war and its origins, while the small collection of David Tinker's letters to his family is without question the most moving.

Hastings and Jenkins — distinguished journalists both — say in their foreword that they hope they have produced "more than instant journalism, if necessarily less than instant history." They have done just that — and it is no mean achievement. They manage a distance from their subject which gives their analysis and narrative both clarity and authority, yet they have not lost the immediacy and excitement of what are such recent events.

Of the books reviewed here, only the Sunday Times Insight team makes an attempt to analyse not just the campaign but how it was, last April, that Britain found itself (in the harsh words of David Tinker) with 28,000 men going to the "other side of the world to fight a colonial war over a fairly dreadful piece of land inhabited by 1,800 people." Unless, like Robert Fox, one is quite unashamedly (though quite interestingly) writing a personal account of the war itself (he covered it the uncomfortable way) there seems to me little point in a book which does not begin as near to the beginning as possible.

One may agree with the Franks committee that the government could not have foreseen the actual date of Argentina's invasion. But surely the real question is how Britain arrived at the point where the government felt it necessary to fight a war which a few months earlier opinion polls would surely have shown not only to be peripheral to Britain's interests but virtually inconceivable in any circumstances.

It has been fashionable to put the blame for this state of affairs on the Foreign Office and the intelligence community. Hastings and Jenkins are also harsh on the FO (or rather Jenkins is, for as political editor of *The Economist* he seems responsible for the political analysis while Hastings, who was with the task force, takes care of the campaign). Surely it was the duty not of officials but of politicians to "mobilise a constituency of political opinion for compromise."

But a close reading of the excellent *Battle for the Falklands* (one to press) points the finger

squarely at Britain's political leaders, not her officials. The authors bring out clearly how successive Prime Ministers and their cabinets (Labour and Tory) relegated care of the Falklands to the most junior of ministers, all of whom without exception then advised compromise with the Argentines even if that meant a less than perfect deal (like leaseback) for the Falklanders — and all of whose advice was then ignored when the going got rough in a Parliament stirred up by the tiny but highly effective Falkland Islands lobby.

The most abject lack of courage was surely when Mrs Thatcher's cabinet failed to back Mr Nicholas Ridley, before or following his "mindless harrowing" from MPs of all parties in the House of Commons in December 1980. (In one of their few howlers Hastings and Jenkins have this

débâcle occurring in February 1981.) The activities of the Falklands Islands Committee, which so effectively lobbied MPs, is surely one of the under-covered aspects of the whole affair — though it is better treated by Hastings and Jenkins than it is by the Insight team. Despite (or perhaps because) of their three editors and 23 listed reporters, the Insight book is altogether much less balanced or thoughtful and I suspect accurate than *The Battle for the Falklands*.

The Winter War is a depressingly slight account of the campaign by two young journalists sent at short notice with the task force. It is a pale shadow of Robert Fox's more substantial if equally personal account. Fox covered the Falklands campaign for BBC Radio (and occasionally for the FT). His is by far the most authoritative, if not the most easily digested account, for example

of the capture of Goose Green. *Gotcha!* — which takes its title from the tasteless banner headline of the Sun describing the sinking of the *Belgrano* — covers the media covering the Falklands, not, in general, a very edifying spectacle, though Robert Harris rightly points accusing fingers at the Ministry of Defence's inadequacies as well as those of the popular press.

David Tinker's letters are a salutary antidote to what he himself terms the "War Mag" approach of the popular Press. Tinker, recently married and on the way up in the Navy, was serving with the task force on HMS *Glamorgan* and was killed when the ship was hit by an Exocet missile two days before the Argentine surrender. His posthumous letters show how he first viewed the diversion of his ship to the South Atlantic as something of a lark. But as the peace initiatives fail he becomes

increasingly critical and sceptical, sometimes of the admirals but mostly of the politicians back home.

"From the way that Maggie Thatcher has reacted one would imagine that the Russians were already in Bonn: not that we were fighting for a rocky island which Mr Nott had planned to leave completely undefended by mid-April" he writes to his parents on May 14. And he left the heroics for others: he told his father later that "the war just happens: we do shelling of shore positions and we get attacked by aircraft. We dislike both and the time when everyone is relaxed and happy is when we are 'legging it' away from the action at 29 knots."

Perhaps prophetically (though he wrote just before the fighting started) he said: "Once people in Britain see . . . they have to pay for a war or naval patrol in taxes, they may get fed up with the Falklands anyway."

Times' 17/2/83

Holding the Falklands

From Professor F. A. Hayek, FBA

Sir, Though I can well understand that the British Government does not wish to mention this, Argentina ought perhaps to be reminded that no rule of international law would forbid to retort to another military attack on what for 150 years has been under the jurisdiction of Britain by some counter-attack on the geographical source of such bellicose action.

That might well be a more effective protection than turning the Falklands into a fortress. An aggressor has no right to demand that hostile action be confined to the region he chooses.

Yours faithfully,

F. A. HAYEK,
Urachstrasse 27,
d-7800 Freiburg (Breisgau),
West Germany.
February 10.

Argentina flights

Air France flights to Buenos Aires, suspended during last year's Falklands conflict, will resume today. Aerolíneas Argentinas will also resume its flights to Paris. Each airline will operate two flights a week in each direction. Lufthansa resumed flights to Argentina last month.

'Guardian'



17/2/83

Falklands war ferry deal agreed

By David Fairhall,
Defence Correspondent

The Ministry of Defence has finally agreed to buy the British Rail Sealink ferry St Edmund, which it requisitioned from the Harwich-Hook of Holland route last May for troop-ing work in the Falklands.

This follows agreement between Sealink and the seamen's trade unions that the two British ships on the North Sea route, the St Edmund and the St George, should be replaced by one big vessel safeguarding British involvement but at a cost in jobs. The new ferry will be the 14,000 ton m.v. Prinsessa Birgitta, chartered from the Stena Line.

The Prinsessa Birgitta will enter service in June. Until then another vessel, the Prins Oberon, has been chartered to run alongside the St George and the two Dutch ferries on the Harwich-Hook of Holland route, the Konigin Juliana and the Prinses Beatrix. Once the big ferry arrives the St George will also be sold, but Sealink said yesterday that it was not yet clear how the sailings will be rearranged.

17/2/83
Telegraph

Security increased for Falkland celebrations

By PATRICK WATTS in Port Stanley

FINAL touches to the many preparations for the Falkland Islands, postponed celebration, starting on Sunday, of their 150th anniversary as a Crown colony are accompanied by increased security.

The military commanders are also making their preparations in case of any Argentine intrusion into the total exclusion zone.

For some time now all ships anchored in the inner harbour have extinguished their lights at dusk, while the larger supply vessels, anchored during the day in the outer harbour, lift anchor and disappear for the night.

Land-based forces are on full

alert, and the streets are noticeably empty of troops during the evening.

On Sunday the salute at a march-past of the three Services is to be taken by the Civil Commissioner, Sir Rex Hunt, on Victory Green.

The RAF has committed a Hercules, two Phantom fighters and two Sea Harriers to a fly-past.

The Royal Navy is to be represented by a captured Argentine patrol boat, while a rifle platoon from the Royal Hampshire Regt is to represent the Army.

Music will be supplied by the Royal Engineers' staff band, and the local Volunteer Force will also turn out.

17/2/83
Saudian

Thursday February 17 1983

NEWS IN BRIEF

Harrier intercept at sea

THE Defence Ministry in London has confirmed reports from Rio de Janeiro that a Brazilian research vessel, the Professor Bernard, earlier this week was intercepted off the Falklands by a Royal Navy frigate and an RAF Harrier, and forced to identify itself.

The Professor Bernard was on its way to the Antarctic with a scientific expedition, when intercepted—according to the Brazilians' account—30 miles from the Falklands coast, well within the 150-mile Protection Zone. The Brazilian ship had every right to be there. "It was all perfectly polite," a Ministry spokesman claimed, "just a routine exchange of signals."

Telegraph
17/2/83

there yesterday.

MPs PRAISE FALKLAND ISLANDERS

By Our Political Staff

The nine members of the Commons Foreign Affairs Committee who visited the Falklands earlier this month yesterday issued a statement which stressed the wide consultation they had with the islanders.

The committee members appreciated the willingness of the islanders to talk "frankly and openly" about their future.

They said: "We were greatly impressed by the interest shown in our proceedings and ascertained subsequently that virtually every member of the adult population of the islands whom we had met had listened to the evidence given to us and had reconsidered their views in the light of that evidence." The committee hopes to report by the end of May.

D. T. O. 17/2/83

FALKLAND PLANE JOINS MUSEUM

A Vulcan bomber which took part as a "relief aircraft" in the raid on the runway at Port Stanley during the Argentine occupation has been flown to the aerospace museum at RAF Cosford, Shropshire, for a permanent exhibition.

The museum has paid £5,000 for the aircraft which cost more than £1 million to build in 1962. The Vulcan will go into the museum's Falklands display.

PENSIONERS SEEK

D. Tel.

17/2/83

The Falklands experience

By Maj.-Gen. Edward Fursdon

The Battle for the Falklands. By Max Hastings and Simon Jenkins. (Michael Joseph. £10.95.)

OF the plethora of books to come out of the Falklands experience — and more are yet to come — "The Battle for the Falklands" is by far the most comprehensive so far.

It develops the various strands of the sea, air and subsequently land war, weaving them into the inevitably narrowing national and international patterns of British and Argentine political behaviour. Finally it bravely sets out the authors' analytical assessments of the whole Falklands experience, incorporating challenge, forthright comment and criticism which at times differs from the Franks Report.

But there is also praise for the remarkable Service efficiency, some outstanding weapon systems, and the quality and courage of the Armed Services which redeemed the shortcomings of "considerable muddle and inadequate resources" and "carried through to victory." Many will agree and many will disagree with the authors' conclusions.

"The Struggle for the Falklands," they say, "was essentially a small colonial war midway in scale between a counter-insurgency operation and the armoured warfare seen in Europe in 1944-45." It was a dispute which "should never have led to hostilities" and a war which "the British people should not have had to fight." That it did so develop, they conclude "was the result of a series of miscalculations by both sides."

Of Mrs Thatcher, the book says she "cannot escape her share of responsibility for the original débâcle . . . her inexperience in defence and foreign

affairs was exacerbated by her lack of personal rapport with Lord Carrington and John Nott." Her failure "to send an ultimatum to Argentina is one of the mysteries of the pre-invasion week."

However, she "acutely sensed Galtieri's precarious political position," judging that he could no more withdraw his troops and survive, than she could withhold sending the Task Force.

Militarily, the authors condemn "the failure of Intelligence that made it possible for the Argentines to launch their invasion," and say that "no detailed and realistic assessment was made of how the British would actually defeat the Argentines in a full-scale South Atlantic war before the Task Force set sail." They claim the attack on Goose Green "reflected haste and underestimation of the enemy by those who set it in motion, redeemed only by the brilliant performance of 2 Para." The politicians and Service chiefs "deeply alarmed by the losses in San Carlos, demanded urgent action from the land forces for political rather than military reasons."

Despite a high-powered presentation by two civilian journalists, however experienced, certain reservations must be applied in judging the book as a contribution to history. First, there are still classified dimensions to the Falklands story. Some are directly relevant to the current Falklands security context, and since the Argentines have not yet officially declared an end to hostilities, risk of disclosure of them would be plain stupidity.

Second, there is what General

Sir John Hackett, in his memorable Lees Knowles lectures of 1962, saw as the special threshold which forever sets the man-at-arms apart—the distinction is always there, and the Falklands was no exception. The real imperatives of operations are compromises on differing factors, as seen by the commander with the information available to him at the time.

The fog of war produces only shades of grey. Analysis by hindsight, however well-intentioned, can sometimes play false in highlighting particular circumstances and decisions. Inevitably, also, certain aspects will be always withheld from the civilian interviewer.

Nevertheless, this book comes as near to an historical account of the Falklands conflict as may be produced for a very long time. It thus deserves to be read by all those aroused by aspects of the seemingly impossible, but in the event outstandingly successful Falklands campaign.

THE BATTLE FOR THE FALKLANDS MAX HASTINGS & SIMON JENKINS

'Max Hastings and Simon Jenkins pull it all together quite brilliantly. There can be few who would deny Hastings whatever awards are going for the finest war reporting for many years; and there can be few better and more literate analysts of Westminster and Whitehall than Mr Jenkins.' SIMON WINCHESTER

'Excellent' Guardian

'Worth waiting for. Skilfully interwoven with Jenkins' sharp political passages are Max Hastings' wonderful despatches' Sunday Times

'An excellent account of the war' Financial Times

£10.95 Illustrated MICHAEL JOSEPH

D. Tel. 17/2/83

FALKLAND CHECK ON BRAZIL SHIPS

By Our Staff Correspondent in
Buenos Aires

Two Brazilian ships have been intercepted this week off the Falklands by British forces, according to reports reaching Buenos Aires yesterday. The oceanographic vessel Professor Vladimir Besnard, 703 tons, was said to have been stopped by a frigate but allowed to continue after identifying itself.

The Barao de Teffe was reported to have been "buzzed" by a Hercules aircraft off South Georgia. It had previously been intercepted by an Argentine gunboat.

ASCENSION BASE TO BE EXTENDED

By Air Cdre G. S. COOPER
Air Correspondent

THE RAF is to begin developing Ascension Island as a permanent major staging post between Britain and the Falklands in the Spring.

Inadequate temporary facilities will be improved in two stages. Permanent domestic accommodation will be built this year followed by the construction of a flying support site at Wideawake and improvements to the airfield.

The pre-Falklands activity at Wideawake was about 40 aircraft movements a month. But at the peak of the recent war there were some 400 aircraft movements each day. Up to 50 aircraft were based there, supported by about 1,000 officers and men.

The end of hostilities in the South Atlantic has not resulted in a large reduction in activity and Ascension Island remains an important operational support unit, 4,100 miles from Britain and 5,900 from the Falklands.

Now a contract worth nearly £2,500,000 has been placed with Fairclough International for the new living quarters. The current issue of ROYAL AIR FORCE NEWS shows the inland site will make use of natural features to provide a pleasant living environment within easy reach of the airfield and other military installations.

