

THE FALKLANDS

FOCUS

A SPECIAL REPORT

By Andrew McEwen

Diplomatic Correspondent

A richer life from the sea

Andrew McEwen

The islands have become a place of new wealth and opportunity, triggered by the boom in fishing

modern port, and to create a home fishing industry to compete with them.

A senior official has been shopping recently for seven lighthouses, an aircraft hangar and a small fleet of trawlers.

That is only the half of it. At the same time — and with great urgency — the main hotel is to be modernized, house-building is to be accelerated, a new school constructed, the education system reviewed and the tax structure changed to cater for a far more prosperous economy.

Extensive preparations made last year to revamp the war-damaged tourist industry should at least double the number of visitors in 1987.

There is a new sense of dynamism on the land due to a programme, run by the government and the Falkland Islands Development Corporation, of buying out absent landlords and dividing the farms into smaller units. Efforts to link far-flung communities by building all-weather tracks are under way.

By October locally produced vegetables, hitherto to be had only from back-garden part-timers, will be on sale in Stanley, due to a hydroponics farm which is about to put its first products on the market. It

FALKLAND FILE

- Governor: Gordon Jewkes
- Land area: 4,700 square miles.
- Population (November 1986): 1,919, of which 1,239 live in Stanley.
- Government revenue: 1985/6: £6.003 million. 1986/7 (est): £21.142 million. (year runs July to June).

should transform the mutton-dominated diet.

Stanley's first up-market restaurant, Monty's, has achieved a turnover 40 per cent higher than predicted only three months after it opened.

The first boutique, opened in February, has £20,000 worth of clothes in transit from Britain at any one time. There are probably more videos in relation to population than in Britain, and almost certainly more Land Rovers a head than anywhere in the world.

The sense of renewal and rapid development startles the newcomer, conditioned by every writer since Dr Johnson, who called the islands "the undiluted lords of tempest-beaten barrenness".

The fact that the 1982 war was fought during the southern winter reinforced an only half-deserved image of bleak isolation. The Falklands is no further south than London is north, and its winter is no colder. But even now a winter visitor could be tempted to view the place as an encrustation of humanity clinging to a vastness of nature.

A land the size of Northern Ireland remains largely the preserve of sheep and wild geese, with wonderfully expressive rock-hopper penguins and elephant seals on its shores. Communities of half a dozen wooden houses with tin roofs cluster on the edge of farms of 10,000 to 200,000 acres, separated by miles of brown grass and snow-capped hills.

Stanley, described by farmers as "the city", resembles a Cornish fishing village with a population of about 1,200. Even now it lacks a dry-cleaner, greengrocer, fish-monger, butcher and solicitor who can do private work full-time.

There is a desperate shortage of accommodation: many officials work from clusters of portable builders' cabins. The labour shortage here is even worse. Nearly a third of government jobs are vacant, local officials speak of "chronic over-employment", and anyone willing to work can take on not one, but several jobs.

When it actually did so two centuries later, in response to



Fish guard: the Red Ensign flies from a fisheries protection vessel checking a Polish trawler

More houses, a new school, and more jobs than people to fill them

a repetition of history by Argentina, the doubters were still more vociferous.

Even Lord Shackleton's report and subsequent development efforts seemed to have limited impact — until the

fishing money started to flow. Now, by contrast, businessmen are saying that if Britain was willing to fight when there seemed to be nothing worth having, there is not much risk of its giving up what looks increasingly like an asset.

International opinion may take a long time to catch up, and Argentina is never likely to accept the principle of self-determination for the islanders. But no one doubts that the despair and decline which characterized the 1970s have given way to a new mood of self-confidence.

Growth rate could soar

The development policy of the Falklands is being hammered together in a ramshackle cluster of make-do offices surrounded by the masts of a disused wireless station.

There is a whiff of frontier spirit as the Falkland Islands Development Corporation works to diversify the sheep-based economy into fisheries, industry and tourism.

The excitement peeps through its annual report, to be published today. The chairman, Gordon Jewkes, who is also the governor of the islands, points out that the new 150-mile fishing limit has "changed the whole economic outlook".

He adds: "Probably for the first time in its history (the Falklands) has a source of income which should provide a sizeable surplus."

The corporation's prospects have been transformed by the injection of more than £7 million in recent months, raised by persuading fishing companies to invest in 13 joint-venture schemes it runs.

The bait — some would call it arm-twisting — was that the government would give preference for fishing licences to companies willing to invest.

Priority is now being given to establishing a Falklands-based fishing industry. A joint venture called SWB Fisheries, 51 per cent owned by the corporation received a £1.4 million contract to buy and refurbish a trawler.

When the ship, the Arctic Freebooter, renamed the Lord Shackleton, arrives in October, it will be the first Falklands-registered trawler, and will compete with Spanish vessels for loligo squid.

A further deep-sea trawler is due to arrive from the Faroes in November, chartered to test the potential for shrimp and scallops. And research has established that crab fishing should be viable, too. So two purpose-built British vessels are being imported to exploit that.

The most valuable catch in the Falklands fishery is the illex squid, which also presents the biggest problems, because of the need for

specialized techniques of "jigging" for the squid.

So some of the joint ventures involve British companies chartering vessels and crews from Japan, Korea and Taiwan. British fishermen will be trained on board, and may one day become captains of Falklands-based jiggers.

Projects still on the drawing board include setting up port and bunkering facilities, a cold store and fish-processing facilities. Plans are being discussed to buy a huge floating dock that was built by the Ministry of Defence in Stanley harbour.

One joint venture that is sure to be a big earner will provide fuel and water for the fishing fleets, which at present bring their own tankers.

Two civil servants, Simon Armstrong, general manager of the corporation, and Brian Cummings, newly appointed chief executive of the government, have given the lead in planning.

But both men emphasize that though they may identify the options, the choice lies with the islanders themselves.

They fired the opening shot this month by holding a weekend seminar at which they presented a group of leading local people with three different grand designs.

The most cautious option was to use the new wealth to increase living standards, while keeping the fishermen at arm's length and resisting big changes. The most ambitious was to go for flat-out development, accepting that it will mean a large population increase and will bring problems as well as benefits.

Mr Armstrong believes there was general agreement to go for full development. But the seminar was only the start of the democratic process.

He said: "We may have to consider whether in five years time Korean should be in the curriculum of the secondary school. The islanders may find themselves outvoted by newcomers in the future".

One option would be to restrict immigration to Britons and to require a long period of residence before granting voting rights.

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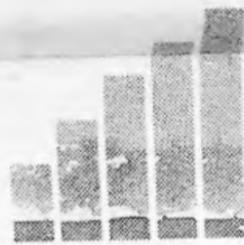
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A brave man, a very brave man. Not the sort to burst into tears, but yet he does so, covering into a corner at any unexpected noise. For G. n. the war is not and never will be over.

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Squid by the ton goes into the trawlers' nets

The Falklands are fast becoming the Klondyke of the southern seas for the world's fishing fleets

In the captain's cabin aboard a rusty, 20-year-old Polish trawler, three British fisheries officers climbed vodka-filled glasses with the Scotch-drinking skipper.

An understanding that East and West can do mutually profitable business was about to be cemented with the hospitality of the high seas.

Whatever their diplomats may say at the United Nations about Argentina's claim to sovereignty, few major fishing nations can afford to stay out of the Falklands waters.

The scene has been repeated time after time since July 12, when the first vessels of the new season arrived. Thirty Polish trawlers have received licences to catch blue whiting during the second fishing season since Britain declared a 150-mile limit.

Next week it will be the turn of up to 19 Spanish trawlers, arriving to catch the immensely valuable loligo squid. They will pay up to £9,722 a month each for the right, but should earn 20 times as much.

Altogether, 90 trawlers from nine nations have been offered licences for the second half, which was always expected to be quicker than the first. Then, the pursuit was for illex squid, highly prized in Asia.

Lured by prices of up to \$2,500 a tonne, strange-look-

ing Japanese and South Korean vessels known as "jugglers" caught up to 100 tonnes of squid a day each, using powerful lights and computer-controlled lines.

John Pollard, administrator manager of Stanley Fisheries, a subsidiary of the Falkland Islands Development Corporation, estimated that at least £500 million worth of illex squid and fin fish was caught between February and June. At one point there were 4,000 fishermen at work — twice the population of the islands.

The trawlers come in to Berkeley Sound, an almost deserted Falklands bay, to unload their cargoes into specialized vessels known as reefers, to be refuelled from tankers, and to take on food and water from large mother ships.

Fees are expected to top £14 million — double the entire Falklands budget

In May and June they made it the busiest harbour in the southern hemisphere, exceeding Simonstown, Melbourne and Sydney in terms of ship movements, according to Falklands officials. Yet the only spectators were the inhabitants of two tiny farm settlements and rows of pen-guins standing like sentries on the headlands.

All this could soon change. A survey of Port Stanley's harbour completed this month showed that it would be feasible to dredge it to the eight-metre depth needed by the larger vessels.