Volcanic hills

The area is a flat plain, surrounded by volcanic hills. Trees and landscaping will transform the present scene of cacti, withered scrub and rocks.

The air-conditioned quarters will vary according to rank. In addition to single-storey units for the residents there will be comfortable rooms for some 250 transients.

Mess blocks will be built and there will be a laundry, Naafi club and shopping centre with swimming pool, and food and stores buildings.

There will be generous sports facilities with squash courts, cricket and football pitches and athletics areas. This aspect of life in Ascension is considered important in view of the almost total lack of conventional leisure facilities.

Buildings will be assembled from components built in Britain and shipped out. Heavy equipment will be landed on the beaches because the small harbour at Georgetown is often made unusable by a huge swell. The famous turtle sand-dunes will be protected to avoid upsetting the ecological balance.

The RAF will start to move into the new accommodation in November.

ARGENTINE INQUIRY ON VANISHING LOAN FUNDS WIDENED

By TONY ALLEN-MILLS in Buenos Aires

AN official investigation into the dubious circumstances in which Argentina's foreign debt quadrupled between 1976 and 1981 has been extended by the federal judge in charge.

Judge Martin Anzoategui's preliminary inquiries into the Argentine Government's handling of the economy during that period have uncovered serious discrepancies in records of the millions of dollars' worth of loans obtained from Western banks following the military coup against President Isabel Peron in 1976.

In five years of military dictatorship, Argentina's borrowings soared from \$10,000 million (£6,497 million) to an officially estimated total of \$59,000 million (£25,341 million) by June, 1981.

A military arms-buying spree accounted for a hefty slice of the increase, but accusations of high-level corruption have been widespread.

Judge Anzoategui's original brief was to investigate dispersal of loans up to March, 1981, but he has now extended the investigation to include the whole of last year. By the end of last year Argentina's foreign debt was reliably reported to have reached \$45,000 million (£27,940 million), and it is still climbing.

Although responsibility for government in the period was firmly in the hands of the military junta, so far only the actions of civilian ministers and their assistants have been seriously investigated.

This week there were fresh signs that relatively low-ranking officials were being made scapegoats for the economic crisis.

Preventive arrest

Senor Jose Martinez de Hoz, former Economy Minister, has been the principal target of a Press-led defamation campaign, and on Tuesday, four of his former aides were added to the "casualty list" following an inquiry into the collapse of a group of companies based in the western Argentine town of Mendoza.

Senor Walter Klein, a former Secretary for Economic Planning, and three of his colleagues were placed under preventive arrest for alleged illegal intervention in the liquidation of a bank that was part of the Mendoza group.

Senor Klein has replied that his actions "responded to decisions taken by the national Government," but in a remarkable ruling Judge Nicasio Dibur effectively absolved the junta of responsibility in the case.

Foreign scepticism

The judge said that military leaders could not be expected to have "full knowledge of intricate economic problems or of the laws governing this particular area."

Few foreign financial analysts seriously suppose that reliable details will ever be furnished about exactly how the millions of dollars of foreign loans were spent in Argentina, but Judge Anzoategui has so far been pursuing his investigations with zeal.

The magazine LA SEMANA, temporarily closed recently for criticising the military, offered the judge a broad hint this week as to where much of the money had gone. Under the headline "Fingers in the Till," it published a long article about numbered Swiss bank accounts.

Telegraph
17.2.1982

Argentine junta sets political guidelines

February 6* 1983
The Times

Buenos Aires (Reuter) - Argentina's ruling military junta has given President Reynaldo Bignone a tight set of policy guidelines to govern the country's return to democracy and deal with its economic crisis, military sources said yesterday.

A brief communique issued after the commanders-in-chief of the Army, Navy and Air Force met the President on Monday night said: "The military junta and the President studied and agreed measures to be implemented in the Government's future action".

The sources said the measures would severely limit President Bignone's room for manoeuvre in talks with the political parties.

The main parties said later, however, that they would make no agreement with the junta

which would limit the next elected government's freedom of action.

He has promised to consult political leaders before fixing a timetable for an election leading to democratic rule. But the junta would order the President to call an election between October 30 and November 6 and the armed forces would hand power to a civilian government in February, 1984.

The junta would also order changes in the Government's economic policy, including fresh action to bring down the inflation rate, now running at 221 per cent and rising.

The guidelines could lead to the resignation of Senor Jorge Wehbe, the Economy Minister, who has tried to reconcile efforts to reflate the depressed economy with demands for austerity.

The Times
February 16th
★ ★ ★ 1983

UK arms parts are going to Argentina

HOUSE OF LORDS

Lord Belstead, Minister of State for Foreign and Commonwealth Affairs, acknowledged at question time in the Lords that British companies were supplying components for Exocet-carrying Argentine warships.

Long-standing contracts with the Federal Republic of Germany, who was building the ships and was an important trading partner, had to be kept, he said.

The Government had expressed deep concern to Germany on the issue, and, on the subject of the Exocets, to France.

Lord Hatch of Lusby (Lab) had asked if it was the case that Rolls-Royce Olympus turbines were being supplied to power warships built in West Germany for the Argentine navy, and that the Government had lifted its ban on these turbines last September.

Was it the case that Hawker-Siddeley engine room controls and David Brown gear components were being supplied to the same ships, and if it was true that each frigate would carry eight MM40 sea-based Exocets, components of which were being supplied by British Aerospace.

Lord Belstead: Broadly speaking, the answer is yes, but the background to it is that during the Falklands conflict contracts for equipment were embargoed. However, before that, before April 1982, much of the equipment for the ships was already delivered and the fact of the matter is that the Government accepts now that very long-standing contracts with the Federal Republic of Germany, who are building these ships and are an important trading partner, really have to be kept.

Lord Cledwyn of Penrhos, for the Opposition: It is becoming increasingly difficult to reconcile the Government's clearly declared policy towards the Argentine regime and these developments, the agreement to the sale of Rolls-Royce engines for destroyers supplied to Argentina and in the finance supplied to Argentina.

It really is in danger of developing into something of a farce. Can he tell the House what precise representations have been made to the West German Government about these destroyers and what other representations have been made to other countries about the sale of armaments to Argentina?

The fact that we have released these engines for the destroyers makes it increasingly difficult for us to make representations to our allies when they sell armaments to Argentina.

Lord Belstead: He is being perhaps a little less than fair. During the whole of the 1970s, Governments of all political complexions in this country were anxious to do business as usual with Argentina, particularly in view of the tensions that there were between this country and Argentina. Governments of all political complexions felt that if business was not carried on as usual, it would be an unnatural and unwelcome barrier between the two countries.

Governments of all political complexions were misled by Argentina. These were long-standing contracts. We have expressed our deep concern to the Federal Republic of Germany about this and, on the subject of Exocets, to the Government of France as well.

Lord Harman-Nicholls (C): Things are not as normal. Argentina still claims it is at war with this country. It is not prepared to admit that the war is over.

Lord Belstead: He is being a little less than fair. The finance which is being arranged for Argentina at the moment is an international matter, in which it is true Britain is playing a part.

Lord Bruce of Donnington (Lab): The Government has now placed itself in a position where it can be blackmailed, as every debtor in similar circumstances and always blackmail its creditor. Does it not boil down to the fact that the Government, in economic terms, has a policy of appeasement to Argentina?

Lord Belstead: In this House it has been expressed that what is necessary is a long-term accommodation with Argentina. What Britain has done with its Community partners is to take a first step to relinquishing financial barriers which divide Argentina from Europe.

D. Telegraph 13/2/83

Pinochet unmoved by 'downfall' talk

By TONY ALLEN-MILLS in Santiago

AS Chile grapples with its worst financial crisis of the past decade, President Pinochet appears quite unmoved by a recent torrent of speculation that his days in office are numbered.

During the past month, the 67-year-old president has been the target of a wave of rumours.

On one occasion there was talk in political and diplomatic circles that he had been assassinated.

Another time, he was said to be under house arrest at his Pacific Coast residence near Vina del Mar. And the Presidential Palace in Santiago was recently reported to have been surrounded by rebellious Air Force officers. None of these tales turned out to be true, but speculation about the President's future continues.

Foreign debt

Political observers in Santiago say capitalism is at the root of the Chilean crisis. Chile's monetarist economic policies have led to financial disaster.

A free market boom of 1980 proved short-lived and recession bit deep last year. Chile's GNP declined by 14 per cent., more than 800 companies went bankrupt, and unemployment soared to 25 per cent.

This year the decline has sharpened. The Government has run into problems repaying its foreign debt—at \$17 billion

(£11 billion) the highest, per capita, in the world. Domestic banks have begun to go under.

The collapse of two over-debted banks and a major finance house last month sparked off the latest speculation about Pinochet's political future.

Social tension

More than 150,000 people are reported to have lost as much as half of their savings in the crisis and the President's public image has been badly dented. Even his most loyal supporters—businessmen and farmers—have been complaining about the Government's handling of the crisis.

According to diplomatic sources, growing social tension caused by the economic crisis has led to an increase in repression as the dictatorship attempts to stamp out dissent.

Reports continue of discontent among the armed forces, but Pinochet still appears to be in control. The unions have been quiet; the political opposition is weak and he has no obvious rival among the generals.

President Pinochet is about to embark on a major two-week tour of southern Chile, a visit that could provide a timely boost to his prestige. But Chile's rumour factory is already plotting complicated scenarios for his downfall while he is away.

D. Tel 13

FALKLANDS CELEBRATIONS A SELL-OUT

By Our Correspondent
in Port Stanley

Ten days before the Falklands 150th anniversary celebrations officially begin, the social events have proved to be a sell-out. Queues formed when tickets for the Colony Ball and the 150th Anniversary Dance became available.

Other entertainments such as the civil-military concert and combined services entertainments show have also proved to be popular, with all 1,200 tickets snapped up.

There are reduced fares for those wishing to travel to Stanley by air from West Falklands for the celebrations. A flight in the Beaver sea-plane will cost £20 instead of £50.

It's an ill wind (1)

Tramping to a Falklands fortune

by Roy East

ANDREW BELL never thought he would make a fortune running small cargo ships to and from an unfashionable and obscure part of the South Atlantic. He was just happy to have no opposition on the run from Britain to Ascension Island and St Helena.

But that was before the Falkland campaign. Now he finds that the small shipping company which he runs from a tiny harbour in Cornwall is a vital and much sought after link in the giant operation needed to run the Fortress Falklands.

Bell's Curnow Shipping is a one-third owner in St Helena Shipping, with the remaining equity held by the government through the administrations of Ascension and St Helena. This company, with Curnow providing the know-how, runs the 3,150-ton St Helena, which previously pottered along a regular route from Avonmouth to the two remote colonial islands, and on to Cape Town.

Fortress Falklands has changed the whole scene. The St Helena is now working flat out between Ascension and the Falklands. The 500-ton Bosum Bird, also operated by Curnow for the joint company, is on a regular oil run from the

Canaries to St Helena - population 5,000. The Aragonite, also 500 tons, which they have under charter, is also in constant work, plying between Ascension and St Helena.

To continue the regular run from Avonmouth, the joint company has had to charter the 8,000-ton Sentaaur, and Bell admits that he and the other eight shareholders in Curnow have never had it so good.

Bell, 48, has family roots in Cornwall, and chose the little-used harbour of Porthleven as the administrative base for his shipping company. He does not intend to move. He says: "In these days of instant telecommunication, one might as well be in a part of the country one likes as be in London."

This weekend he has proved that, by sending the Aragonite some 29 degrees of latitude further south to yet another far-flung remnant of empire. She is sailing to pick up the governor of St Helena, John Massingham, from Tristan da Cunha, of which he is also governor. The Aragonite will take him on to Cape Town, where the governor will then embark for St Helena - aboard, of course, the only vessel that does the trip, Bell's Sentaaur.

will have fallen in real terms by almost half compared with 1975-76, says the Bus and Coach Council, and the social consequences are obvious. "Since my bus route was cancelled I have become a prisoner in my own home," wrote one old lady from Worthing to the Council.

Women, children and pensioners are the three groups most affected by reduced services. Surprising as it may seem, only 30 per cent of women in Britain have a driving licence (compared with 68 per cent of men). Sixteen million people live in households with no car. The Bus Council, on its part, is appealing to the Government to consider the implications of cuts: it urges the public to write to MPs and local councillors expressing their support for buses, explaining why they are reliant on them and asking the politicians for their opinions and action.

Peace rates

HOW MANY ratepayers in the London Borough of Hammersmith and Fulham are aware that they are funding the Greenham Common Women's Peace Camp? The Grove Theatre Club in Hammersmith, which receives an annual grant of £2,000 from

the Borough, is staging a play entitled "Grave - Makers." This is a tragi-comedy set in a military graveyard in the Falklands, "a play which attacks the horror and senselessness of war in general and one war in particular." One performance will be a benefit for the Greenham Common Women's Peace Camp, according to the Borough's *What's On* magazine.

Market fever

A RACE is on for the custom of street market enthusiasts. Two paperbacks on London markets are to be published on the same day, February 24. For Kevin Perlmutter, author of "London Street Markets" (Wildwood House, £2.95), getting up at all hours of the night and morning became a new lifestyle during his year's research. "I discovered a whole new world of markets which trade at night," he says. "You can go to the New Caledonian Market, or Brick Lane, for example, at 2.00 or 3.00am and you will find dealers with torches snapping up the best bargains. They seem to operate like a secret society." There is a growing trend for out-of-town Sunday markets which are set up in large car parks — as at Wembley Stadium, Lea Valley or

The 'gold rush' for South Pole wealth

ON THE day last June when Argentina surrendered to British forces in Port Stanley, British and Argentinian diplomats quietly took their seats round a negotiating table 5,000 miles away in New Zealand.

With representatives of 12 other governments, including the Soviet Union and the United States, they continued their preparation of rules that will control all exploration for minerals and their exploitation on and around the world's last great unopened land mass, Antarctica. Both Britain and Argentina regard the negotiations as "much too urgent and important to let bilateral headaches such as the Falklands conflict interfere."

By next year, they hope to complete agreement, making a tiny handful of countries the arbiters (and beneficiaries) of all commercial mining on the continent.

The exact form - treaty, convention - has still to be hammered out, but what is clear is that nobody is talking about declaring Antarctica's resources like those of the deep sea, "the common heritage of mankind". If anything, the Law of the Sea negotiations, which last year established this principle for the oceans, have speeded up the Antarctic talks.

The 14 governments in the negotiations belong to the inner circle of signatories to the 1959 Antarctic Treaty, the "consultative parties" who actually administer Antarctica.

ANTARCTICA

Rosemary Riegter and Mark Hosenball evaluate Anglo-Argentine cooperation

Twelve of them, including Britain, Argentina, the US and the Soviet Union, belong to the club as founder-members. The other two, Poland and West Germany, qualify under the treaty because they are actively engaged in scientific research in Antarctica. Another 12 countries have signed the treaty but have no "consultative" rights

EXCLUSIVE

So far, the "club" has devoted itself to such benign activities as drawing up tough conventions to protect Antarctica's environment and wildlife. The members have also enforced the unique element of the 1959 treaty: its prohibition of all military activity, nuclear tests or dumping of nuclear wastes.

Governments argue that the latest negotiations also have a benign purpose. Unless rules are devised, they say, the whole treaty could be destroyed by arguments over mineral rights.

This is because the treaty had another special feature. Five-sixths of Antarctica is claimed by seven governments - huge

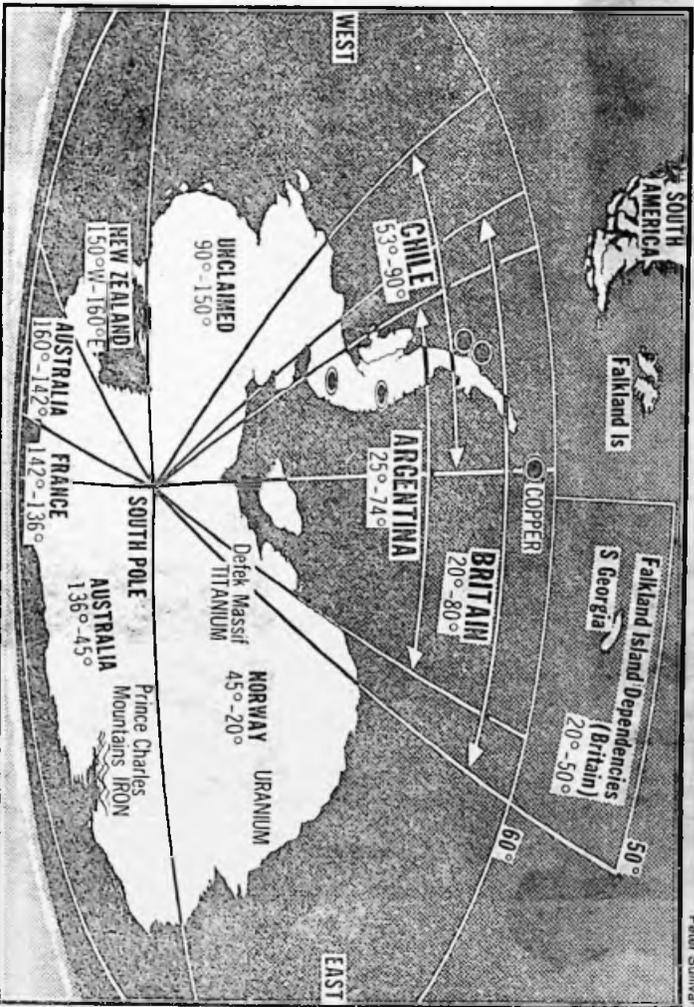
tracts by Norway, Australia and New Zealand, a small slice by France, and a critical (because probably mineral-rich) segment by Chile, Argentina and Britain, whose three claims all heavily overlap.

Under the treaty, all these countries agreed to set to one side their claims to sovereignty, in the interests of co-operation and scientific research. But harmony is unlikely to be maintained if, as seems likely, the territory disputed by Britain, Argentina and Chile turns out to have rich deposits of copper and titanium.

When the mineral question was first raised in 1973, governments were chiefly concerned to regulate mining to protect the environment. By last year, however, access to strategic minerals and alternative oil supplies was at least as important a consideration.

Ironically enough, it was in Buenos Aires, only just before the Falklands war started, that the 14 nations agreed to draw up a regime for minerals "as a matter of urgency". The first meeting for this purpose was in Wellington last June; a second was held there last month; and the negotiators reconvene in Bonn this July.

Why the urgency? Everybody agrees that no exploitation will start until the next century - probably not before 2020. Nobody knows exactly what is the fact that Antarctica once



The Antarctic carve-up so far - and the riches

formed part of a super-continent, Gondwana, joined to the parts of the southern hemisphere where the world's richest mineral deposits are found.

No detailed prospecting has been carried out yet, although scientific research suggests the presence, in addition to copper, of large iron-ore deposits around the Prince Charles mountains to the east, uranium in the north-east, and chromium and titanium in the British-claimed Dufek massif.

There is also oil offshore. Officials refuse to say how much - asserting that nobody knows - but the respected US trade journal Platt's Oilfield estimates the reserves at 150 million barrels (more than

seven times those of the Forties field, largest in the North Sea). Getting at any of these riches will be horrendously expensive and a technological nightmare. Oilshore, it is even surmised that the North Sea - the waters are un navigable for half the year - and there is the added hazard of icebergs.

Lastly, companies would have to comply with environmental regulations, which would further increase costs. According to Tucker Scully, leader of the US negotiating team: "There may be nothing down there that would ever be economic to exploit. The point is to have a system in place just in case."

The "system" could take the form of a special institute for mineral resources, run by the 14 nations - plus other states whose companies were directly involved in exploitation. Some such body would be needed for the one-sixth of Antarctica still unclaimed and for disputed territories.

Third World will not be included in the new arrangements, European sources say the common heritage principle "has not been mentioned". Adding: "It is all very well to talk about that in terms of the seabed or the moon, which nobody owns. It's a different matter when claims exist - even if they are, to coin a phrase, frozen."

Peter Sullivan

Am. Times

14. 2. 1983

Airbus deal in danger

by Andrew Whitley in Rio de Janeiro

ATTEMPTS BY the Brazilian state airline, Vasp, to compel the West European banks financing Airbus Industrie sales to provide additional foreign currency loans to the Brazilian Government are endangering its \$590m deal for nine A-310 wide-bodied aircraft.

The British, French and West German banks involved have already agreed to provide 100 per cent financing for the sale, which would be a breakthrough for Airbus Industrie in Latin America. Foreign government export credits represent 85 per cent of the financing with the balance from commercial loans.

But earlier this month Vasp told the banks the order was conditional on an additional Euromarket loan of \$280m to Infraero, the federal government agency responsible for re-equipping Brazil's airport navigation systems. French companies have won the lion's share of orders placed by Infraero.

The demand, coming on top of the requirement to participate in Brazil's pending \$4.4bn jumbo loan and to roll-over 1983 maturities, has split the Airbus banks, pitting Midland against the French consortium led by Banque Nationale de Paris (BNP) with the Germans, led by Dresdner, watching from the sidelines.

Midland considers the question of any further financing inappropriate and unrealistic. At its request, the formal financing offer made to the airline last week contains no reference to the Infraero loan.

Airbus Industrie and the French banks feel more strongly about the need to

Continued on Back Page

Argentine leader faces fresh crisis

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S moderate president, Gen Reynaldo Bignone, faces his most serious crisis since assuming power last June. There have been continuing reports over the week-end of deep unrest within the armed forces, an imminent Government reshuffle and a bitter clash between the junta and politicians.

The junta of army, navy and air force chiefs is understood to have drawn up a package of tough economic and political guidelines which it wants Gen Bignone to follow.

The guidelines will be put to the President at a crucial meeting scheduled for today, following high-level talks between the individual service chiefs and their senior officers.

They are believed to include strict instructions on the handling of the election timetable as well as a demand for measures to deal with the rising inflation rate and the threat of major strike action by the unions.

Consumer prices rose by 16 per cent in January, five percentage points above the Government target.

Gen Bignone is in danger of having his conciliatory attitude towards the politicians undermined by the junta's insistence that the election date should be fixed for early November, without further consultation with the parties. The junta is also reported to be considering a new Press law to clamp down on anti-military reports.

The President, who has attempted to maintain some distance from the junta, is said to favour taking into account the opinions of politicians, who have asked for a much earlier poll.

The junta's private criticism of the Government's anti-

inflation drive has put in doubt the future of Sr Jorge Wehbe, the Economy Minister. Gen Llamil Reston, the Minister of the Interior and responsible for contacts with the politicians, is also threatened.

It has been suggested that Gen Bignone might himself resign rather than cede to military pressure.

Details of a strong attack on the military leadership by a group of senior retired officers were leaked at the week-end. A statement, reported to have been handed to the junta on January 29, accuses the presidency of "having lost control of the situation" to "Marxist-Peronist forces" bent on undermining the armed forces' prestige.

It called on the junta to "modify substantially the political leadership" or face a "tragedy of unfathomable consequences." The statement's signatories include Gen Frederico Montero, a notorious coup-monger purged by President Juan Carlos Ongania in 1969. It was published on the front page of the pro-army newspaper La Razon.

The junta's increasingly tough approach was demonstrated over the week-end by the closure of some Buenos Aires theatres and by threats of judicial proceedings against some outspoken party leaders. It appears to be an attempt to pacify restless elements in the forces by coming to grips with the transition towards civilian rule.

There is a broadly held view in the forces that power should only be handed over from a position of strength in order to ensure against future recrimination on issues such as corruption and human rights violations.

Continued from Page 1

Argentina

The crisis also reflects the continuing effects of the Falklands defeat and its impact on military unity. The junta faces growing impatience among middle and junior rank officers at the Government's reluctance to conclude the investigation into the conduct of the war and to answer allegations of corruption.

'Aunt Sally' jibe upsets chairman of Falkland firm

By ANTHONY LOOCH

THE chairman of the British group which now owns the Falkland Islands Company complained to MPs yesterday that the company was being made an "Aunt Sally" for the economic problems of the islands.

And he said the group had taken no money out of the islands since taking over company five years ago.

Mr Ted Needham, chairman of the Coalite Group, and the Falkland company, was giving evidence to the Foreign Affairs Select Committee, which recently returned from the islands.

'Negligible' profits

He said the Falkland Islands Company, a wholly-owned subsidiary of the Coalite Group, had made only "negligible" profits since the takeover.

"Total after-tax profits from our Falklands activities have amounted to £600,000 over the past five years. During that period we paid £900,000 in tax to the islands.

"The profit that we made has been put back into Falklands business. We have not been draining money out of the Falkland islands."

At the start of the hearing, Sir Anthony Kershaw, Conservative MP for Stroud, and the committee's chairman told Mr Needham: "We have heard in the Falkland Islands when we were there, and have read in the Press that because the Falkland Islands Company is to some extent an absentee owner, criticism has been levelled against it, in particular in the report by Lord Shackleton. Is that a fair criticism?"

Mr Needham replied that prior to last year, few people knew where the islands were, and the islanders needed what support they could get from any quarter. "We took our responsibilities very seriously, in that connection."

He said: "Absentee farmers is an emotional expression used by critics of United Kingdom investment in the islands. It is a short-sighted criticism, since the UK itself is still heavily dependent on investment from overseas."

"North Sea oil and the motor industry are good examples. The Falklands have a similar need.

"We have no doubt that the

Falklands Company farms have been at least as well run and maintained by investment as any other farms in the islands. I am only sorry we cannot take credit for what the Falkland Islands Company did before we became involved."

Later, during questioning by other MPs, Mr Needham apologised if he seemed "unduly defensive."

He said: "Everyone needs an Aunt Sally. There are not many in the islands. One is the Falkland Islands Government and the other is the company."

"It may be that the company gets more than its fair share of being Aunt Sally."

BLUFF COVE

Reasons for tragedy

OUR NAVAL CORRESPONDENT writes: The Defence Ministry is to be pressed to release full details of its inquiry into the Argentine air attack on the Royal Fleet Auxiliary landing ship Sir Galahad and Sir Tristram at Bluff Cove, with the loss of 50 lives last June.

Mr Dafydd Thomas, Plaid Cymru MP for Merioneth, is demanding further details following a letter he has received from Mr Peter Blaker, Armed Forces Minister, giving some of the reasons for the tragedy.

In his letter, Mr Blaker said that faulty intelligence; overloading of the communications network; the lack of helicopters and other commitments for the Sea Harrier fighters providing air cover had contributed to the disaster.

Because of the depth of water it had not been possible to provide anti-aircraft support with a warship for the landing ships and the Rapier missile batteries with the troops were either masked by land or had developed temporary faults.

ITN gives £30,000

Independent Television News presented £30,000 to the South Atlantic Fund and the Falkland Islands Appeal last night. It was the profit from the ITN Granada video cassette "Battle for the Falklands," whose total sales—10,000 plus—were more than the ITV cassette on the Royal Wedding.

Falklanders in special position

The British Nationality (Falkland Islands) bill, a private members Bill, was read the third time and passed in the Lords.

Lord Elton, Under-Secretary of State, Home Office, said that the Falkland Islanders has exceptional circumstances and a special position. He was sure the people of other dependencies would understand that this wholly exceptional change to the citizenship of the Falkland Islanders could not be seen as a precedent for further amendment which could only be to the detriment of British dependent territories citizenship introduced under the 1981 Nationality Act.

Investigation

Buenos Aires denies reshuffle

By Jimmy Burns in Buenos Aires

SR JORGE WEHBE, the Argentine Economy Minister, was yesterday at the centre of a fresh spate of reports suggesting that he had been singled out as part of an imminent Cabinet reshuffle.

The suggestions were promptly denied yesterday by a ministry official in Buenos Aires, who warned of the incalculable damage such a move might have on Argentina's image abroad.

Sr Wehbe is currently in the U.S. in talks intended to reassure Argentina's creditors of his country's stability. He is being accompanied by Sr Julio Gonzalez de Solar, governor of the Central Bank, a key figure in the current negotiations to reschedule part of Argentina's \$39bn (£25.4m) foreign debt.