Two factors forced the Foreign Office to change tack. The first was the tripling of the number of trawlers in Falklands waters, coupled with warnings from London-based scientists that fish stocks could be depleted.

If the local council approves development plans, the fleets by Argentina to license Soviet and Bulgarian trawlers to fish in waters overlapping those claimed by Britain.

Peter Derham, director of fisheries, who was formerly Chief Inspector of Fisheries at the Ministry of Agriculture in London — and whose past experience includes the cod wars between Britain and Iceland — believes the decision was taken just in time to prevent lasting harm.

He said: "Last year there were something like 600 vessels here at the peak time. It was like a Klondike. It is generally thought and hoped that we have nipped it in the bud, but we will not know for sure until next year."

Much depends on the effectiveness of policing arrangements, which are expected to cost £4 million this year.

Two former British deep-sea trawlers were chartered for use as fisheries protection vessels. There is also a Dornier aircraft, which will operate from Stanley airport.

There was some excitement on July 16 over the presence of a Soviet reefer (a specialized cargo vessel) in Berkeley Sound. The ship, the Krims-koye Gory, paid £5,000 for a trans-shipping licence to transfer fish to and from a Polish mother ship called the Gryf Pomorski.

This appeared to cut across Moscow's policy of refusing to buy fishing licences for Falklands waters, but the fishery authorities were happy to accept the money.

Off to explore the city of 1,000

TOURISM

Skimming low over a beach carpeted in the orange, tufted growths, the helicopter settles in what would pass for a paddock but for the windsack. There is not a house in sight. A Land Rover bumps over a grassy rise and takes the traveller to a Scandinavian-style lodge. No more worldly escape for the world-weary could be imagined.

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Another stop is Port Howard, a 200,000-acre sheep farm on West Falkland. Guests stay in the former farm manager's

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1765: Britain claims islands.
1766: First British colony in 1766.
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1770: Spanish Governor sent British colony to leave.
1771: Britain threatens to send task force. Spain backs down. British colony reestablished and co-exists alongside Spanish colony.
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Marr and the Falklands



Fishery Protection vessel Falkland Desire (PhotoFile)

Falkland Islands' and UK economies. Already nearly 100 Marr personnel have become involved with the South Atlantic ventures, the majority of them in newly created jobs for Falkland Islanders and former British fishermen.

In partnership and joint venture operations with Japanese and Taiwanese interests Stan-marr operate a fleet of 37 squid fishing vessels; marketing this prized species around the world and arranging its international distribution by refrigerated cargo vessels.

For the Marr companies these activities are seen as the beginning of a long-term investment in the islands.

The licence and transshipping fee incomes have already made fishing the Falkland Islands' most valuable revenue earner. Marr vessel

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This way, soldiers stationed in the Falklands demonstrate their nostalgia for home in a multi-directional signpost.

Long, cold days for the troops

It is not hard to guess how Argentina feels about the large revenues the Falkland Islands Government is earning from waters which Buenos Aires considers its own.

Human nature being what it is," said Gordon Jewkes, the governor, "I think there will be some disposition to view it with envy."

But neither he nor Rear Admiral Christopher Layman, Commander of British Forces in the Falklands, believes that this necessarily increases the military risk. Mr Jewkes says that Argentina's sovereignty claim is based on emotional and historical, but not economic, factors.

Though it has never formally declared an end to hostilities, Argentina's stated policy is not to retake the islands by force.

Nevertheless, recent reports of a reduction of British forces (cited by Ministry of Defence sources) have aroused concern among Islanders, ever fearful that Britain might return to the "trip wire" policy of maintaining only a token force there.

A tour of the impressive military complex at Mount Pleasant showed such fears to be fanciful. While the figures were secret, informed guesses suggest that British forces exceed the population of Stanley, although they are probably less than the entire population of the islands.

By comparison, on April 2, 1982, just 66 marines, with three officers and 11 other personnel, found themselves outnumbered at least 25 to one by Argentine invaders.

The £400 million Mount Pleasant airport, built with an air force runway to take long-haul jets, has cut the journey time from RAF Brize Norton, Wiltshire, to about 18 hours. It makes rapid reinforcement air feasible.

In an interview, Admiral Layman said it gave "fingertip control", allowing force levels to be adjusted to meet the perceived threat. "I am happy with the level of forces. They are here to defend the islands and I am satisfied they can do the job."

Having helped to regain the islands in 1982 as Captain of the frigate HMS Argonaut, which survived when two bombs crashed through its decks and failed to explode, Admiral Layman seems unlikely to underestimate the threat.

There was some reduction of numbers when it was decided to centralize the joint-service garrison at Mount Pleasant and its nearby naval facility at Mare Harbour. But defence sources say subsequent departures from the Falklands caused no further reduction because replacements were sent in equal numbers.

The British taxpayer is spending £257 million this year on Falklands defence, equivalent to about £130,000 per islander. That figure tends to overshadow the personal sacrifices still being made by the men in uniform.

On the frozen hillsides of Mount Pleasant, the so-called "rock apes" of 63 Squadron, currently the resident Rapier missile squadron, are undoubtedly giving the taxpayer value for money.

Corporal Dave Myatt, Tactical Controller, was on duty, facing into an icy southerly wind as he tracked aircraft with the missile guidance system, when I visited an eight-man detachment known as Call Sign 23.

Squadron Leader Sandy Davie told me: "The wind speed must be above 25 knots half the time up here. Some times it's so cold that the crews have to be rotated every 20 minutes."

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looks forward to contributing to the development of the fishing industry and wishes

The Falkland Islands Development Corporation continued success.

Off to explore the city of 1,000

corporation, said that in the past the Falklands received about 5,000 visitors a year by sea and a further 1,000 by air from South America.

Last year there were under 100 genuine tourists, which excludes cruise passengers, who spend relatively little in the islands. This year Mr Bound hopes for 200, and is

concentrating on the discerning, well-heeled traveller. Meanwhile, Stanley's best-known hotel, the Upland Goose, is being refurbished. Malvin House Hotel is to be done up too.

Further information from: Falkland Islands Tourism (0904-782136).



Marr and the Falklands



Fishery Protection vessel Falkland Desire (PhotoFite)

Falkland Islands' and UK economies. Already nearly 100 Marr personnel have become involved with the South Atlantic ventures, the majority of them in newly created jobs for Falkland Islanders and former British fishermen.

In partnership and joint venture operations with Japanese and Taiwanese interests Stan-marr operate a fleet of 37 squid fishing vessels; marketing this prized species around the world and arranging its international distribution by refrigerated cargo vessels.

For the Marr companies these activities are seen as the beginning of a long-term investment in the islands.

The licence and transshipping fee incomes have already made fishing the Falkland Islands' most valuable revenue earner. Marr vessel management expertise supports the operation of the protection vessels patrolling the islands' fishing zone.

The Falkland Islands and adjacent South Atlantic waters are an expanding source of prosperity for the islanders and are regarded by the Marr companies as one of their most exciting and promising ventures.

Marr (Falklands) Limited

P.O.Box 140

Stanley

Falkland Islands

St. Andrew's Dock

Hull HU3 4PN

England

Telephone 0482 27873 Telex 592214

Telephone Stanley 145 Telex 03062413

The 'Colonel' bounces back

ALAN PROTHEROE, the former assistant director-general of the BBC who was forced out of the corporation three months ago following the appointment of John Birt as deputy Director-General, yesterday landed the much sought-after job as head of British Forces Broadcasting.

Protheroe, known throughout the BBC as "The Colonel" because of his rank in the Territorial Army, will next April become the £40,000-a-year managing director of the Services Sound and Vision Corporation, a privately-owned company which controls the BFB radio network as well as the SSSVC television channel serving the forces in Germany, Cyprus and the Falkland Islands.

Throughout his senior BBC career, Protheroe, a Welshman, was a controversial figure whose most singular achievement was, despite his position, to retain the affection of his staff.

His major task as assistant director-general was to attempt to defend the corporation from accusations of political bias and bad judgment on such fragile issues as television violence. Since his demise under Birt, from which he emerged with a handsome pay-off, he has been earning a crust as a freelance journalist.

Yesterday Protheroe confessed his "utter delight" at landing the job for which 156 people, among them some of his former peers, applied two months ago. He told me: "I have many ideas and I'm tremendously excited."

Argentina seeks to buy arms from US

From Judith Evans
in Buenos Aires

THE ARGENTINE armed forces have asked the US Defence Department and Pentagon authorities if they can buy military equipment. US embassy sources said the request, made during a visit in early October, was being studied.

Susan Kaufman Purcell, Latin American Director at New York's Council on Foreign Relations, said that Washington wanted to help President Alfonsín's government appease the budget-squeezed military. She added, however, that such aid was unlikely as long as Britain remained opposed because of the absence of a settlement on the Falklands Islands. "My prediction is that the US will stall on the issue," she said.

An Argentine Defence Ministry spokesman said that, while the Washington conversations had been inconclusive, a positive response was eventually expected. He said that training and parts replacement for non-lethal equipment were the areas in which the most rapid reply was expected.