The economy ministry was one of a number of government departments which moved swiftly yesterday to defuse reports of divisions within the armed forces, against the background of a meeting between President Bignone and the junta.

Falklands company record defended

By Stephanie Gray

MR TED NEEDHAM, chairman of the Falkland Islands Company, yesterday denied that the company had drained funds from the island. He maintained that without the company's interest the islands would still be "highly primitive."

In evidence to the Foreign Affairs Select Committee on the Falklands, members of which have just returned from the island, Mr Needham said: "Negligible after-tax profits of £600,000 over five years" had been reinvested in farms, warehouses, stock and machinery.

He denied allegations by the MPs that profits had been remitted to the UK for investment in other markets.

The company, a subsidiary of the Coalite group of which Mr Needham is also chairman, came in for serious criticism in the Shackleton report for its role as an absentee landlord. It owns 43 per cent of the land.

Mr Needham said his company had been the main stay of the economy since 1851. Apart from sheep farming interests, it was the only company to provide resources for shipping, banking, travel, insurance, and general trading.

The description of the company as an absentee farmer was a highly emotional idea that diverted attention from the need to attract immigrants to the islands. The role of the company was no different to that of other enterprises which took decisions in London that affected property thousands of miles away.

On Lord Shackleton's recommendations for agricultural reform, Mr Needham seriously doubted that the division of big ranches into smaller farms would solve any problems.

Enough applications could not be found for the 12 large farms offered to individuals over the last two years. One holding, which had been split up as an experiment, had not brought about any sustained increase in wool yield.

If the world market for wool continued to deteriorate, the sub-divided land would end up being amalgamated so that the islanders would be back where they started. Nevertheless, Mr Needham said the company was prepared to sell more land as and when the need arose.

FALKLANDS BILL PASSED BY PEERS

By Our Parliamentary Staff

Peers gave a third reading to the British Nationality (Falkland Islands) Bill in the Lords yesterday.

Lord ELTON, Home Office Under-Secretary, gave the Government's support for the Private Member's measure sponsored by Baroness VICKERS (C.), but he added a warning that no promises could be given about the allocation of Government time for the Bill in the Commons.

The Bill would give British citizenship equally to all Falkland Islanders, regardless of individual ties with the United Kingdom. Lord Elton said it could be no precedent for other people who were citizens of the British Dependent Territories.

Falklands funeral

By ERIC SHORTER

THEY HAD to wait 10 years for "Journey's End." The conclusion was that it took a decade for a war to become remote enough to be the subject of dramatic fiction. That is why we are still waiting for the play about Northern Ireland's troubles.

Meanwhile Tony Marchant brings us—already—the Falklands war; or rather some reflections on it from the points of view of half a dozen British soldiers. And though it would be pitching his art too high to compare it directly with "Journey's End," his evocation of last year's conflict through the hearts and minds of these ordinary regulars who have come to bury one of their mates in England is likely to strike the non-combatant as the best thing of its kind for a very long time.

It is, in a way, the first thing, since "Welcome Home" comes so soon after the South Atlantic conflict. What makes it so remarkable however, is that it doesn't lean on anything tendentious.

Instead it takes us on a journey with a corporal and his men to the funeral of a comrade whom they variously knew; and as they bicker and ruminate and prepare for their task, teasing cajoling, snarling, dreaming and trying to come to terms with what this death was all about, each character in this beautifully cast touring production—which I saw at Hemel Hempstead but which visits Lancaster and York this week—comes to distinctive and sympathetic life.

The banter remains consistently at barrack room level. These are the lower orders. Their language is primitive. They do not discuss. They merely assert, or swear. And they make no attempt to work out why the war was fought.

15/2/83 Telegraph

15/2/83 Financial Times

It is this young playwright's achievement to have created from their demotic, murmured dialogue a range of emotion and attitude towards both soldiering and the body they are entering which rings true at every moment. And under John Chapman's direction the Paines Plough Company suggests precisely what it must have been like to come back to Britain from the Falklands with the body of a fallen comrade. One of them wants to set light to the Union Jack. Another breaks down. The corporal tries to bully them both out of their grief. The search for a ritual to match the occasion—polishing boots, boozing at the pub—ends in violence; and the author shrewdly leaves us with no moral or message. Mark Wingett, Ian Mercer, Tony London, Gary Olsen and Robert Pugh leave us all in their debt—and their author too.

February 14 1983

Time

rose Avenue, after a hip and a rib were found.

Falklands land policy 'may lead to exodus'

By John Witherow

Growing numbers of Falklanders are considering leaving the islands unless they can buy their own farmland, according to tonight's *Panorama*.

The BBC current affairs programme says this pessimism stems from the Government's rejection of a clause in the Shackleton report which recommended a complete transfer of land to the islanders. The Government instead favours buying land on the rare occasions when it comes on the market and this, says the programme, is partially responsible for the exodus of a further 21 islanders since June.

Mr Brooke Hardcastle, who as manager of the Falkland Islands Company which own nearly half the land, might be expected to favour Government policy, told *Panorama*: "We have to get away from the colonial stigma.

"The peasants want the land and it's only natural and right. The young people will leave the islands because they have no direct stake in it."

Sir Rex Hunt, the Civil Commissioner, said they were moving gradually and if there was overwhelming demand by the islanders to buy land the Legislative Council had the power to make compulsory purchases.

Such a move, however, may well face opposition in Whitehall. According to *Panorama* the cost of the war, the garrison and economic revival over the next two years is about £2,800m, making the cost of the Falklands policy nearly £2m per head.

Compulsory purchase would add considerably to the figure and would doubtless face opposition from the Chancellor of the Exchequer.

Feb 14, 1983
Guardian

Calculated risk led to 50 deaths at Bluff Cove

By Ian Black and Tony Heath

Calculated risk, overloaded communications, inadequate intelligence, ill-equipped and inexperienced troops, and a 50 man Bluff Cove in the Falklands when British forces landed at Bluff Cove in the Admiralty inquiry into the worst disaster of the war.

The inquiry, whose findings will not be made public by the Ministry of Defence, have been revealed in part to Mr Dafydd Elis Thomas, Plaid Cymru MP for Merioneth, in a letter from Mr Peter Blaker, Minister of State for the Armed Forces.

Thirty-three of the casualties were from the Welsh Guards.

Bluff Cove and neighbouring Fitzroy were captured as part of a southern advance on Port Stanley—the capital which was already being approached from the San Carlos beachhead to the west.

Because of a shortage of helicopters 5 Brigade, including the Welsh Guards, were taken from San Carlos to Bluff Cove in two Royal Fleet Auxiliary ships, the Sir Tristram and Sir Galahad. Shallow water in the anchorage precluded the use of a frigate for close air defence.

"The risks attendant on these operations were appreciated," Mr Blaker said, "but as there had been no serious air attacks for some days, as a similar operation to the north had been successful, and as there was an overriding need to deploy 5 Brigade quickly for the attack on Port Stanley, they were accepted."

When Sir Galahad arrived at Fitzroy at dawn on June 8, Sir Tristram was already unloading an ammunition load because of overloaded communications networks the men at the beachhead did not know that the second ship was incoming. Unloading had to be interrupted.

A blunder which emerges from Mr Blaker's letter is that 5 Brigade was not landed at Fitzroy because it was erroneously believed that the distance which shortened the distance to Bluff Cove by four miles had been destroyed by the Argentines.

The inquiry also found that a ramp fault in one of the small landing craft ferrying men off the Sir Galahad caused further delay.

The weather suddenly cleared and the Argentinian air attacks came as the Welsh

Guards were on deck off Fitzroy. The only British combat air patrol had just been sent off to meet an attack against San Carlos.

Mr Blaker said that land-based Rapier anti-aircraft units were masked by terrain or had developed temporary faults through overwork.

After the attack, which was carried out by Skyhawk and Mirage fighter were seen on television in a harrowing film report, the ministry refused to release the casualty figures on the grounds that they could be of assistance to the enemy. The inquiry findings on

Bluff Cove contrast bleakly with an earlier mythical story about an army officer who found a telephone box and made a 50p call to Reg Binney, the local farm manager, to hear that the Argentinian troops had left Fitzroy.

Last December Mr Geoffrey Pattle, a junior Defence Minister, said in the Commons: "The risks taken were no greater than some others in the campaign. Although it may be possible to criticise in retrospect some judgments made by individuals, these are of the type that will always be made in rapidly developing operations..."

11/2/83
Telegraph

Telegraph
11/2/83



Capt. Raymond Fox, of the Royal Navy, and his son, Capt. Christopher Fox, of 45 Commando, Royal Marines, leaving Buckingham Palace yesterday after receiving their Falklands awards from the Queen. The father was made a CBE for his work at Northwood headquarters, and the son won the Military Cross for his part in the attack on Two Sisters ridge.

Falklands injury costs 11/2/83, Telegraph volunteer his job

A MERCHANT NAVY officer who volunteered to join the Task Force in the Falklands last year has lost his job because he was partially deafened in the fighting.

Marconi has told senior Radio Officer Peter Ryan, 40, that he will not recover sufficiently to carry out the job he has done for 21 years.

Mr Ryan, a father of three, of New Brighton Road, Sychdyn, North Wales, is now pondering his future, but admits "I don't know any other job. It's the first time I have been unemployed and it comes as a bit of a blow after so long."

He has received redundancy and pension payments from Marconi. Because of the Official Secrets Act he cannot comment about the circumstances in which he was injured, but

he is raising the issue with the Ministry of Defence.

He was working as Chief Radio Officer on the 5,000 ton ferry Tor Caledonia when hostilities broke out in the South Atlantic.

He left with the Task Force on May 16 and served on the Tor Caledonia, returning over three months later with pneumonia and his ear injury.

"It was my duty."

"Despite what happened, I think it was my duty to go to the Falklands."

A spokesman for Marconi said it was a very sad case. The company would continue to keep in touch with Mr Ryan and help and advise him on any problems he may have.

"There is a resettlement programme available, and we will give him every assistance possible," the spokesman added.

Antarctic tensions

From Dr Peter J. Beck

Sir, Lord Kennet (feature, February 8) reminded us that one solution for the Falklands and Dependencies might be to place them within the Antarctic Treaty framework and thus to bring the Anglo-Argentine sovereignty dispute under the aegis of article 4, which effectively freezes such problems.

On paper this may seem to constitute both a plausible solution and an attractive alternative to Fortress Falklands, but in reality the serious tensions and emotions aroused by the 1982 war will not be assuaged quickly. As a result, there is a danger that the Falklands question will add a destabilising factor to the Antarctic system.

Hitherto, the treaty area has remained relatively free from

serious international discord, even during the Falklands war, when both Britain and Argentina were represented in Antarctic meetings at Hobart and Wellington. Antarctica can only be insulated from conflict if such contentious issues as the Falklands/Malvinas problem are kept separate, especially as the ongoing Antarctic mineral regime talks (there was a recent session at Wellington in January) may bring their own difficulties in view of the sovereignty implications of resource questions. The Antarctic Treaty system has its own problems to overcome and should not be handicapped with any other tension points.

Similarly, the UN trusteeship proposal advanced by Lord Kennet might also undermine the British Government's policy in favour of the indefinite duration of the Antarctic Treaty. The "global

commons" lobby, which has been attempting to undermine the Antarctic club, would interpret any UN involvement in the nearby Falklands and Dependencies as a useful precedent for Antarctic developments.

Hence, Lord Kennet's proposals possess a superficial appeal, while displaying a basic ignorance of the Antarctic perspective. The Antarctic question is far too important to be moulded to fit into the needs of the Falklands, or to be exploited to get the British Government out of the cul-de-sac into which it has got itself through the Falklands war.

Yours faithfully,

PETER J. BECK,
Kingston Polytechnic,
Penrhyn Road Centre,
Penrhyn Road,
Kingston upon Thames,
Surrey.
February 8.

Turner 11/2/83

Swedish
10/2/83

8

OVERS

Uruguay allows in British relatives

Montevideo: Uruguay will allow British planes carrying 600 relatives of British servicemen killed in the Falklands conflict to land in Montevideo.

The Uruguayan Foreign Minister, Mr Carlos Maeso, said that Uruguay, despite supporting Argentina in the conflict, took humanitarian reasons into consideration.

British Airways has agreed to fly the relatives free to Montevideo. In the Uruguayan capital, the relatives will board the cruise liner Cunard Countess for the remaining 1,200 mile journey.

Negotiations between Britain and Argentina about the Falkland issue should be easier once Argentina has a democratically elected Government, the British Ambassador to Brazil, Mr William Harding, said yesterday.

The Argentine military Government has promised that elections will be held late this year. "We hope to renew our relations with Argentina in the near future, especially on the economic and financial level," Mr Harding said. But he said relations were at a "dead stop" now because Argentina refuses to declare an end to hostilities.

"British opinion in general, not just that of the Government, is incensed with Argentina's actions last year, and it is anxious about indications that further military moves may be contemplated," he said.

Meanwhile, the Spanish Foreign Ministry yesterday issued an updated list of 191 people of Spanish descent who have disappeared in Argentina and on whose behalf it is interceding with the Buenos Aires Government.

Only 35 of those listed are Spanish nationals. The remainder include sons, grandsons, and spouses of Spanish subjects. Last week, leaders of Argentina's Mothers of the Plaza de Mayo arrived in Madrid at the start of a six-country tour of Western Europe to seek support in their search for missing relatives.

AP/Reuter.



Tokyo signs Law of Sea Convention

By David Tonge

JAPAN announced yesterday that it had signed the Law of the Sea Convention on Monday. It was the 119th country to sign the treaty governing use of the world's oceans, but is only the second major Western industrial country to do so.

However, Japanese officials make clear that they are unlikely to ratify the treaty unless they can obtain improvements in the provisions governing the mining of billions of tons of manganese-rich nodules lying over three miles below the waves.

The Reagan Administration has said that it will not sign the convention because of these provisions. Belgium, Britain, Italy and West Germany, which also have companies interested in deep sea mining, have avoided signature so far.

But all are now hoping that they can persuade the Preparatory Commission, which begins work in Kingston, Jamaica, on March 15, to improve the terms for companies.

The Soviet bloc and India have followed Third World countries in signing. The treaty comes into force one year after ratification by the governments of 60 countries.

Mirages bought

Argentina has taken delivery of 20 Mirage III fighter bombers, bringing to over 70 the number it has bought since the Falklands fighting.

D/Tel. 9/2/83

PLAN FOR 'SHARED RESPONSIBILITIES' FOR FALKLANDS

By PATRICK WATTS in Port Stanley

FALKLANDERS are prepared to "discuss sharing responsibilities for the islands with other nations or organisations," Sir Anthony Kershaw, MP, chairman of the Select Committee on Foreign Affairs, who has been visiting the Falklands, said yesterday.

It was very plain, however that "any arrangement which has the object of sovereignty with Argentina is absolutely unacceptable," added Sir Anthony after five days of formal hearings and informal discussions with Islanders on East and West Falkland.

BRITISH 'EYES AND EARS' IN LEBANON

By JOHN BULLOCH in Cairo

THE main part of the British contingent joining the multi-national peace-keeping force in Lebanon arrived in Beirut yesterday. Some 80 men of the Queen's Dragoon Guards, with 22 Ferret scout cars, sailed in from Cyprus, where they have been serving with the United Nations force in the island.

The advance party, with the commander, Col John Cochrane, of the Royal Irish Rangers, flew in a week ago and has prepared a headquarters in a block of flats in the Beirut suburb of Hadeith, on the confrontation line between the multi-national force and the Israeli troops still in occupation.

The British contingent will not hold a fixed sector, as the Americans, French, and Italians, who make up the bulk of the force, do. Instead they will patrol all over the southern-eastern suburbs of Beirut.

A British officer told me: "We are a reconnaissance unit, so we shall try to act as the eyes and ears of the multi-national force." In that role the fast British scout cars are often likely to be first on the scene of the proliferating incidents involving the many factions in Lebanon.

'A lot to do' Because of attacks on French troops in the City, British soldiers will not be allowed to go into Beirut when off duty.

Col. Cochrane said: "There will be very little time off at first. We have a lot to do. The area in which the British troops will be billeted has been regularly used by Phalangist tanks shelling Druse villages in the mountains above Beirut.

The multi-national force in Beirut, like many other groups drawn into the Lebanese maelstrom, has been drawing criticism from many quarters and having some considerable difficulties on the ground.

Israel seems to want the force out, and accuses it of being "unwilling or unable" to prevent attacks on Israeli troops. The Lebanese Right equally would like to see it go so that the Phalangists could complete the job of "freeing the land from foreigners" — getting rid of remaining Palestinians.

Ordered out The way that would be done if the international force left is being shown by events in the southern Lebanese town of Sidon.

There, Palestinian families are being ordered by gangs of armed men to leave the city and go to live in the ruins of the refugee camp at Ain Hilweh; and the orders and warnings have been accompanied by the murder of 14 Palestinian men over the past ten days.

Israeli forces are in control of Sidon. "Just as they were in control of the area around Sabra and Chatila," one Palestinian said bitterly.

COFFIN EAST ENDS

Mr Folke Pudas, 52, a Swedish taxi driver, who has been on hunger strike in an open coffin outside the Swedish Parliament for three weeks, has ended his protest against a licensing decision by his local council. He said he had reached a compromise with the council.

Reuter.

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There are various possibilities, the United Nations, Commonwealth countries, certain states who are geographically more interested than others who are willing to join. They are all worth investigating."

A large percentage of Islanders, said Sir Anthony, wanted some form of discussion. He did not say whether he thought the involvement of a third party would be only for trading arrangements or in some form of control over the British territory which Argentina had claimed for 150 years.

There was not, said Sir Anthony, a notable divergence in opinion in the rural areas from that in Stanley. The only differences were expressed by those inhabitants who had been under Argentine occupation, and those who had escaped.

The committee rejected suggestions that they had not met a fair representation of the community. The members had met personally 50 per cent. of the population.

Earlier, Mrs Margaret Davidson, in giving evidence to the committee, had urged them not to conduct their investigations "in Government House or the cocktail bar of the Upland Goose Hotel," where the MPs were accommodated.

'Lease-back' idea She said they should walk the streets to gauge opinion correctly.

Mr Jim Lester (C. Beeston), said that they had not "like Nicholas Ridley three years previously," jumped up during a cocktail party and presented the Islanders with "lease-back," and then carried on with the drinkings, "in a disastrous situation."

Sir Anthony said that their report should be ready in May. The MPs will leave for England this evening.

Meanwhile Mr Dennis Canavan, Labour MP for Stirling-shire West, said yesterday that he had not apologised to Monsignor Daniel Spraggon following a clash at Government House a few days ago over British policy in the Falklands.

Mr Canavan, who almost came to blows with the Catholic leader, said he had met the Monsignor several times since. The MP appeared to have no regrets over the incident and said "war is glorified by priests like Msgr Spraggon."

He claimed that the Prime Minister has "exploited the people of the Falkland Islands for her own political aims. She knows in her heart that the Falklands cannot continue for ever."

Row over drinks Mr Canavan was later also involved in another incident in the Upland Goose Hotel, accusing Mr Desmond King, the proprietor, of having "served Gen. Menendez and his cronies with drinks until five in the morning, but refusing to serve British MPs at midnight."

Mr King said that the accusation was untrue. "The Argentinians who lived in the hotel during the occupation of the Falklands rarely bought drinks," he said.

Mr Cyril Townsend (C., Bexleyheath said that he, and he suspects many other Conservatives, disagree, with Mrs Thatcher's use of the phrase "that the wishes of the Islanders are paramount."

Speaking on local radio he said: "The interests of the Islanders are crucial, and everything must be done to meet those wishes, but to say any community is paramount is I believe, wrong."

Shawhan 8/2/83

JOHN EZARD writes from the MV Countess in the South Atlantic

The latest hazard is sunburn

ON THE sundeck, the potted shrubs have withered in the heat and the ashtrays are NAAFI tins saying "Fag ends here." But as you lie there you can just about pretend — with the Starlight Room Casino behind you, the swimming pool in front — that you are cruising with Squinty Morrison, Chris Burwell, Bill Heather, David Hawksworth, Bill Miles, Fred Yalouris and all their diverse human purposes through the crowded Caribbean Islands for which this vessel was made.

Then the orderly room tannoy snaps on to announce that reporting to the doctor with sunburn is a punishable offence. This applies to services personnel and some of us are civilians. Nevertheless, most of us check that we are not showing as much as an ankle to the sun. One man forgot to check three days ago. He is still hobbling. If the empire is striking back, it has learned to do so with extreme prudence.

This isn't the Caribbean, it's somewhere in the solitude of the South Atlantic on what in ten remarkable months has quietly become a regular sea shuttle to an expected and virtually routine posting on the Falklands.

We haven't seen a seagull, fish, insect or glimpse of coastline since leaving Ascension, an island which has all the tropical lushness of a slag heap. These are the great empty waters which made Coleridge's Ancient Mariner such a happy fellow. But 400 somewhat harder men have for the most part adjusted swiftly to life on board a still alarmingly painted ship in a sea the temperature of canteen soup, with rougher weather and harder work ahead. Not that the occasional albatross would have gone amiss.

This is the MV Cunard Countess's fourth shuttle, in alternation with the p and O cruise boat Uganda. She has been rapidly but comfortably converted with a helipad in place of her nightclub dance deck and two 17-ton meal containers in the wings of her bridge. Potted shrubs will reappear when she returns to the milder West Indies later this year after a refit at the scheduled end of her Royal Navy charter.

But by then — on present indications — others like Chris Burwell, a Harrier leader, Bill Heather, a merchant seaman travelling to join an accommodation vessel and Bill Miles, a signals squadron warrant officer, will be doing the same journey on similar ships. By then David Hawksworth, a Barnsley civilian, will perhaps have fulfilled his ambition to open Port Stanley's first fish and chip shop. Fred Yalouris, an American archaeologist, will be a little nearer to raising the wreck of the tea clipper Snow Squall, Stanley Harbour's nearest equivalent to the Mary Rose.

And Willie "Squinty" Morrison, bearer of one of the fondest and oldest nicknames on the Falklands, will almost certainly have achieved his desire to ride in the races later this month, celebrating the 150th anniversary of the founding of a British administration in the Islands.

and to investigate land nearer Stanley. He feels that, though Fitzroy, on the site of the Galahad, and Trustram disasters, his family would be safer there than in Yorkshire, with its publicised attacks on women. It's also the way of life that appeals to me — somewhat self-sufficient," he said.

Bill Heather wants to see in peacetime the islands whose conflict stopped him being at home when his father died or even hearing about the loss. He was on the Nordic ferry in Carlos Water at the time, without official notification. When he established contact with home a fortnight later, he asked, "Come on, bring Dad to the phone," and was told, "We buried him this morning."

Numerous other seamen are returning voluntarily on Countess. A number of young men in 30 Squadron, Royal Engineers, who returned to Britain last week, also volunteered, unsuccessfully, to extend their six-month stay.

But boredom and lack of recreation are seen as looming problems in some units on board. One junior rating was almost frantic with worry at the prospect in his messroom only two days after sailing. In Chris Burwell's squadron, the commitment to keep Harriers operational is the limiting factor. "It would be nice to let people go off regularly to West Falkland to see the wild life," he said, "but that isn't going to be easy. We might be able to spare the odd person. It's something to be philosophical about."

Meanwhile, he thinks about the depleted home squadron which his men's assignment leaves behind at Gutersloh, West Germany, where his colleagues are "going overboard with extra work" to ensure their NATO commitment is maintained.

If there can be a consensus among more than 400 men, it appears after several days in their company to be that the freeing of the Falklands was necessary and admirable, that prolonged absence from home is part of the price (this view holds in an officer whose opinions otherwise tend towards CND's) — but that the continuing financial cost is alarming. "Horrendous — the most unappealing side of it," said Flight Sergeant Mike Allen.

The original Task Force, boarding a liner — but a place in the sun for reinforcements



Mr Morrison thinks he ought to for the sake of symmetry. He rode a mare called Nettie in the centenary celebrations in 1933, as a man of 21, as well as competing in more subsequent races than he can call to mind. Willie and his wife retired and went to Bristol in 1977 on a Falkland Islands company pension of £53 a month after his lifetime as shepherd and head shepherd at North Farm, Goose Green. His son escaped injury as a colour sergeant on the Galahad.

"I enjoyed every minute of my working life but there is nothing to retire to there," he said. "I told people before I came away that they would end up being invaded but they never listened." Sun-He left two mares, "Sun-

ray, who is 19, and Cherie, who is 16," but they are too aged to ride, so it will be a question of borrowing a mount. "Now don't you dare print that I shall be the oldest rider," he said. "There could be a lot older than me."

David Hawksworth's family live above the Barnsley shop and he says his children get woken in the early mornings by the swearing of customers leaving a nightclub nearby. He inquired about buying a quiet plot of land in Yorkshire but was quoted £46,000 an acre. "I could save for the rest of my life and not be able to afford what I want."

He invested £360 in the subsidised fare to inspect two £1,000 acre plots at Fitzroy

Mike Allen

Bill Miles will have some of his signals people perched in tents on top of the island's hills for their whole tour of duty, including part of the Falklands winter with its up to 110 mph gales. "They're used to living in minus 20 and being snowed on," he said. "They've been on hilltops all their lives. You'll find that, as soon as they get there, they'll start running up and down the hills to keep fit."

"The soldier is no idiot. He knows there's going to be a compromise somewhere along the line, but I find he also feels the British are fed up with being kicked around by other people. You should show your fangs occasionally. That's what we've done on this occasion and I'm glad to have been part of it. That's why most people like to have an army — to kick back occasionally."

Let's put the Falklands on ice

by Lord Kennet

Parliamentary debates on the Franks Report were overwhelmingly concerned to criticize past actions and hardly at all to think about what should now be done. Scarcely anyone looked further or wider than "Fortress Falklands", although no government can forever restrict its views to that policy.

But here is one proposal: the Antarctic Treaty could be extended to include South Georgia, and the other Falklands Island dependencies, and the Falklands themselves. It would demilitarize the islands as it demilitarizes Antarctica, and would freeze the claims to sovereignty over them, as it freezes all the conflicting claims to sovereignty on the Antarctic continent. The treaty can be modified at any time by unanimous agreement of all its signatories, which include, of course, both Britain and Argentina.

There seems a fair chance that in time all the signatories, including the United States and Russia, may come to see it as an acceptable way of ending a dangerous conflict. Again, the treaty may, but need not, be reviewed in 1991 on the demand of any one signatory: it is hard to imagine there will be an international consensus to resume sovereignty disputes in Antarctica after that.

The Antarctic Treaty alone might well not be protection enough for the islanders in their exposed situation. Where then should we look for reinforcement but to combine it with the trustee system of the United Nations Charter itself?

Any territory in the world can be voluntarily placed in UN trusteeship. That means that the actual proposal can come

from Britain alone, although we should want to be confident of a majority in the General Assembly before proceeding. Sovereignty claims would be frozen under Article 80 of the charter, just as they would be frozen under the Antarctic Treaty, and all the relevant international instruments would be frozen for the duration of the trusteeship.

The charter spells out the purposes for which a trusteeship may be set up. They are:

- To further international peace and security. (That is what we are seeking to do.)
- To promote the political, economic, social and educational advancement of the inhabitants and their development towards self-government or independence, as may be appropriate to the particular circumstances of each territory and its peoples and to the freely expressed wish of the peoples concerned.
- To encourage respect for human rights.
- To ensure equal treatment in all social, economic and commercial matters for all members of the United Nations and their nationals.

Now this is almost tailor-made for the case of the Falklands. It even has self-government

as well as independence. Could one do better? Moreover, each trusteeship has to have its own one-off agreement which can make any member state or member states of the UN the administrator, or it can be the United Nations Organisation itself. The General Assembly exerts remote but real control of everything. It may be objected that neither the Antarctic Treaty nor the trusteeship system were devised for precisely such a case as the Falklands. Nor were they: so what? Have lives never been saved before by adaptation and makeshift?