On 8 October, as the Argentine Defence Minister, Horacio Jaurena, was leaving the US after a three-day visit, he said that American officials had not set any date for lifting restrictions on arms sales to Argentina. He expressed a desire to clarify the situation, pointing out there were tanks, helicopters and planes out of service for lack of US spare parts. The ban on arms sales was imposed after the 1982 Argentine invasion of the Falklands.

The proposed re-equipping is part of the government's campaign to bring calm to its fragile military front, where a lack of resources and indiscipline have replaced trials for human rights violations as the high command's most pressing problems. This has become an urgent priority, as the government faces mounting trade union resistance to the tough economic adjustment plan announced on 14 October. A general strike is set for 4 November.

Low pay is reported to be the most serious cause of discontent among non-commissioned officers, who for the first time joined junior officers in a display of insubordination during the last weekend of September. A sergeant's monthly salary is now approximately \$200 (£118).

New York's floating jail sails into row

ONE COULD be forgiven for thinking that the Falkland Islands do not have a lot in common with the Island of Manhattan. But barges which housed soldiers on the windswept British territory may soon be providing relief for New York's overcrowded prisons.

In June, the head of New York State's prison service announced a plan to spend \$10m (£5.8m) on a decommissioned troop barge formerly used in the Falklands. Upstaged New York City officials have been scouring the army surplus depots of the world looking for more barges ever since.

They soon found two, and, in negotiations with Bibby Freighters Ltd of Liverpool, they agreed

From Leonard Doyle
in New York

to pay \$40m to lease the ungainly vessels for five years with an option to buy. Holding only 800 prisoners from the city's overcrowded jails, this kind of prison accommodation doesn't come cheap.

When the first barge, the Bibby Venture, arrived this week, it was tied up near the Lower East Side. Residents immediately argued that placing the floating jail there broke state laws and a judge has now forbidden the city to put any prisoners on board. The overcrowding in the jails — at 105 per cent of capacity — continues.

□ The Argentine government is open about its informal contacts with London these days, despite popular sensitivity about the Falklands/Malvinas issue. But when it comes to **President Alfonsin** sitting under a huge portrait of **Her Majesty The Queen** at official functions in Canada, the line is drawn. Weeks of negotiations have failed to solve this little problem, and so Alfonsin's planned tour of the maple leaves and Mounties next month has been cancelled. He would also have been greeted at the airport by the Vice-Governor, who is deputy to the head of state, i.e. Her Majesty again.

Falkland boss resigns

SIMON Armstrong, general manager of the Falkland Islands Development Corporation, has resigned following a dispute over the handling of fishing licences.

Mr. Armstrong is said to have had differences with the islands' recently appointed chief executive, Brian Cummings, and is leaving because of "irreconcilable personal conflict," according to a statement put out by FIDC.

The dispute is believed to involve two Falkland Islanders who sit on the board of Stanley Fisheries and are connected with the issuing of licences for the Falklands fisheries zone.

Mr. Cummings is said to have questioned the fact that the men are involved in both the issuing and the receipt of licences. Mr. Armstrong's decision to resign coincided with the closing date for applications for the third season's fishing in the Falklands zone.

Mr. Cummings said: "I am sad he is going."

Daily Mail 30 October 1987

The £23,000 holiday

THE ultimate in tourist one-upmanship is being offered by a holiday firm in Twickenham, Middlesex — a £23,000 17-day holiday at the South Pole.

Hughes set to acquire more firms?

THE Humberside-based Hughes group appears to be on the takeover trail again. It has just bought the Peterhead company of C. Anderson, and Marshall's of Eyemouth, and now appears poised to take over two more processors.

No confirmation was forthcoming as *Fishing News* went to press, but it is strongly rumoured that Hughes is about to acquire an important Grimsby processing concern, and another at Peterhead.

breakers
creators

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Science report

Ozone gap threatens Antarctic scientists

By A Special Correspondent

The ozone hole in the atmosphere over the Antarctic has grown large enough to cause concern about the safety of scientists working in the area.

The latest measurements, showing a continuing deterioration of the protective layer of ozone in the upper atmosphere, were reported earlier this week by the American National Science Foundation.

The details were given by Dr Peter Wilkniss, director of the organisation's polar programmes. He told a special committee of the Senate that the foundation was discussing with health officials from Chile and Argentina the implications for the safety of the inhabitants of southernmost South America.

In the far south the depletion of the ozone layer has become a springtime phenomenon. It was first observed more than 10 years ago by a British Antarctic Survey team.

Ozone in the stratosphere protects people, animals and plants by absorbing most of the ultraviolet radiation from the sun, which in excess causes sunburn and skin cancer.

The recent decline in atmospheric ozone is linked to the release of chlorofluorocarbons, chemicals used in aerosols, refrigeration and a variety of other applications.

In the higher latitudes, when ultraviolet radiation gets through the ozone, it is partly

absorbed in the lower atmosphere.

But this is less true in Antarctica, where the air is exceptionally clear.

Last month scientists reported observations from space and long-range aircraft indicating that the hole was even larger this year than last.

The latest observations, reported this week from the ground at McMurdo Sound in Antarctica, showed levels of chlorine monoxide in the lower stratosphere there to be 100 times greater than elsewhere.

Some scientists believe the chemistry responsible for the enormous drop in ozone over Antarctica has characteristics distinctive to the area.

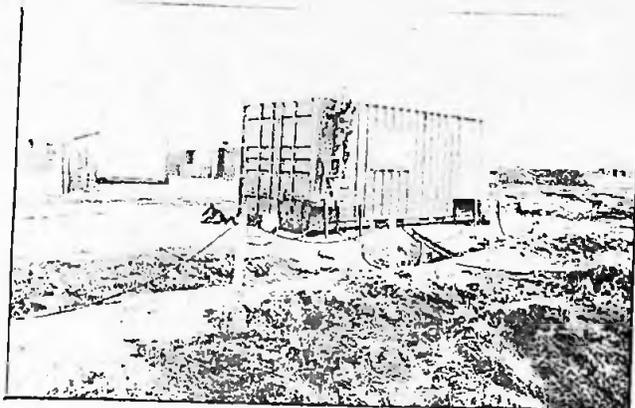
The trouble is precipitated by atmospheric pollution. But the process involves "chemistry of a most unusual character" in which, in the extreme cold of the Antarctic stratosphere, nitric acid and water form crystals that drop out of the atmosphere as nitric acid ice.

This sets the stage for reactions in which chlorine, released from the chlorofluorocarbons, acts as a catalyst to break down the ozone.

Dr F. Sherwood Rowland, of the University of California at Irvine, who warned of the ozone danger in the early 1970s, pointed out that atmospheric measurements from the ground in Switzerland, South Dakota and Maine all show moderate ozone depletion in spring or late winter.

Gilly Tolson

18 October 1987



Container Chapel

THE RAF Museum has just received what must be one of the country's most unusual exhibits: a chapel made out of a shipping container (see picture above).

Capable of seating a congregation of 14, the Airfield Chapel was used by servicemen during the construction of the Falkland Islands' new runway at Stanley.

The chapel which is now on display next to the Museum's Vulcan bomber, is one of many examples of the resourcefulness of servicemen working in difficult conditions in the Falklands.

Air Vice-Marshal K. F. Sanderson of Strike Command, who first suggested bringing the Airfield Chapel to Hendon, formally handed over the new exhibit to Dr John Tanner, the RAF Museum Director.



Round-the-world sailer Bob Burns, 47, reunited with his fiancée Barbara Holder last night after a tug towed his crippled junk, Roamer, into Falmouth at the end of his 27-month voyage. Strong winds had held him up for a week off Cornwall

Des's new res.

WEEKEND confirmation of the sale of The Upland Goose, the Falkland Islands' only hotel, came after the 17-roomed enterprise had been on the market for more than three years.

All those who know it, including this newspaper's editor, Max Hastings, winner of a free drink as the first reporter to cross its war-torn threshold during the 1982 conflict, are wondering what now happens to the proprietor Desmond King and his wife Nin.

King, who arrived in the islands 31 years ago as an assistant storekeeper for the Falkland Islands Company, was, let us say, a man capable of sustaining long arguments, but no one overlooked his free sheltering of 50 islanders during the conflict while he made Argentine officers double up, refusing their pesos, insisting on pounds.

Des and Nin have moved into a newly-built £100,000 home where he looks forward to some gardening while keeping open his options of entering local politics.

Following his 18-year tenancy, he says he will most fondly remember Winston Churchill, grandson of the wartime leader. Without any prompting he quickly nominated the nastiest man he knew, Argentines apart, as Labour MP George Foulkes "... a most unpleasant fellow".

Falklands log scoop 'was pure bunkum'

A NEWSPAPER story alleging that a Royal Navy officer in the submarine which sank the Belgrano was to be prosecuted for stealing a vital sub's logbook, was "pure bunkum," the High Court was told yesterday.