Difficulties of course there would be. It may well be that Argentina would not agree to anything like this, but if she rejects it and maintains her objection it is unlikely that she will get much support from other members of the UN; and the less support she gets, the safer the islanders will be, even if the arrangement does not come to fruition. The very proposal, if made with vigour and imagination, would protect them.

The Prime Minister carried through the military campaign with great courage and nerve. But it has not changed the sovereignty dispute, and now she has come up once more with her old friend: "There is no alternative" - this time to Fortress Falklands; a South Atlantic Tina.

We have learned the price of pretending to negotiate when there is nothing to negotiate about. Now we must negotiate, not only with Argentina, towards something which is able to meet the needs of all parties, but within the framework of the Antarctic Treaty which could be that thing.

The author is SDP Chief Whip in the House of Lords

£1m-a-head for the Falklanders

by David Lipsey

THE defence of the Falklands will cost the British taxpayer £1,860 million over the next three years alone, it was officially revealed last week. This amounts to more than a million pounds per head for each of the islands' 1,813 inhabitants. Simply garrisoning the islands will cost at least a further £130,000 per islander per year from 1986 on - upwards of £235.7 millions annually - unless and until a permanent peace with Argentina is agreed.

These figures emerged with the publication last Tuesday of the government's advance public spending plans for the next three years.

The plans show that the cost of the war - put at around £750 million in the current financial year - will remain a big burden, even if the present uneasy peace holds.

The cost is officially put at £624 million in the next financial year, 1983-84. But it will actually rise in 1984-85, to £684 million, as the bill for replacing lost ships and equipment reaches its peak, before tailing off slightly to some £552 million in 1985-86.

In that year, the garrisoning of the islands alone will cost £232 million. This is a measure of the minimum on-going cost of holding the Falklands, even after the equipment replacement programme has been completed. It reflects the formi-

dible logistical difficulties of maintaining the garrison. To fly a single supply mission to the islands - by VC10 to Ascension, and then on by Hercules to Port Stanley - costs £155,000. The bill for such flights is running at more than £1 million a week. In addition, 30 chartered merchant vessels are still engaged full time, supplying the islands.

With the garrison some 4,000-strong, the total cost amount at present to £100,000 a year per serviceman.

This is not the only cost to the taxpayer. An additional £15m - equivalent to nearly £8,300 per islander - is being provided for civilian rehabilitation.

Another £31m - just over £17,000 per islander - is to be made available in aid, to support projects recommended last year by the Shackleton report.

These new figures are likely to reinforce last week's opinion poll finding that most people do not believe the cost is worthwhile. A Gallup/Daily Telegraph poll showed that 53 per cent of the adults questioned agreed that it was not worth spending more than £400 million a year to keep the islands British.

Two adults in three, the poll showed, thought that it would make sense to try to agree with Argentina on the future of the Falklands.

But Mrs Thatcher last month strongly committed her government to a "Fortress Falklands" policy.

6/2/83

WORLD REPORT



Argentine frigate with British-built engines.

Junta sails out on Rolls power

by PATRICK BISHOP and TONY CATTERAL

BRITISH engineers from Rolls-Royce have been supervising the installation of gas turbine engines in four warships being built in West Germany for the Argentine Navy.

The first of the frigates to be completed, the 3,360-ton Almirante Brown, was handed over to the Argentines last week and will be sailing for home within a fortnight.

A spokesman for Blohm and Voss, the Hamburg shipyard which built her, told THE OBSERVER that British engineers were present at sea trials before the Argentines took charge of the vessel.

Another team of engineers is at sea in a second frigate, the Argentina, which is on a testing voyage in the North Sea. She is due to be handed over in June.

The order for the four MEKO 360-type frigates, worth more than £500 million, was placed late in 1979 and work continued during the

EEC embargo on arms exports to Argentina that followed the invasion of the Falklands.

Last September, the Government lifted a ban on the export of four Rolls-Royce Olympus turbines to power the ships.

Mrs Thatcher was adamant, however, that British involvement in the project should cease as soon as the ships were handed over to the Argentines.

A spokesman for Rolls-Royce said that normally they would have supplied an engineer to stay on the vessel after the customer had taken over, in order to supervise the running of the engines.

'We would have done so here if there hadn't been a dust-up. That would have been part of the product support,' he added.

Each of the frigates will carry eight MM40 sea-launched Exocets, for which British Aerospace is listed as the sub-contractor responsible for the radar homing equipment.

6/2/83

THE OBSERVER, SUNDAY 6 FEBRUARY 1983

Argentine advisers still help Honduras

PAUL ELLMAN in Tegucigalpa, Honduras

ARGENTINE military advisers are still assisting the right-wing regime in Honduras despite promises made last year to the neighbouring left-wing Sandinista Government in Nicaragua that they would be withdrawn.

Although most of the 50 advisers were pulled out, the handful remaining are playing a key role in the running of the Honduras Army and police and the training of right-wing Nicaraguan exile guerrillas.

The offer of withdrawal had been made in gratitude at Nicaraguan support during the Falklands war and anger at the US backing for Britain. The advisers had been part of a wider US counter-insurgency effort in Central America.

Last month the new relationship between the two countries was cemented at the non-aligned Foreign Ministers' conference in Managua, which called for negotiations between Buenos Aires and London to end the Falklands dispute.

Evidence obtained by THE OBSERVER indicates that Argentina, despite the diplomatic marriage of convenience with Nicaragua, has only reduced the numbers of its advisers in Honduras and, since late October, ordered them to adopt a low profile.

Sources in Honduras fear that Argentine advisers are behind the increasingly heavy-handed role being played in Honduran political life by the military, under the fiercely anti-Communist head of the armed forces, General Gustavo Alvarez Martínez, himself a graduate

of the Argentine military academy.

The sources said the Argentine operation was under the overall command of Colonel Jorge O'Higgins, the defence attaché at the Argentine Embassy in Tegucigalpa. They said O'Higgins spent as much time at the Honduran Army HQ as he did at his desk in the embassy.

Below O'Higgins are three officers responsible for the day-to-day running of the three sectors in which Argentine advisers are involved—the Army, the police and the Nicaraguan exile group.

Permanently attached to the Army is Colonel Jorge de la Vega, who has his own direct telephone line at the office building which houses General Alvarez and his staff. Advising the National Investigation Directorate of the Honduran national police force is an Argentine police officer named César Garro.

Honduran civil rights groups have accused the directorate of being behind a number of disappearances which have occurred during the past 12 months despite the restoration last January of civilian rule.

The directorate was also accused of being behind the assassination last week of a leading Communist and trade unionist in the second city of Honduras, San Pedro Sula.

'We think that the Argentines are teaching the police to fight a "dirty war" against suspected leftists, like the one they fought in their own country in the 1970s,' said a human rights activist.

Most controversial of the senior Argentine advisers in Honduras is Colonel Carmillo Gigante. He is said to coordinate his country's aid to



Col. Jorge O'Higgins commands Argentine officers in Honduras.

right-wing Nicaraguans who use Honduras as a base for operations against the leftist Sandinista regime.

The sources said Gigante had been responsible for the Nicaraguan side of the Argentine operation since he arrived in Tegucigalpa last October.

Gigante was among a group of foreign military observers present at the joint US-Honduran military exercises last week, near the frontier with Nicaragua, which have been denounced in Managua as a 'provocation.'

The revelation that Argentina is continuing to aid its avowed foes is likely to prove embarrassing to the Sandinista regime, which has had to suffer some uncomfortable ideological contortions to explain its close diplomatic links with a fervently anti-

Communist military regime.

The Argentine Government can be expected to react to the revelations by repeating a position it adopted late last year: any Argentines serving in Honduras were there only as 'mercenaries.' All three of the senior Argentine Army advisers in Tegucigalpa have been seen wearing their uniforms to work. Only Garro, the police officer, goes about in civilian clothes.

Diplomatic observers are not surprised that the advisers are still here. Despite the rhetoric of Argentina's current foreign policy, it is unlikely the military would abandon a country like Honduras so long as General Alvarez remained in control of its armed forces.

6/2/83

New bid to solve Belgrano riddle

by ANDREW WILSON

PRESUMED on the Government to disclose the full facts about the sinking of the Argentine cruiser General Belgrano in the Falklands war is expected to follow further allegations by Mr. Tam Dalyell, the Labour MP for West Lothian.

Mr. Dalyell received new information last week from Dr Paul Rogers of the Bradford University School of Peace Studies, who has made a six months' study of the affair.

Among matters on which Ministers are accused of failing to give satisfactory answers are the type of fuse on the torpedo used in the attack, the cruiser's heading and armament, and the depth of the seabed in the area.

The Prime Minister has vigorously denied an allegation by Mr. Dalyell that she ordered the sinking of the Belgrano in order to torpedo a Peruvian proposal for a peace settlement—and that on the morning of the attack Downing Street had received word from Washington that the Argentine junta had persuaded General Galtieri to withdraw his forces from the Falklands.

The story of Galtieri's change of heart remains unsubstantiated.

Shortly after the attack on the Belgrano, the Ministry of Defence said that the two torpedoes used had been Mark 8 rather than the more powerful Mark 24. They say they find this surprising.

First, the Mark 8 is of pre-World War II design and, according to Jane's Weapons Systems 1980-81, has been withdrawn from service with major submarine units. Second, it is a line-of-sight weapon of under three miles range, and its use by Conqueror would have exposed the submarine to attack from the Belgrano's two escorting destroyers—whereas the Tigerfish can be fired from a distance of up to 20 miles.

If the purpose of the attack was merely to deter further Argentine naval activities, a 'proximity' fuse would have been sufficient. If the aim was to escalate the conflict and hinder a negotiated settlement, contact fusing would have been appropriate.

The rapid sinking of the Belgrano suggests the use of a contact fuse. The first torpedo blew the bows off, the second struck the aft engine room, killing or trapping at least 250 men.

The cruiser was torpedoed at 55° 27'S, 61° 25'W, while headed on a course of 280°, that is to say towards her home port of Ushuaia, in southern Argentina. No units of the British task force stood in her way.

This conflicts with a parliamentary statement on 4 May by the then Defence Secretary, Mr. John Nott, that 'this heavily armed task



General Belgrano: Why did the British sink the Argentine cruiser?

force' (Belgrano and her two escorting destroyers) was near to the British total exclusion zone and closing on elements that were only hours away.

It has been suggested that the Belgrano was merely taking evasive action when heading away from the task force, and that she was, as Mr Nott said, properly moving in its direction.

If that was so, say Mr Dalyell and Dr Rogers, it must be doubted whether she presented a threat to it. The maximum range of Belgrano's six-inch guns was about seven miles less than the Exocet anti-ship missiles aboard the British task force ships.

A later explanation for the

sinking was that the Belgrano was carrying Exocet launchers. However, photographs of the cruiser shortly before her last voyage and also when she was actually sinking, do not indicate the presence of Exocets.

The Belgrano's two escorting destroyers, Piedra Buena and Hipolito Bouchard, were armed with Exocets. But these were not attacked.

On 29 November it was said in a parliamentary answer that, 'concerned that HMS Conqueror might lose the General Belgrano as she ran over the shallow water of the Burdwood Bank (the shallow ocean shelf in the vicinity of the Falklands), the task force commander Admiral Sandy Woodward

sought and obtained a change in the rules of engagements' to allow an attack outside the British declared 200-mile exclusion zone.

Oceanographic charts show that when struck, the Belgrano was far to the southwest of the Burdwood Bank and steaming in a north-western direction, i.e. away from it. Moreover, 'Jane's Fighting Ships' gives the draught of Conqueror as 27

ft and possibly 55 ft when submerged. The Valiant class of submarine, of which HMS Conqueror is one, has sonar that allows them to operate in the shallow Baltic.

The Burdwood Bank is over 150 ft deep at its shallowest—and for the most part 540-600 ft deep.

Ministers have said that when sunk the Belgrano was about to perform a pincer movement on the task force together with the aircraft-carrier 25 de Mayo. In fact, Mr Dalyell and Dr Rogers point out, the 25 de Mayo and her two Type-42 escort destroyers Hercules and Santissima Trinidad were throughout this period never more than 5-10 miles from port.

Mr Dalyell said last night that in the past 24 hours he had received information from 'non-Argentine Latin American sources' that young Argentine Air Force and Naval pilots were planning to avenge the loss of the Belgrano by a 'bee-sting' attack on a British ship in the Falklands area.

Argentina is reported to have some 20 Mirage aircraft equipped to launch Exocet missiles, which could attempt such an attack with air-refuelling from Hercules tankers.

Captive flies again

The Harrier pilot who became Britain's only prisoner of war during the Falklands war has been passed fit for service despite fears he would never fly again.

Flight-Lieutenant Jeffrey Glover, 28, fractured an arm, shoulder blade and collarbone when he ejected after being shot down and was held for seven weeks in Argentina.

5/2/83

LEWIN AGAIN DISPUTES OWEN CLAIM

By JOHN SHAW

LORD LEWIN, former Chief of the Defence Staff, said yesterday that he was "sorry to see" Dr David Owen was still persisting with his interpretation of the rules of engagement for British ships in the South Atlantic in 1977.

Dr Owen, Social Democrat and Liberal party Defence spokesman, has claimed that the rules of engagement were that if an Argentine vessel was proceeding to the Falkland Islands that, in itself, was sufficient to fall into the criteria of hostile intent.

He made the claim in a speech at Oxford on Tuesday, repeating an original assertion in the debate on the Franks Report in the Commons.

A small British force was sent to the South Atlantic by the Labour Government in 1977. The object was to deter the Argentines if talks about the future of the islands, then taking place in New York, broke down.

'Never decided'

Lord Lewin, who retired as Chief of the Defence Staff last October, was First Sea Lord in 1977. He said at his home in Suffolk: "Our ships were there as a card to be played if the negotiations broke down.

"But they didn't break down, so the exact way the card would have been played was never really decided. In fact, the surface ships never approached to within 1,000 miles of the Falklands."

The force consisted of a nuclear submarine, two frigates and some support ships.