Mr Narendra Sethia, a former lieutenant in the Conqueror, which sank the Argentinian cruiser General Belgrano during the Falklands conflict in 1982, is claiming damages for libel. He says that although he was not named, the article inferred that he stole the logbook.

Associated Newspapers, publishers of the Mail on Sunday, and Mr Chester Stern, the paper's crime correspondent, who wrote the story in February, 1985, deny the article was defamatory.

Mr Patrick Milmo, QC, for Mr Sethia, told the court that Mr Sethia, who left the Navy in 1982 and now lives in St Lucia, West Indies, had passed his Falklands diary to a publisher friend in 1983, and extracts from it were published in newspapers although Mr Sethia was not mentioned.

It could be assumed that many of the people who got hold of the diary knew who the author was, said Mr Milmo.

Denial accepted

In 1984, when it was disclosed that the Conqueror's "control log," was missing, some newspapers pointed the finger at Mr Sethia. He was interviewed by Scotland Yard detectives who accepted his denial that he was responsible.

The Mail on Sunday's crime correspondent wrote a story on Feb 11, 1985, saying that the log had been recovered from a former naval officer in the West Indies—"ie Mr Sethia," said Mr Milmo—who was going to be prosecuted.

"As a so-called scoop, this was one of the dullest on record," said Mr Milmo. "The main thrust of this story was pure bunkum. The Conqueror's logbook had not been found, it never had been in Mr Sethia's possession."

The hearing was adjourned until today.

Argentine call for 12-hour general strike

THE Argentine trade union movement is once again on the warpath, having papered over its internal differences and announced over the weekend that a 12-hour nationwide general strike was to be organised for November 4, Tim Coone writes.

The General Confederation of Workers ratified the go-ahead for industrial action following a surprise about-turn by one sector of the CGT, which earlier in the week had resigned *en masse* from the confederation's directorate. The dispute had erupted over control of posts within the opposition Peronist party.

Upland Goose sold for £ $\frac{1}{2}$ m

The Upland Goose, the Falklands only hotel, has been sold for a price said to be just under £ $\frac{1}{2}$ million.

The 17-room building on the main street in Port Stanley has been bought from Mr Desmond King by Stanley Fisheries, a subsidiary of the Falkland Islands Development Corporation and Witte Boyd, the British-based fishing company.

Falklands hotel sold for £½m

The Falkland Islands' only hotel, the Upland Goose, in Port Stanley, has been sold for nearly £500,000 after being on the market for three years.

The 17-room hotel has been bought jointly by Stanley Fisheries, a subsidiary of the Falkland Islands Development Corporation — which is funded by the British Government — and Witte Boyd, the UK-based fishing company, which is half owned by the Swedish car firm, Volvo.

Argentines to strike on reform plan

From Jeremy Morgan
in Buenos Aires

Argentina's squabbling rightwing labour barons have united to call a national strike, as the Government opens talks to establish a national accord on economic reforms which would include the unions.

The unions, allies of the opposition Peronists, are protesting against the Government's planned social contract, known as the Concertacion.

They have accused the Government of policies which they say have allowed foreign interests such as big overseas banks and the International Monetary Fund to dominate Argentina.

The planned 12-hour stoppage, set for November 4, and called by Argentina's biggest labour group, the Confederacion General de Trabajo (CGT), last Friday, will be the ninth national stoppage since President Alfonsin took over from the military regime in 1983.

But some observers say the planned strike is a result of a recent power struggle among union chiefs. The row centres on key positions in the Peronist political machine and has split the CGT into two camps.

The labour protagonists are the CGT secretary-general, Mr Saul Ubaldini, a populist hardliner, and Mr Lorenzo Miguel, the metalworkers' leader and a long-established power broker on the Peronist right.

Judging by the size and self-confidence of Mr Miguel's followers, the old warlord appears to have won — if only for the moment — over the younger Mr Ubaldini.

Mr Ubaldini has long advocated a confrontational approach to President Alfonsin's Radical Party government. However, Mr Miguel, the mover behind a labour faction known as the Group of 15 — which includes many of Argentina's biggest unions — was prepared to do a deal with the Government earlier this year.

The planned strike is also worrying for the Peronists. The reform-minded Peronist politicians, such as Dr Guido de Tella, a respected academic and economist elected to Congress last month, claim the unions are now prepared to subordinate themselves to the Peronist political wing ahead of an expected return to power in elections in 1989. But there is no sign that labour leaders are prepared to accept this even for the period up to the elections.

The Guardian 26 October 1987

Falkland man's £60 bill to be British

Falklands hotel sold for £1/2m

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Falkland man's £60 bill to be British

by CARMEL FITZSIMONS

A FALKLANDS war veteran, 29-year-old Irwin Eversley, is offering his combat medals to the Home Office rather than pay a £60 registration fee to be classed as a British citizen.

Mr Eversley is a London fireman who was a member of the 2nd Battalion of the Parachute Regiment for six years and served in the Falklands and Northern Ireland. He was born in Barbados but came to England to live when he was five.

Now he is waging war with the 1981 British Nationality Act, which requires him to pay a registration fee for British citizenship by 31 December or risk losing his status.

'It seems a gross insult to me that I am regarded as British enough and good enough to fight for this country in time of crisis but now they turn round and ask me to pay to be registered as a British citizen—which I had always believed I was,' he says.

'My passport describes me as a British subject and a citizen of the United Kingdom and colonies. I was a British citizen at my birth, I have lived in and fought for Britain, and now they are asking me to pay for the privilege of being what I have always been. No one queried my nationality when I joined the Army.'

Mr Eversley's problem is that his 'mother country', Barbados, was a British colony which won independence in 1966. That made him a citizen of Barbados, although he was unaware of the change in his status.

The Nationality Act extensively revised immigration laws—apparently to iron out complexities. It contains an obligation to register as a British citizen for certain Commonwealth and Irish Republic citizens. As the final date for registration—31 December—draws closer, the chorus of protest and confusion has grown.

The problem of citizenship for individuals from former British colonies is one the Act purports to tackle by arranging that in future citizens of colonies or 'dependent territories' should have automatic British citizenship if they have lived in Britain for five years.

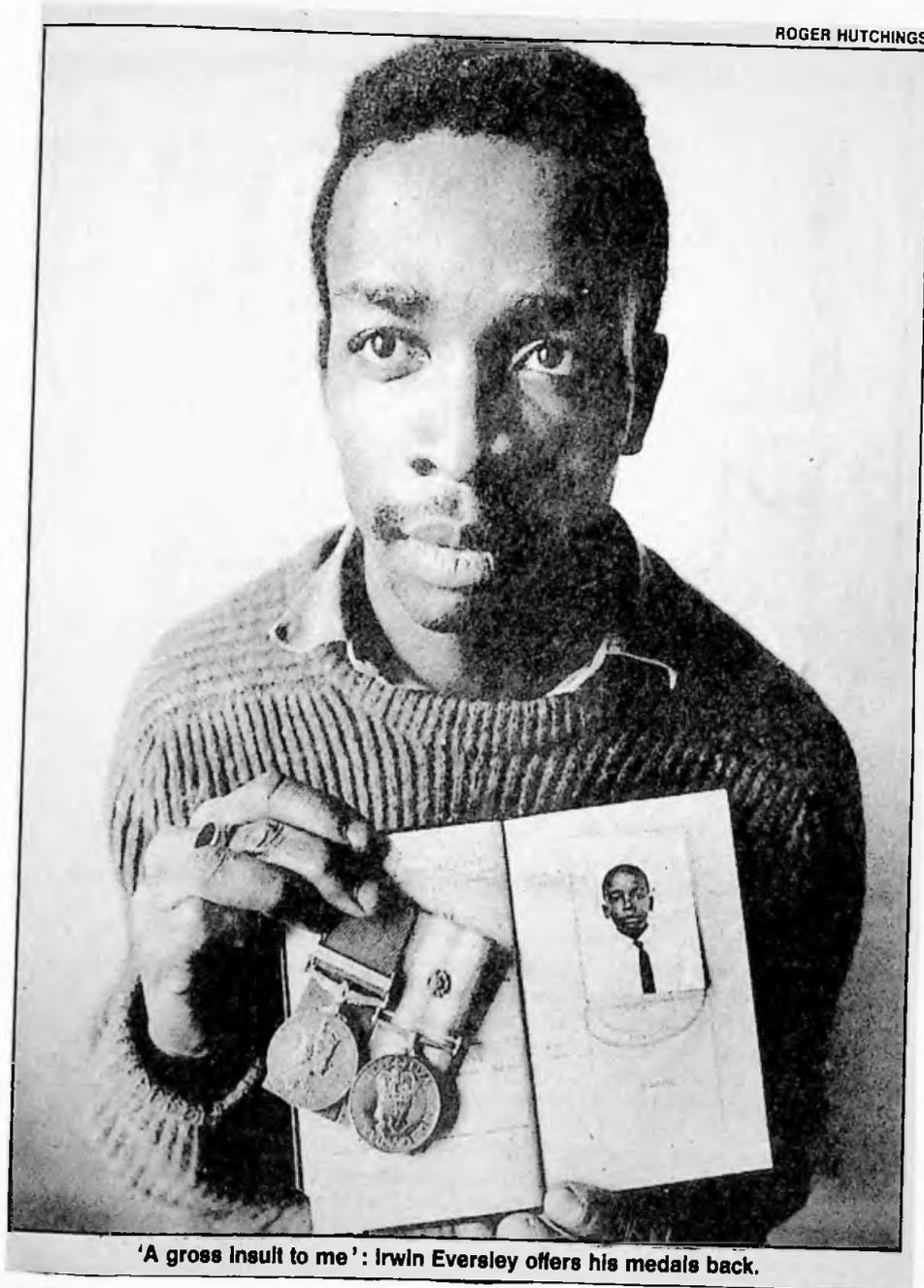
For people like Mr Eversley, from colonies which have already claimed their independence, 'registration' is being offered as a right if they settled here before 1973. However, the registration fee is £60.

A spokesman at the Birmingham Citizens Advice Bureau said: 'It is not reassuring that registration gives automatic citizenship. People are not clear what registration means, in the first place, and secondly they object to having to pay.'

'Many of these people have played a large part in the community and have been here a long time. Some have genuine difficulty in finding the money, and believe, wrongly, that they will lose their rights and pensions or be deported if they do not register.'

The Citizens Advice Bureaux have criticised the Home Office's lack of publicity concerning registration. However, the Home Office says it has sent 100,000 information leaflets on the change and that people have had five years to apply for registration. Those who fail to apply after 31 December will still be able to apply for naturalisation, but at higher cost—and at the Home Office's discretion.

Mr Eversley says he does not think the Home Office will accept his medals and he has no intention of paying the registration fee himself. 'It is a point of principle,' he says. 'If registration is automatic, what is the fuss about? No one can predict what this Government is going to do in the future on this issue, but I can predict I shall not be paying £60.'



'A gross insult to me': Irwin Eversley offers his medals back.

GRAPHIC BY DURCAN MIL AND SILVIA FRANKER

FT ALL-SHARE INDEX: THE THATCHER YEARS



NEWS ROUND-UP

Ship fails on naval duties

THE container ship Atlantic Conveyor, built three years ago with a £15 million government subsidy in return for the Navy having a month's use of her every year, has yet to take part in a single naval exercise, according to defence sources, writes *Our Naval Correspondent*.

The Government subsidised its construction in Britain after protests from British Shipbuilders and the unions when Trafalgar House, the owners, threatened to commission a South Korean shipyard to build a replacement for its predecessor, sunk by an Argentine Exocet in the Falklands War in 1982.

For the past three years the owners have refused to release the ship because of tight sailing schedules, although it has been offered at other times which did not coincide with naval exercises.

The Royal Marines originally welcomed the construction of a ship able to carry Commando helicopters, vehicles and stores but one source said last week: "It now seems the whole scheme was to get British Shipbuilders out of a jam."

Fisheries pioneer quits in dispute

By John Ezard

THE MAN who did the groundwork for government-aided development in the Falklands over the past four years, has resigned following a financial controversy over the handling of licences for the islands' £400 million fisheries zone.

Mr Simon Armstrong, aged 36, resigned as Falklands Development Corporation general manager because of "irreconcilable personal conflict", according to a Corporation statement from Port Stanley. The conflict is known to have been with the islands' recently-appointed chief executive, Mr Brian Cummings, formerly a Northern Ireland Office official.

Mr Armstrong's departure caused unease in London and Port Stanley yesterday — the closing date for international fishing companies to apply for licences in the fishing season starting in February. The board of councillors, and other civilians who oversee the corporation were not consulted or told before it was announced.

Lord Shackleton, the Labour peer whose report to Mrs Thatcher after the 1982 conflict led to the corporation being set up, said last night that Mr Armstrong's loss was "deeply regrettable."

He is one of the people who has contributed more to the economic and social progress of the Falklands than anyone else. If a solution can be found, he should be asked to reconsider."

Mr Cummings said yesterday: "I am sad he is going. He has done more for development than anyone else."

The dispute is understood to centre on Stanley Fisheries, a company launched to exploit the fisheries boom. It reached a head when Mr Armstrong, and other directors, voted to remove a man closely linked with the company. The man was regarded as having a conflict of financial interest because of other fisheries connections.

It was felt, among other things, that he should not be in a position to influence lucrative licence allocations, due to be finalised next month, to overseas fishing fleets.

HOME NEWS

THE GUARDIAN Saturday October 24 1987

Fisheries pioneer quits in dispute

By John Ezard

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Falklands payout

NINE Royal Marine veterans of the Falklands who are suffering from trench foot are to share £123,000 compensation. Five men invalided out of the service will get £15,000 each, and four others down-graded to desk jobs £12,000.

Trench foot, caused

by exposure to cold and wet, has similar symptoms to frost-bite, but is permanent. The South Atlantic Fund's Secretary, Commander Kenneth Steven, blamed the delay in making payments on disagreements over whether sufferers were eligible for grants.

FALKLANDS CASH FOR TRENCH FOOT

NINE forgotten victims of the Falklands war have finally won a five-year battle for compensation.

Nine Royal Marines suffering from trench foot were yesterday awarded a total £123,000.

They picked up the painful disease — rampant during the First World War — after camping and fighting in cold and damp trenches.

For five years military chiefs and medical experts have been arguing liability. Some doctors

by **ANDREW YOUNG**

claimed they may have contracted the disease on other tours of duty.

The military argued it was an occupational hazard, and the sufferers could have avoided the plight.

Grants of £15,000 to five marines invalided out of the service and £12,000 to commandos reduced to desk jobs, were announced by the South Atlantic Fund.

Former Marine Troop Sergeant Dave "Yorkie" Malone, 42, of Lamerton, Devon, who led the fight for compensation, received £15,000.

Malone, married with three children, spent one month cramped in damp, freezing conditions on the Falklands.

Five years on, he feels numb and cold in his feet, fingers, nose and ears, even on warm days.

He said: "If you have two arms and two legs the Army doesn't seem to think there could be anything wrong with you."

Falklands Marines win compensation for trench foot

By Paul Stokes

NINE ROYAL MARINES who contracted trench foot during the Falklands war, have won a five-year compensation battle and are to receive a total of £123,000.

The men, who have not been named officially, are the only Royal Marines to be given compensation.

The awards for the disease, caused by camping in the cold and damp, were announced yesterday by the South Atlantic Fund.

Five men, invalided out of the Service, will each receive £15,000, and the other four, now in desk jobs, have each been granted £12,000.

Divided medical and military opinion about precisely when the disease set in led to delays in claims being settled.

A total of 88 cases were reported to trustees of the Fund, and investigations are continuing into those involving members of the Parachute Regiment.

Cdr Kenneth Steven, secretary of the South Atlantic Fund, said: "Some Army units believe trench foot can be minimised by rigorous personal discipline, such as regular feet inspections and keeping socks dry.

"Others think it is one of those things soldiers must put up with, while others take a more sympathetic approach.

"Some doctors also believed that many soldiers posted to cold countries may have caught trench foot before the Falklands conflict, and the Fund requires grants to be made to the wounded relating to needs arising from the conflict.

"We have a lot of sympathy for those suffering from this. The only answer seems to be to live in a warm climate," he added.

One of the Marines receiving £15,000, David "Yorkie" Malone, 42, now unemployed, was a troop sergeant in 45 Commando and spent one month camping in freezing conditions in the South Atlantic.

Five years on, he says he feels numb and cold in his feet, fingers, nose and ears and has to keep his central heating on all year round to counter the effects of trench foot.

FISHING NEWS
23 October 1987

TORRY TRIALS FOR FREEZING PLANT

LANCELLA, the new Marr research vessel, is on a 20 day charter to the Torry research station at Aberdeen. She has been fitted with the latest 15 station plate freezer developed by refrigeration specialists MIR of Hull.

The radically new design of freezer was supplied on free loan to Torry, who are currently investigating various methods of at-sea fish freezing.

One of the major advantages claimed for the MIR design — its speed and ease of installation — was graphically proved even before the ship left port, as it was fitted and running in *Lancellata* in under four days!

The independent modular units can freeze up to 10 tonne per day.

This trip is the culmination of several months testing including several days of continuous freeze trials on different products.

Rough waters

A curious little footnote to Britain's maritime history has been written by small boat sailors who have reasserted their rights to free passage in the tidal waters of the Solent between Southampton and the Isle of Wight.

Associated British Ports, the authority managing the port of Southampton, gathered up its considerable powers over local navigation and - following Falk-

lands tradition - declared a total exclusion zone for yachts and small craft earlier this year.

The "no go" zone was a boomerang-shaped slice of the Solent estuary by the Calshot light float. It also happens to be the main deepwater channel between the mainland and Sacred Cowes, the yachtsmen's spiritual home. The port authority's move was seen as a rare and unexpected example of a commercial undertaking assuming absolute control of tidal waters off the British coast. And it certainly took the weekend sailors by surprise.