On Dr Owen's suggestion that if a ship was proceeding to the Falklands that was sufficient hostile intent, Lord Lewin commented: "How do you know that a ship is proceeding to the Falklands until it enters territorial waters which at that time were three miles?"

"To take hostile action against Argentine ships outside territorial waters before they had committed any hostile action would clearly be against international law and our ships were not authorised to do this."

POWELL BLAMES U.N. 'Provocative' resolution

OUR POLITICAL STAFF writes: Mr Enoch Powell, Official Unionist MP for South Down, last night denounced the United Nations as the body ultimately responsible for the Falklands conflict.

"It is with the United Nations that the guilt lies for the breach of the peace and the bloodshed," he told the Aldershot and North Hants Conservative Association.

Mr Powell argued that the 1967 General Assembly resolution expressing "its gratitude for the continuous efforts made by the Government of Argentina to facilitate the process of decolonisation and to promote the well-being of the population of the Falkland Islands," was an insultingly provocative action.

France faces Etendard Problem

By MICHAEL FIELD in Paris
FRANCE has agreed to supply 29 more Mirage F-1 fighter-bombers to Iraq by the end of the year and is studying a request for five Super-Etendard attack aircraft. Both types of aircraft are equipped with Exocet air-sea missiles already being sent to Iraq.

The Iraqi request for Super-Etendards poses a problem for France because of the high cost of restarting the production line for so small a number of units. Unless other customers, like Brazil or Australia, can be found, the alternative would be to give Iraq five aircraft from the French Navy itself.

However, this would reduce the strike power of the carriers Foch and Clemenceau. Le Monde said yesterday that the authorities were consequently postponing a decision on delivering these aircraft to Baghdad.

The request for the naval attack aircraft was made by Mr Tariq Aziz, the Iraqi Vice-Premier, on a visit to Paris last month. Iraq already has French Super Frelon helicopters fitted with AM-39 Exocet missiles.

Builders embarrassed

Iraq's request for Super-Etendards is said to have embarrassed Dassault-Breguet and Snecma, the fuselage and engine builders, as the assembly line had been halted. A total of 85 units were ordered, 71 for the French Navy and 14 for Argentina's naval air arm. The last unit is now on the completion line.

The delivery to Iraq of Exocet AM-39s, the type used in the South Atlantic, has been going on for a number of years under an existing contract. Although they have been successfully fired from the big Super Frelon helicopters, the Iraqis are apparently keen to have the full system, involving the Super-Etendard, which can fly in and fire Exocet missiles at a low altitude.

If Paris hesitates too long in its decision the Iraqis have said they will fit the Exocets to Mirage F-1s of which they already have had 60 and of which they have now ordered a further 29.

French sources confirm that Iraqi technicians are quite capable of adapting Exocets to Mirage F-1s and point out that they have already fitted French "Magic" air-air missiles to Soviet-built fighters and succeeded in shooting down Iranian Phantoms and Tomcats.

With the new, improved Mirage F-1s, the Iraqis would be in a position to strike further into Iran at vulnerable oil production areas at present out of range.

5/2/82

FALKLANDS LOSSES BLAMED ON 'FALSE ECONOMY'

By RICHARD BEESTON in Washington

THE American Navy blames "false economy" in British defence cuts for the loss of British shipping in the Falklands war and for the fact that "the British never established anything approaching control over the skies above the Falklands."

Victory, despite these problems, was made possible largely by the higher performance, training and morale of the British forces and because of superior intelligence, a Navy report states.

The report says the Falklands conflict was the first "truly Naval war" since the Pacific conflict in the 1959-45 war.

"The Falklands battle has to be seen as a failure of deterrence," Mr John Lehman, the Navy Secretary, told the House Armed Services Committee in presenting the report.

Mr Lehman said he would stress the lesson against false defence "economy" in arguing for President Reagan's defence budget.

In relating the Falklands war "to a potential conflict with the Soviet Union", the report says the Falklands "is a confirmation of how well we would have been prepared for a similar event."

'Vulnerable' ships

"One of the clearest lessons of the Falklands is that smaller, cheaper, less well armed combatants can be a very false economy because of their much higher degree of vulnerability as demonstrated by the loss of the four Royal Navy ships."

Not one of the attacks sustained by British ships have been able to penetrate to any vital space on any American aircraft carrier, said the report.

The smaller carriers deployed by the Royal Navy, by contrast "are far more vulnerable and although well designed and professionally manned are incapable of accommodating modern high performance aircraft."

With an American carrier for protection, said the report, forces would have suffered far fewer losses.

The Hermes, 23,900 tons, "even with the enhanced air group literally jammed on board" carried only a dozen Sea Harriers, half a dozen R A F Harriers and a small number of helicopters. An American carrier accommodates 80 fixed wing aircraft and half a dozen large helicopters.

The smaller British carriers are less sustainable, have limited stowage space and during the campaign had flight decks encumbered by stacks of bombs, missiles and fuel tanks which made them "very vulnerable indeed."

Successful attacks

The repeated success of Argentine aircraft penetrating British defences and attacking forces afloat and ashore was because the British fleet "lacked a real fleet air defence in depth" including the essential keystone of airborne early warning and long-range air defence fighters.

Virtually none of the Argentine aircraft that hit British ships could have done so had the British had a full-sized carrier air wing.

The outer air defences rarely consisted of more than four Sea Harriers carrying only two air-to-air missiles each.

"In summary, the Falklands demonstrates that modern warships can be defended against modern weapons like Cruise missiles, but they must have a defence in depth and they must be able to sustain hits, absorb damage and keep fighting."

Powell attacks UN over Falklands

The United Nations must take the blame for the invasion of the Falkland Islands, Mr Enoch Powell, Official Ulster Unionist MP for Down, South, said last night.

He quoted the example of a General Assembly resolution in December, 1967, which expressed "its gratitude for the continuous efforts made by the Government of Argentina to facilitate the process of decolonization", and called on Britain and Argentina to expedite talks.

Assuming this was not a sick joke "it would be difficult to imagine a more cynically wicked or criminally absurd or insultingly provocative action," Mr Powell told the Aldershot and Northern Hants Conservative Association.

With 102 votes for the resolution, only Britain against and 32 abstaining, it could not be wondered at that, year after year, Argentina nagged and threatened until it had threatened itself into aggression.

"It is with the United Nations that the guilt lies for the breach of the peace and the bloodshed," Mr Powell said.

Here was a body (the UN General Assembly) which knew that no international forum had found against Britain's right to the islands. Yet it had voted its gratitude to Argentina for endeavouring to annex the islands from their lawful owners.

It was "disgraceful" for Britain to belong to a body which would perpetrate so flagrant an affront. Here was "pure spite for spite's sake against the United Kingdom".

Mr Powell added: "We were, and are, the victims of our own insincerity. For over thirty years we have sanctimoniously and dishonestly pretended respect, if not awe, for an organization which all the time we knew was a monstrous and farcical humbug."

Thus Britain - not just one government or party - found itself sharing the UN's guilt by tolerating and not repudiating its humbug. "The moral is to cease to engage in humbug, which almost all have happily and self-righteously engaged in for a generation."

● Next-of-kin of those who died in the Falklands campaign, who are to visit the war cemetery in Port Stanley, will be flown to South America by British Airways jumbo jet, and complete the journey in the Cunard Countess passenger liner, which is on charter to the Ministry of Defence (Rodney Cowton writes).

The visit, which is being financed by the ministry, is open to next-of-kin of those who died at sea, or who are buried in the islands. Each is allowed to take up to two companions.

The exact size of the party is not yet known, but will probably be more than 600. They are expected to leave about April 7, and the trip will take about ten days, of which roughly three will be spent on or around the Falklands.

While they are there the main memorial to the dead will be dedicated.

Heated exchanges in Falklands with MPs

By PATRICK WATTS in Port Stanley

EXCHANGES became rather heated at times when members of the Falklands Legislative Council gave evidence to the Select Committee on Foreign Affairs.

This was especially so when Mr Dennis Canavan, Labour MP for West Stirlingshire suggested that councillors should start considering re-opening negotiations with Argentina.

'Ball out of window'

Mr Tim Blake (West Falklands) said, "We were in the process of discussing the next step with Argentina in March last year, and were to give an answer within a month. They invaded before we had time to reply.

"Then it is suggested by some of you gentlemen that we should now start talking again.

"They kicked the ball out of the window. It's time for them to buy a new bloody ball,

and bring it to us and say, 'Look, would you like to play with this?' Not for us to go along and say, 'Look, we've got a new ball. Won't you join us?'"

Mr Blake also said that the Government should continue to consult the islanders on future policy with the Argentines, as in the past.

Mr George Foulkes, Labour MP for South Ayrshire, continually asked witnesses what thoughts they had for the future of the Falklands since Britain would not be in a position to maintain a military garrison some time in the future.

Several people suggested that should this happen, then some form of resettlement with full compensation by the Government would never arise, as suggested by Mr Foulkes.

The Select Committee has been making a two-day tour of the outlying farms and settlements before returning to Stanley. It leaves for Britain this evening.

— Editorial comment — P14

6 Feb '83

Airline angry over Falklands airlift

By CATHERINE STEVEN

A GOVERNMENT plan to fly 650 relatives of the Falkland war dead from Britain to Montevideo free on planes of the State-owned British Airways has incensed the privately-owned British Caledonian airline.

Last month, British Caledonian, the second largest British airline, offered the Government a package arrangement to fly the relatives to Montevideo on chartered aircraft for £500,000.

But Sir John Nott, the Defence Minister at the time of the Falklands war, decided to accept an earlier offer from Sir John King, chairman of British Airways, to fly the relatives out free.

British Caledonian is indignant that its offer was rejected in favour of the one made by the State airline, British Caledonian has suffered big losses on its South American routes as a direct result of the Falklands war.

British Caledonian considers that the Government's decision is a sign of its desire to give British Airways an advantage in the run-up to privatisation.

British Caledonian has dominated the South American routes from Britain and feel that was another reason why it should have won the contract.

The company presented the Government with a series of costings for taking between 230 and 650 passengers to Montevideo.

On March 21 British Caledonian will announce a trading loss of about £1 million which it will attribute directly to its losses on the South American routes. The Falklands war caused the airline to abandon six routes to Argentina, Chile, Peru and Ecuador at a total cost of £6 million last summer.

The 13-hour flight to Montevideo by two 747 jumbo jets will cost British Airways, which has debts of about £1,000 million, about £500,000 in lost fares.

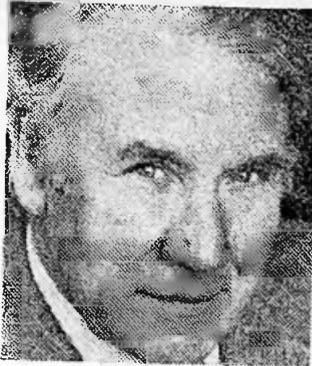
The parents, widows and dependents of the 25 Servicemen who died in battle are expected to leave Heathrow on April 5.

In Montevideo they will join the cruise liner Cunard Countess, 17,495 tons, to travel the remaining 1,200 miles to the Falklands where they will visit war graves. The liner has a six-month charter, starting last November, to the Ministry of Defence.

The two British Airways jets will fly on from Montevideo to work elsewhere but are expected to return to pick up the families about April 15 or 16.

Sir John King said at his home yesterday: "We offered to take them at the time of the conflict and the offer was accepted. It was said that we would wish to help in arranging to get the wives, dependants and children out in due course."

"That time has now arrived. I think it is the least that we can do."



Sir John King

Although Sir John refused to discuss the financial aspects of the journey for the airline, I understand the Ministry of Defence will probably not pay anything towards it.

British Caledonian picked up Britain's air links with South America in 1964 when the then BOAC decided they were no longer viable. At one time British Caledonian flew to Montevideo regularly but abandoned that route in favour of Buenos Aires.

British Caledonian now flies a limited service to three South American countries, Venezuela, Brazil and Colombia, direct from Heathrow.

Rolls engineer in ship ban

Sunday Telegraph Reporter

The British Government has stepped in to prevent a Rolls-Royce marine engineering expert from sailing with a frigate supplied to the Argentines by West Germany.

The Argentine Navy took delivery of the Almirante Brown, 3,560 tons, which is powered by a Rolls-Royce engine, from the German shipbuilders four days ago.

The ship is expected to leave Hamburg on Wednesday to go through sea trials before docking in France to pick up Exocet missiles.

Normally an expert from the engine manufacturers would go along to help iron out any engineering teething problems.

A Department of Industry spokesman said: "We expressed concern to Rolls-Royce because, of course, Argentina has not formally declared hostilities to be at an end."

ASSURANCE ON FALKLANDS COMPENSATION

By Our Political Staff

The Government will seek to ensure that no funds given to the Falkland Islands for repairs or compensation are paid to Argentine absentee landlords, Mr Cranley Onslow, Minister of the State at the Foreign Office, said yesterday in a Commons written answer.

But he added: "It is not always possible in the event of corporate ownership to be certain of the identity of all beneficiaries."

The answer follows reports that two islands in the Falklands are owned by Argentines via a beneficial trust based in Jersey.

£568,000 SPENT ON DEFENCE PR

By Our Political Staff

About £568,000, excluding staff costs, was spent by the Ministry of Defence on public relations last year, Mr Peter Blaker, Armed Forces Minister, said in a Commons written reply yesterday.

FOR VES CND

CRYER accused political ace to this

litho

D. Telegraph
7 Feb '83

CARELESS TALK COSTS LIVES

THERE USED TO BE A CONVENTION that British politicians visiting foreign countries avoided overt criticism of their own Government's policies. Perhaps the immediacy of world media have attenuated this; in any case, the Left is scornful of other people's conventions. At all events, three left-wing Labour MPs, visiting the Falklands as part of the Parliamentary Select Committee on Foreign Affairs, DENNIS CANAVAN, GEORGE FOULKES and FRANK HOOLEY, not only denounced the Government as murderers for our part in the Falklands war, but told all and sundry that Britain could not afford to maintain a garrison on the Falklands.

Now it is easy to shrug the incident off as an outburst by three primitive and unrepresentative members of the Labour Left, fighting the last war but one, or rather opposing it. But, unfortunately, there is more to it than that. Those who are egging on the Government and armed forces leadership in Buenos Aires to a second round against Britain will hold up their statement as proof that the British have no stomach for continuing the fight, and that bold Argentine harassment, if correctly timed, would force any British Government to give in. This is, after all, what led GALTIERI to his fatal mistake. It is one lesson of the notorious "King and Country" debate whose fiftieth anniversary looms: careless talk costs lives.

If the record is to be put right, it is important that the Foreign Affairs Committee's voice be heard unequivocally. So far, perhaps unintentionally, the Committee has given the impression of ambiguity. It has acted as a sounding board for pro-Argentine and anti-British sentiments, which received extensive media publicity from the exercise. Its chairman, Sir ANTHONY KERSHAW, who has been out of the public eye since he was Mr HEATH's PPS, but is quite influential behind the scenes, would do well to speak up loudly, plainly and frequently, to help disabuse the Argentines, and indeed anyone else who might be under a misapprehension. For if careless talk has its dangers, so sometimes has silence.

Argentine grip on Falkland farms

By Paul Keel

Two islands in the Falklands archipelago are being farmed on behalf of an Argentine family—years after legislation was enacted to prevent such a possibility and in circumstances that are certain to provoke anger in the colony.

The islands, Weddell and Saunders, lie off West Falkland and are regarded by Falklanders as the worst examples of absentee landlordship, but few if any of them realise the connection between the two island sheep ranches and Argentina.

The story is to be told tonight in a Thames Television TV Eye documentary which traces the history of the islands, acquired at the turn of the century by a Scottish shepherd, John Hamilton.

The canny shepherd went on to buy land on the Argentine mainland where he settled and became a millionaire. He married an Argentinian and in 1938, seven years before his death, he made arrangements to ensure that existing British legislation would not prevent him from passing on the estate to his heirs, who are Argentine nationals.

In that year he set up a trust, John Hamilton Estates, which was registered in Jersey. The trust became the nominal owner of his property, including Weddell and Saunders islands, but all income from it was to be passed on to the beneficiaries, his descendants.

The arrangement avoided a problem for the millionaire which he would otherwise have encountered over his Falklands

possessions. Under the Alien Ordinance, passed by the British Government in 1908, it had been decreed that if any foreign national came into title of land in the Falkland Islands that land would revert to the Crown.

Yesterday, Mr Denis Boucault, the company secretary for John Hamilton Estates, confirmed to the Guardian that the beneficiaries of the trust were Argentine nationals. Speaking from St Helier, Jersey, he said that they were Mr Hamilton's daughter, her family, and their descendants.

He refused to discuss any other matters relating to the trust, except that the two island farms in the Falklands had made no profits in recent years.

Whether correct or not—and

according to TV Eye the trust last produced accounts in Port Stanley in 1980—the claim will do little to placate Falklanders.

Apart from the hostility felt towards Argentinians after last year's invasion, the islanders will seize upon the disclosure as a further reason for a reform of land ownership in the Falklands, where absentee landlordship has been regarded as an impediment to economic development.

Sir Rex Hunt, the Falkland Islands civil commissioner, has consistently called on the British government to nationalise certain ranches in the colony so that they might be divided into smaller farms and redistributed to local people.

Warships ready for Junta, page 6

ARGIES IN BONANZA ON OUR ISLANDS

By KEITH DEVES
A MYSTERIOUS group of Argentines are reported to be reaping rich profits from farms they control in the Falklands.

The group is said to be selling wool from 14,000 sheep on two remote islands — and funnelling the cash back to Buenos Aires through a company in Jersey.

The shock allegations—made tonight in the Thames Television programme TV Eye — centre on farms built up by Scotsman John Hamilton, who became a millionaire property owner in Argentina.

He set up a trust which gives profits from the farms to his descendants — all Argentine nationals living in or near Buenos Aires.

Trustees

The last financial returns, made in Port Stanley, show that the company had a revenue of more than £70,000 in 1980.

In Jersey, company secretary Denis Boucalt, one of the trustees, refused to disclose its profits.

Falklands Commissioner Sir Rex Hunt has said of the absentee landlords: "I would like their land to be taken over."



Hunt . . . "Land should be taken over"

Stylish boost to meals on BR

● BRITISH Rail plans to put some sizzle back into its breakfasts by calling in private caterers. The firm, TWT of London, will slash the price of nosh-ups and introduce more hot meals.

● A BR spokesman said last night: "We're going private because we want to give passengers a much better service."

● The scheme will

CLOSE-UP

FALKLANDS

Argentine landlords on our soil

AN important part of the Falkland Islands, where the first British settlers landed in the 18th century, is owned by Argentines.

They got it quite legally, without using force. And there is little the British government or the islanders can do about it.

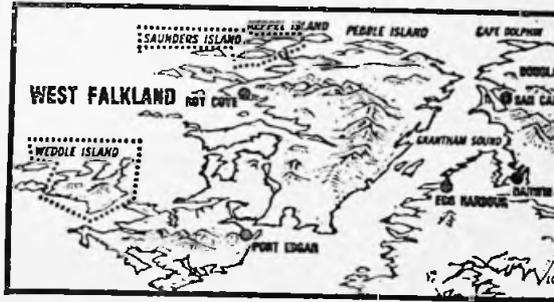
Weddell Island and Saunders Island, off the coast of West Falkland, are owned by a trust company called John Hamilton Estates.

All the beneficiaries of the trust live in Argentina and hold Argentine passports.

And because the company is registered in Jersey it does not break a 1908 Act which allows only Britons to own land in the Falklands.

The trust has already infuriated Whitehall by demanding compensation for wool lost during the Falklands War.

It was used by Argen-



In their hands—Weddell and Saunders off West Falkland.

tine troops to fill sandbags.

The 43 British settlers on the two islands, where they farm 17,500 sheep, are also angry with their absentee Argentine landlords.

Saunders Island manager Tony Pole-Evans, employed by the trustees, says: "The last item of major investment by the estates was seven years ago. Then we got a tractor.

"If we could improve fencing and excavate more land then we could

stock far more sheep and be more profitable."

The disclosures are made tonight by reporter Peter Gill on ITV's TV Eye programme.

Falklands Governor Sir Rex Hunt has told Whitehall he would like to take over the land.

And Labour MP Stan Clinton Davies is asking the Foreign Secretary to explain the Argentinian interests.

Solicitors for the trust would not comment yesterday.

BRIAN McCONNELL

DALYELL LASHES 'SELFISH FALKLANDERS'

By Our Political Staff

MR TAM DALYELL, the Labour MP who has campaigned against British involvement in the Falklands, wrote to a teenager in Port Stanley yesterday, telling him the islanders brought the war on themselves through "selfishness and intransigence."

He was replying to a letter from Philip Miller, 19, of Allardyce Street, Port Stanley, who was awarded the BEM for his conduct during the Argentine occupation.

Philip, who spent six years at school in Argentina, had accused Mr Dalyell of being "chicken-hearted."

He said if Mr Dalyell had been in the Falklands when they were overrun he would have taken a very different line.

"It is easy to be brave with other people's lives," said Mr Dalyell, MP for West Lothian, who has asked more than 300 Parliamentary questions about the origins and conduct of the Falklands campaign.

Maimed for life

"Apart from those who will never return to mothers, wives and young children in Britain, there are some who will be maimed for life: Their burns, scars and mental condition sometimes dreadful to behold.

"And why? Because you and your families selfishly and intransigently refused to have anything to do with successive plans, put forward in good faith by British Ministers, for some kind of constructive solution with your South American neighbours.

"You got your friends in this country to sabotage every proposal.

"If above all else, you want to be British, then come to Britain, and as far as I'm concerned you will be a first-class, and not second-class citizen, under the British nationality legislation. Or you would be welcome in New Zealand..

"What I am clear about is that before the conflict, and until blood was spilled in a major way with the sinking of Belgrano, you and your friends would have joined the privileged Anglo-Argentine community, and not the 'disappeared ones' a reference to missing political prisoners.

Two-in-five jobless

"The Welsh communities in South Patagonia continue to speak their language, play rugby football, and maintain their own way of life. Was it really so difficult for you to reach an accommodation?

"You tell me you are 19 and did not like school in Cordoba. In the new town of Livingston, part of which I represent, two in five 19-year-olds have no job, and little prospect of a job.

"Today we are told that £694 million is to be spent next year on the Falklands element of defence expenditure.

"Bluntly, British teenagers, or for that matter dispossessed Africans evicted from Nigeria, are higher up the list of priorities than you."

Mr Dalyell ends: "If you come to Britain, you would be welcome for a meal with me here."

Private Eye, Feb 1983

11

FALKLAND ISLANDS

Government House

PORT STANLEY,



Dear Bill,

First things first. I wouldn't bother if I were you to go up to town for the Lillywhites sale. I had a quick whizz round en route for the Ritz Bar, and quite frankly, apart from the evil-smelling horde of Arabs hurling athletic supports from hand to hand in the jogging department there didn't seem much of interest to you. I made do with a set of thermal Japanese golf hats in pastel shades, knocked down to practically nothing. Maurice's friend with the funny leg swears by them, and I thought they might enliven the scene at Worpleston.

You'll forgive me for not giving you prior notice of this present little excursion, but we were all sworn to keep absolutely mum, lest the Argies bomb the airstrip prior to our arrival. When it was first mooted, in company with assorted brasshats and other Whitehall buffers all drawing her attention to the various hazards attached, I wrang my hands imploring M. to think again. Pym however seemed singularly sanguine urging her to press on and fulfil her destiny. (I wonder why?).

Needless to say the Boss had her way, but agreed to throw sand in the eyes of the reptiles with talk of a cancellation, and limit the operation to an Ulster-style "inner and outer". I thought it only right and proper to motor the old girl out to Brize Norton and flutter my hanky from the waving base, telling her as she studied her red boxes in the passenger seat of my deep regrets that I couldn't come along and enjoy all the fun. After she said "But you are coming, Denis" for the third time the penny finally dropped and I began to feel very queasy indeed. Not only was I unsuitably accoutred for the Antarctic, but I had several dates lined up on the old While the Cat's away the Mice will play syndrome, and therefore had to ring round from the only available telephone in the Nissen Hut at the drome. All slightly embarrassing.

Next thing I know it's up a little ladder into the boneshaker, chocks away, and eyes down for seven hours hardarse non-stop to Ascension. The worse thing about it, Bill, was that not being forewarned I was deprived even of the solace of my little flask that I always pack for these occasions. I tried to light a gasper, but it was immediately knocked out of my hand by some Air Commodore, roaring above the din of the engines that I must be mad, didn't I realise I was sitting on forty thousand gallons of high octane fuel? You can imagine my mental state when we tottered out at Ascension,

a godforesaken spot if even I saw one, or so I thought until we reached the Falklands. My hopes of a quick dash to the Duty Free were immediately put paid to as we were frog-marched up another ladder into an even older biplane, and off for another thirteen hours of unmitigated hell, teeth chattering with the vibration, as we nose-dived towards the sea to take on fuel from a stalling nuclear bomber, Margaret unruffled by it all still deep in her boxes and writing her Christmas thank-you letters.

Finally I was awakened from a nightmarish doze and hustled out into the blizzard to be met by that awful little slug Hunt who used to be the Governor, and a small crowd of blue-nosed Sheepshaggers, the surrounding view bringing back unhappy memories of our grisly holidays with Lord Pucefeatures on the Isle of Muck. M. strides in, a dreadful gleam in her eye, and begins to press the flesh, a half-witted photographer from the local roneoed news-sheet The Shaggers' Weekly falling about in the background popping off his flashbulbs.

I think we had shaken hands with the entire population of the benighted settlement before the wretched Hunt's better half brightly announced that she had put the kettle on. We were then, if you are still with me, invited to climb into a ridiculous London taxi, and driven off through the minefield to Mon Repos, locally known as Dunshaggin. On arrival we are greeted by a smouldering peat fire, tea and rock buns arranged on tasteful doylies, whereupon Hunt, catching the light of insanity in my eye, mutters that if I were to accompany him upstairs, he has something that might interest me. This proved to be a captured pair of underpants once belonging to General Menendez, now mounted by his good lady in a pokerwork frame.

Controlling my emotions, I suggested a stroll to stretch the legs after our long ordeal. Resisting the fool Hunt's suggestion of a trek up Mount Tumbledown, I reached the Goose six minutes later, only to find the bar crammed with inebriate reptiles, brasshats, airline stewards and one or two cross-eyed Sheepshaggers of idiotic miens sitting in a corner reminiscing gloomily about the good old days under the Argies when at least they could get a drink.

As I write our time of departure is still very much under wraps, Margaret having toddled off to a small thanksgiving service at the local tin tabernacle and showing every desire to stay on indefinitely. At least, thanks to Mine Host, Bill Voletrouser, I am now well prepared for the return trip, a miniature in every pocket and a fire extinguisher full of the amber fluid for discreet in-flight refuelling.

Yours in transit,

Dans

At last
laggardly
Britain
goes for
Falklands
wool

DESPITE widespread interest in the Falklands sweater (The Standard's exclusive design launched last Tuesday using pure Falklands wool and a symbolic pattern of stitches familiar to every home-knitter), only our designer and a few Falkland islanders can so far get on with the job of knitting one.

The wool itself is in short supply and the Falkland Wool Sales Office in Bradford blames our knitwear industry. "Our lot showed no interest until now," they tell me. "The Italians and Japanese bought quantities during the war and through the summer. They were perfectly happy to exploit the publicity of the Falklands name."

FASHION DIARY

Cecil Gee tell me they have ordered two sweater styles for the autumn, made in Italy from Falklands wool. One will be displayed in their up-market establishment, the Savoy Tailors Guild, where Dennis Thatcher is a regular customer.

Meanwhile, a reader, Miss C. M. Monaghan, from Hartlepool, tells me she gets supplies of a "greyish" Falklands wool from her brother in the South Atlantic. She will be one of the first to receive our exclusive pattern, available next week. Scotnord will have its pure Falklands wool in the shops by mid-February.