After inducing signs of apoplexy among the flag officers of several of Britain's oldest and finest yacht clubs, Malcolm Ridge, the Southampton harbourmaster, has now backed down. The ban has been lifted following agreement between his company and the Royal Yachting Association.

Southampton port is starting to flourish again after years of near-anarchy among its labour force, which drove away its entire cross-Channel ferry traffic and sorely damaged freight business. The latest figures show all classes of ship movements up by about one-third.

Warship building target dropped

The Government yesterday abandoned its target of three new warship orders a year to maintain a fleet of about 50 frigates and destroyers (Our Political Reporter writes).

Responding to a defence select committee report on the lessons of the Falklands campaign, it argued that a 50-vessel fleet could be maintained by extending ships' lives with refits and maintenance.

Mr Keith Speed, the former

Conservative Navy Minister, said last night that the Government must increase resources, reduce naval commitments, or find itself in an "untenable" position. Mr Michael Mates, chairman of the defence committee, said the announcement was a cause of "some concern".

In its report last July, the defence committee said that failure to place three new orders a year would jeopardize

the fleet's ability to meet Nato and other commitments.

Mr Speed said the ageing Leander frigates had to be replaced by Type-23 soon.

The defence committee noted that just one new vessel had been ordered in 1984, two in 1985 and three in 1986.

Government Response to the Fourth Report from the Defence Select Committee Session 1986-87: Implementing the Lessons of the Falklands Campaign (Stationery Office; £2.60).

Younger retracts pledge to order frigates

THE GOVERNMENT has dropped its commitment to order three frigates a year to maintain Britain's surface fleet at about 50 frigates and destroyers, George Younger, Secretary of State for Defence, told Parliament yesterday.

The "three-a-year" benchmark was heavily relied on by work-hungry naval shipyards, while the Defence Select Committee said last May that failure to keep ordering frigates at this rate meant a decline in Navy standards and demoralisation.

Eventually, the committee warned in a report on the lessons of the Falklands, that the size of the fleet would fall to the point where the Navy could be "unable to meet Nato force goals and other national commitments."

The Ministry of Defence, in its response,

By Andrew Marr
Political Correspondent

disagrees completely. It remained committed to "a modern, well-balanced and capable surface escort force of about 50 frigates and destroyers", but the rate of annual frigate orders would depend on resources and factors such as hull life.

The benchmark of three frigates a year had been devised in 1982, based on judgments then about hull life and maintenance. "Some of these considerations have since changed, leading to decisions to extend ships' lives and modify upkeep cycles with the result that it is not now necessary to order three frigates a year in order to maintain a surface fleet of about 50," the

Government says. But tenders for "up to four" Type 23 frigates had recently been sought.

This contrasts with a warning from the committee that, unless there are a significant number of new orders soon, "either the number of destroyers and frigates will fall, or the average age will increase, accompanied by lower reliability, increased maintenance costs, and problems of obsolescence."

Among 98 separate responses to the committee report, the MoD also confirms that it is engaged in studies with the United States into a new generation of jump-jet, and accepts stinging criticisms about the quality and extent of interrogation of captured Argentinian prisoners.

The committee had expressed grave

doubts about whether the British Army's ammunition supplies in Europe were adequate for likely rates of usage, which were very high during the Falklands war. It dismissed suggestions that war in Europe was necessarily different from that in the South Atlantic theatre.

The MoD replies that, though it is taking the Falklands into account in revising ammunition stockpiles, "the revision is essentially concerned with the Central Region and the flanks, and is being conducted on the basis of assumptions of the likely intensity and duration of operations in these areas." This does not appear to meet the committee's concern.

■ *Implementing the Lessons of the Falklands Campaign: Government Response*, Cm 228; HMSO; £2.60.

20 October 1987

Guernsey Evening Press & Star

UK Minister will open Falkland homes

by Tim Earl

UK GOVERNMENT Minister with responsibility for the Falkland Islands in the Foreign and Commonwealth Office Timothy Eggar will open the old folks' homes towards which Guernsey has contributed £100,000.

The island's government have announced that Mr Eggar MP will open the new hospital in Stanley on 8 December.

Guernsey gave the island £100,000 after the conflict with Argentina to be used in the building of 11 units of sheltered accommodation for elderly Falkland islanders.

The Bailiff Sir Charles Frossard and Lady Frossard will be in the official party representing Guernsey.

Multi-millionaire Sir Jack Hayward, who gave the islands £1m. towards the cost of the sheltered accommodation which is attached to the new hospital, will also attend the ceremony with his son.

Sir Charles told the House of the Falkland Islands' decision to name 10 of the units after Guernsey parishes, and the invitation for him to attend, at last month's States meeting.

He will fly to the new £215m. airport in the Falklands on 3 December.



Peace work: Workers making Remembrance Sunday poppies at the factory which once employed several hundred war veterans.

Times change at veterans' factory

IT'S NOT quite like the old days at the factory where they make Remembrance Sunday poppies in Richmond, south-west London. At its peak between the wars, 300 veterans worked rank on rank. Now, only 63 ex-servicemen make the November poppies.

With the property prices making it hard to move to Richmond from elsewhere in Britain and the advancing age of even the youngest men who fought in the Second World War, non-veterans have had to be employed.

By Stephen Ward

Fifty-seven wives or dependents of ex-servicemen currently work alongside the veterans. There are other changes: poppy leaves used to be cut out by hand, but are now stamped out by pressing machines.

The veterans sit absorbed in their work, many listening to music on headphones. Working year round for the Remembrance Sunday, the factory turns out 40 mil-

lion poppies, hundreds of thousands of other wreaths, and three million paper petals which rain from the Albert Hall roof at the Festival of Remembrance.

Funds raised by the thousands of voluntary poppy sellers rose in the year of the Falklands War and have gone on increasing since. The money partly subsidises the factory and funds the Royal British Legion's support for thousands of ex-servicemen and dependents.

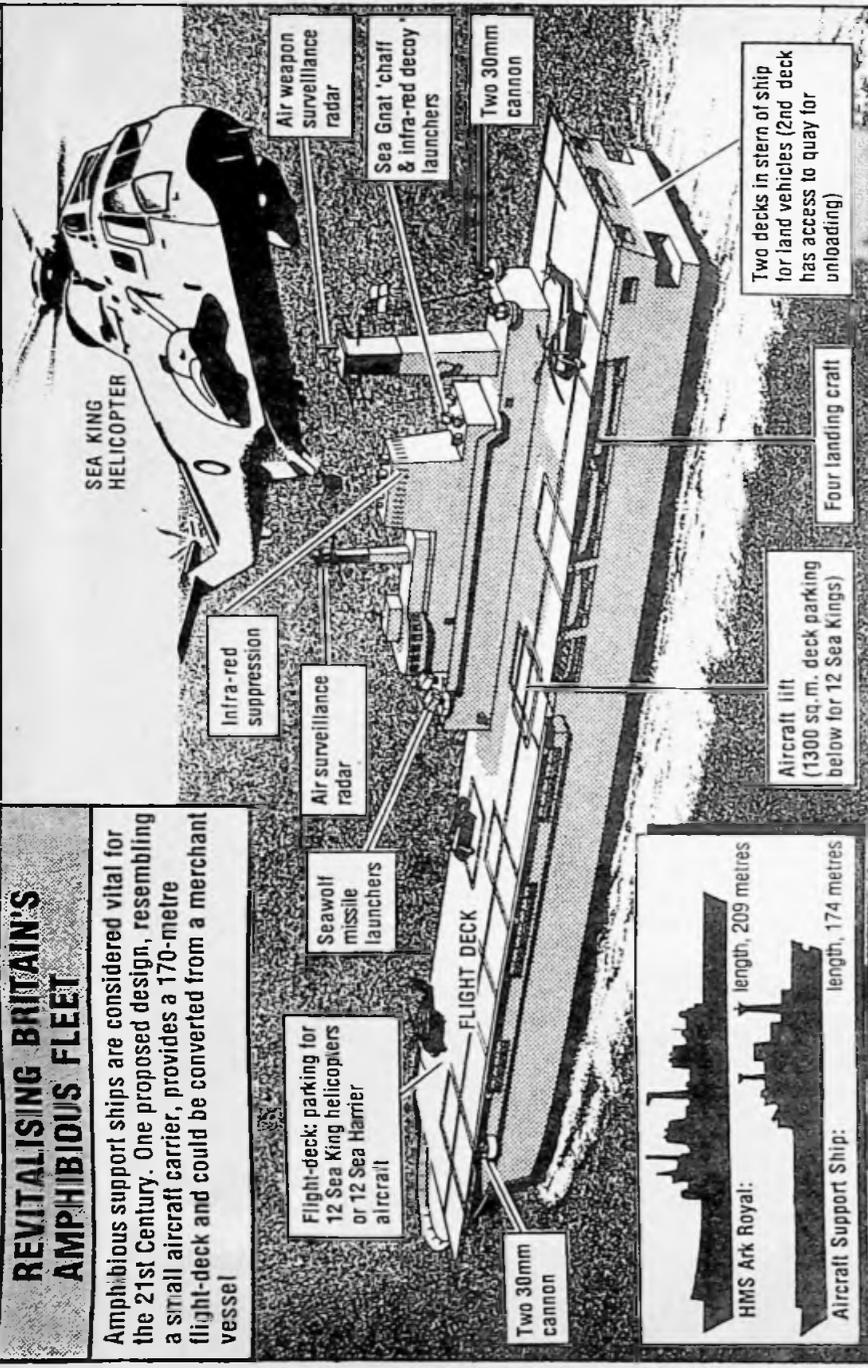
Workers are all paid on piece

work with the rates graded according to each individual's capacity. A man who has lost an arm will not be expected to assemble as many poppies as a two-armed man. No one earns below £100 a week. One particularly dexterous lady makes 8,500 poppies a day, earning £250 a week.

Staff often stay past retirement age, largely for the companionship. Many arrive early to read their newspapers before work. For some, lunch in the canteen is their only daily meal.

REVITALISING BRITAIN'S AMPHIBIOUS FLEET

Amphibious support ships are considered vital for the 21st Century. One proposed design, resembling a small aircraft carrier, provides a 170-metre flight-deck and could be converted from a merchant vessel



In defence of the air-sea strike

NEXT MONTH some 20,000 troops from all three services will fight a fake war in Scotland when they take part in a military exercise code-named "Purple Warrior" designed to test the ability of British forces. The exercise will include the largest amphibious landings since Suez and these will come under particularly close scrutiny from civil servants and defence chiefs who are at present updating Britain's amphibious resources.

Although the assault force is to be maintained, the provision of aviation support vessels—essential in the view of officers in the force—is still under consideration.

For the past decade the whole future of Britain's amphibious capability has been in doubt. In the mid-Seventies, as the need to make cuts in defence spending grew, the idea was mooted to phase out the Navy's two assault ships, Fearless and Intrepid, ahead of time.

Despite serious misgivings voiced by military experts and senior Navy officers, the measure was adopted, the reasoning being that amphibious operations could be replaced by troop airlifts.

Champions of amphibious shipping argued that the marines' effectiveness would be seriously reduced without it. Movement by air could be easily blocked if a country denied access to its airspace, they said. An airborne force needed airfields for disembarkation, which the enemy could easily target.

The Falklands conflict forced a reprieve for the two ships and the Ministry of Defence decided that they would remain in commission until the mid Nineties. The debate over what would happen thereafter raged on until last December, when the Defence Secretary, Mr George Younger, announced that Britain would retain an amphibious force. The question now under debate is precisely what form it should take after the mid-Nineties.

The amphibious force based in Plymouth, consists of a combination of elements from the Royal Marines and the Navy, and is under the joint command of an officer from each. The nucleus is provided by Intrepid and Fearless which are virtually floating docks equipped with landing craft to transport vehicles and men to shore.

The two ships can carry up to 15 tanks, 200 trucks and four helicopters each and have room for 500 Marines.

DEFENCE

Adela Gooch

In time of war the force would almost certainly be used to buttress Nato's northern flank in Norway but it also fulfils an important role in peacetime. Its flexible nature means troops with all their equipment can be transported quickly in the event of a sudden crisis.

The Ministry of Defence has decided that Fearless and Intrepid will either be replaced with new ships or refitted to extend their active life. Feasibility studies are under way into the two options and a decision is expected next year.

Surprisingly, officers in the amphibious force do not seem unduly concerned over which of the two alternatives is finally chosen: each has its advantages, they say.

"Fearless and Intrepid are absolutely first rate for the job they are designed to do. They have good solid hulls which it would be a pity to lose. New ships would have the benefit of a slightly larger flight-deck but would proba-

bly be built more lightly," one officer explained.

What does exercise senior officers is the proposal to add aviation support ships to the amphibious fleet. "It really is critical that we get them," one senior officer said, voicing the general view.

Officers are adamant that to be fully effective the amphibious force needs to be able to operate more helicopters, in addition to landing craft, to transport troops from ships to land.

Fearless and Intrepid can carry four each but their flight decks are small and only two helicopters can use them to land or take off at any one time. The force wants operating spots for 24 helicopters.

The aviation support ships they would like to have resemble small aircraft carriers. "They don't need to be sophisticated. All that is necessary is a large flat top for the helicopters to land on," one officer said.

British Aerospace is working on one possible design which would involve converting a merchant vessel. The aviation support ship that their designers envisage

would have provision for 12 Sea King helicopters, operating from a 170-metre-long flight-deck with full hangar and maintenance facilities.

Officers say they would be delighted with two of these. Alternatively, they would be happy to have a larger number of smaller ships with capacity for six or four helicopters each.

Estimates of cost for updating the amphibious fleet vary. To build new assault ships and support ships to full military specifications could mean spending more than a billion pounds. Against that, officers estimate that Fearless and Intrepid could be refitted and aviation support ships built by converting existing vessels for around £600 million.

Their great concern is that the Ministry of Defence will decide it cannot afford the aviation support ships and leave them with a "half-baked force".

"If we've decided to maintain our amphibious capability we should do it properly," one officer said. "We're not asking for anything unreasonable. What we want is an effective force, properly equipped to do its job."

Soldier Magazine
19 October 1987

Bars go up in floating barracks

PORTHOLES that once overlooked the entrance to Stanley harbour in the Falkland Islands have now been replaced with bullet proof glass windows covered by steel bars. Home to countless British troops after the 1982 conflict, the former Bibby Venture coastel has now been converted into a floating prison with cells for 396 detainees.

The Bibby Venture has been chartered to the New York City Department of Correction in a deal worth £12 million and will be moored in the city's harbour on arrival later this month.

Warders will be able to watch prisoners through observation panels and new features include holding pens and electronically operated doors leading into the main prison section.



FALKLAND DAYS: British troops set out for a run from Bibby Venture. Now the coastel is a floating prison

Russians braced for icy

Falklands war drill

By Michael Evans
Defence Correspondent

The Foreign Office is preparing to welcome senior Warsaw Pact military officers when they arrive next month to observe, for the first time, a British armed forces exercise in this country, codenamed Purple Warrior, under the Stockholm agreement signed last year.

Representatives from the

Warsaw Pact countries will be among 40 observers who will spend several days in Scotland watching a Falklands-style amphibious landing which will involve 20,000 men and 39 ships including the aircraft carriers, Ark Royal and Illustrious.

The exercise will cost the Ministry of Defence more than £6 million but the Foreign Office is picking up the bill for the observers, since they will

be here under diplomatic status.

No expense is being spared. When the Russians and their allies arrive at their hotel in Stranraer, they will find a pantechnicon parked outside filled with 100 pairs of wellington boots and 100 sweaters, hats, anoraks, gloves and even binoculars.

The weather is promising to be so bad that every possible

item of clothing will be provided to keep the observers warm. The clothing and the binoculars will have to be returned.

Three coaches have also been laid on to take them to the scene of battle.

Interpreters have been hired to explain in Russian and German why the Galloway peninsula, Arran and Kintyre have been renamed Kaig. For the exercise scenario, Kaig is

an independent group of islands about 1,500 miles west of the British Isles and 400 miles south of its nearest neighbour, "Orange". Kaig and Orange come into conflict and the British task force is sent to sort them out.

The organizers of the exercise, which runs from November 4 to 21, said yesterday that it was the biggest tri-service landing since the Falklands.

Netting a Falklands profit

Sir, — The Falkland Islands' fishery regime is unique in the degree of control exercised by the Falkland Islands government to ensure that the islands gain the maximum financial benefit from both short-term and the long-term development. The short-term benefit is the licence revenue; the long-term is that revenue plus the income from an expanding direct involvement in catching and supporting operations.

Unless our government set out to exploit its own people, there seem to be no grounds for the fears expressed in John Ezard's report (October 8), and there is certainly no prospect of an "absentee landlord" type of exploitation.

Since the introduction of the regime our government, through the Falkland Islands Development Corporation and its subsidiary Stanley Fisheries Ltd, has been firmly in control

Stanmarr's objective is clear: our considerable trawling experience will be put to practical operational use in the fishery this coming year as the precursor to a Falklands-based — and Stanley Fisheries majority-owned — multi-purpose fleet capable of conducting a year-round fishery.

For such a fishery, even a minority shareholder cannot be an "absentee landlord," and we are thus making a long-term commitment to a direct involvement in the Falklands fishery.

Naturally we are seeking a return on our investment, but the terms for that are clear: it will be in the nature of the dividends to be expected by any company shareholder, with the majority shareholder, the Falklands Islands, getting the biggest share. — Yours sincerely,
Andrew How.
Marr (Falklands) Ltd,
St Andrew's Dock,
Hull.

Fishing News
16.10.87

HUGHES TO CLOSE SHETLAND PLANT

THE Hughes Group, which has recently been involved in some massive takeovers in the north-east of Scotland, announced on Monday that it is to close one of its Shetland factories with the loss of 32 jobs.

A spokesman for the company says that the factory at Ronas Voe in the north of Shetland is no longer economic. Fish prices are high and fish supplies are insufficient to keep all the existing factories in production.

Another factor in the decision to close the plant is its distance from the white fish markets at Lerwick and Scalloway. It does not make sense, says the company, to transport fish 40 miles by road for filleting only to take them back again for export.

When the Hughes Group arrived in Shetland a year ago it took over three factories. The one at Lerwick closed earlier this year and the company is now concentrating its activities on the one remaining factory, Iceatlantic, at Scalloway, which in addition to white fishing pro-

cessing is also involved in bulk freezing pelagic and white fish offal. The labour force there has been built up to 140.

Hughes announced last week that it had further strengthened its Scottish-based ice production interests with the acquisition of the Broch Ice Co. Ltd.

Broch and its wholly-owned subsidiary, Polar Ice (Tru Cube) Ltd., operate from premises in Fraserburgh and Paisley, respectively.

The acquisition comes only days after Hughes announced the takeover of the Peterhead-based fish company, C. Anderson Ltd. It will expand the geographical base of that part of Hughes's ice production activity.

It is the intention of Hughes to integrate the activities of Broch with those of the Peterhead Ice Co., which it acquired in August 1987.

Fishing News International
October 1987

Fish firm sells out

THE HULL, England, based Hughes Food Group PLC has taken over the Peterhead, Scotland, fish processing company C. Anderson in a £4 million deal.

John Hughes, chairman of Hughes, has blazed a trail of takeovers in the UK fishing industry to build up the fishing interests held by the company. Anderson extends the Hughes Food Group's extensive fish processing operations and turns Hughes into one of the largest processors of fresh and frozen fish in the country.

Anderson operates premises on the fish quay at Peterhead in Scotland.

Call for Argentina to accept 'IMF measures'

From Jeremy Morgan
in Buenos Aires

President Raul Alfonsin has asked Argentina's nationalist opposition to back his economic rush programme, even though many of the measures bear the stamp of the International Monetary Fund.

The call for a global agreement in a televised speech was addressed to all sectors of society but was seen as an overture to the opposition Peronists and their allies in the labour unions.

Argentina's right-wing labour leaders frequently launch virulent attacks against the government for imposing poverty at home at the behest of "foreign usury" led by the IMF.

Peronist politicians often echoed those complaints and campaigned for a moratorium on debt interest payments dur-

ing Argentina's mid-term elections last month.

Initial reaction to the package from the Peronists, who defeated the ruling Radical party at the elections, has so far been cautious. The unions called off a threatened national strike but barely gave the government a breathing space: the strike plan will be discussed again next week.

President Alfonsin used his speech to fire yet another salvo at high interest costs on the \$52 billion debt.

"Normal" interest rates would be half the level in force today, he claimed, and the industrial nations should cover the rest because they were responsible for high interest costs.

President Alfonsin warned Argentina would plunge into "internal conflicts" if it broke off negotiations.

Alfonsin calls for cut in debt interest

By Tim Coons in Buenos Aires

PRESIDENT RAUL Alfonsin has reiterated his call for a reduction in interest rates payable on Argentina's foreign debt "to at least half their present values."

The loss that this would imply to the banks, he said, should be considered a "contribution by the industrialised economies which are responsible for the present disequilibrium in interest rates."

Speaking on national television on Wednesday night, President Alfonsin reiterated that there would be no unilateral action by Argentina on the foreign debt issue.

He said the problem of the foreign debt, the fall in commodity prices and the battle over income distribution had created an "inflationary bomb in the midst of Argentine society."

A political pact with the opposition parties, the trade unions and industrial leaders was "absolutely indispensable" to prevent a subsequent renewal of inflation, he said.

The General Confederation of Workers (CGT) announced yesterday the strike planned for today had been called off.

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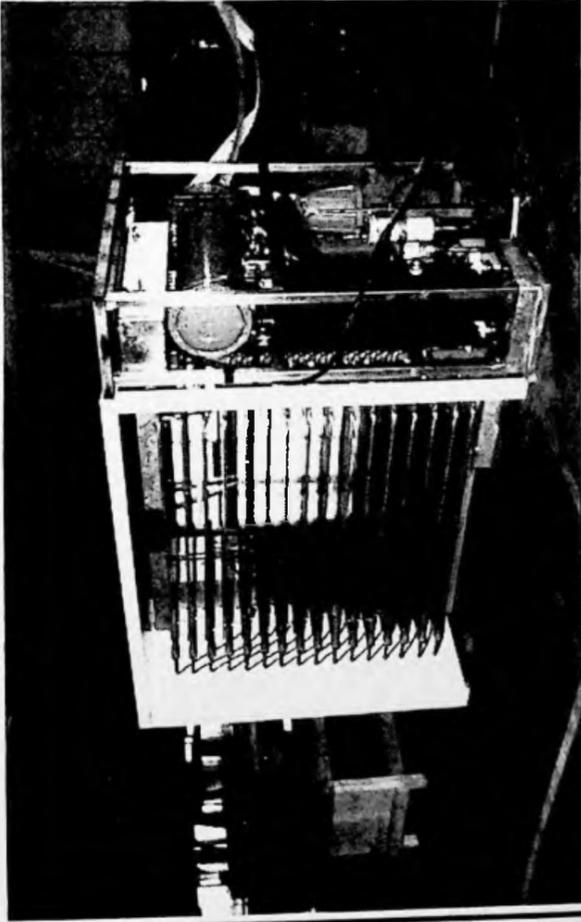
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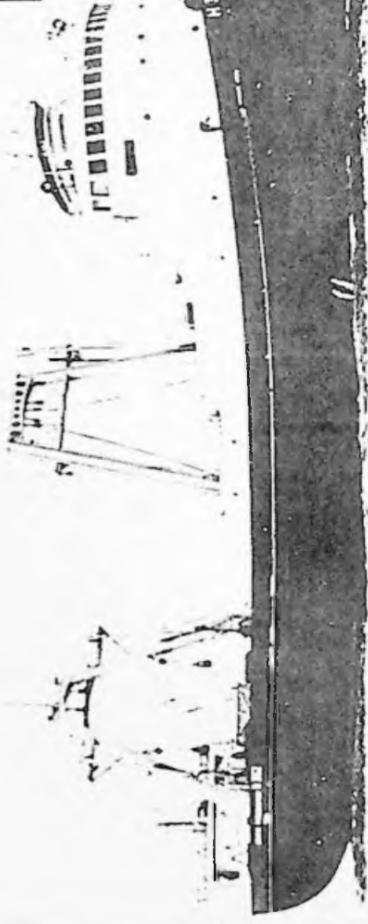
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FALKLANDS DEEPSEA FISHING

Formerly working as Arctic Freebooter, the 1,500 ton freezer trawler (left) was renamed Lord Shackleton at a recent ceremony.



THE potential wealth of the fish resources within 150 miles of the Falkland Islands is fuelling increasing British fishing and fish processing investments in the South Atlantic.

There has been an enormous explosion of interest in fisheries related projects since the conservation and management zone was established towards the end of last year, reports the Falkland Islands Development Corporation (FIDC).

With no expertise in either fishing or most fishing related activities, the Falkland Islands Government (FIG) has

Report and pictures by TOM WRAY

fishing industry and directly providing jobs for UK fishermen.

Speaking after last week's ceremony, Tom Boyd — a director of SWB Fishing Ltd., the joint venture between Stanley Fisheries Ltd. and Hull-based Witte Boyd Holdings Ltd., said: "We've had 10 very black years during the settling of the Common Fisheries Policy and the last four years have been absolutely desperate."

"We as a company have been determined to keep not only Hull's industry alive but also to provide jobs for our Hull men. I'm only grateful that my father lived long enough to see the turnaround."

He said that Boyd Line has an excellent record within the industry for pioneering work and that he looks forward to the challenge that Lord Shackleton will face as the first of what he hopes will be an expanding number of Falkland Island vessels.

"For SWB Fishing, this is our first vessel," stressed Mr. Boyd. "We are at the moment working on another project which we hope to announce within the next few months."

Why has it taken so long for the UK to generate a fishing interest in the South Atlantic? The UK's lack of interest until recently has surprised some people. They point out that the British distant-water fishing fleet was excluded from many of its traditional grounds by the declaration of Exclusive Economic Zones around Iceland, Norway and the USSR and could have switched to the South Atlantic.

In explanation, Mr. Boyd said that his company has long had an interest in the South Atlantic and was enormously frustrated that it could not bank on a presence there because the protection and the sustaining of the fishery has been so uncertain. It was not until the declaration of the Falkland Islands Fisheries Interim Conservation and Management Zone in October 1986 that it could start to put something together.

"We look forward to representing the growth and

New ships for fleet expansion

The Hull firm of naval architects, Shiptech Ltd., that it is working on the conversion of two freezer trawlers for operation by British companies in the Falklands — one of them Junella.

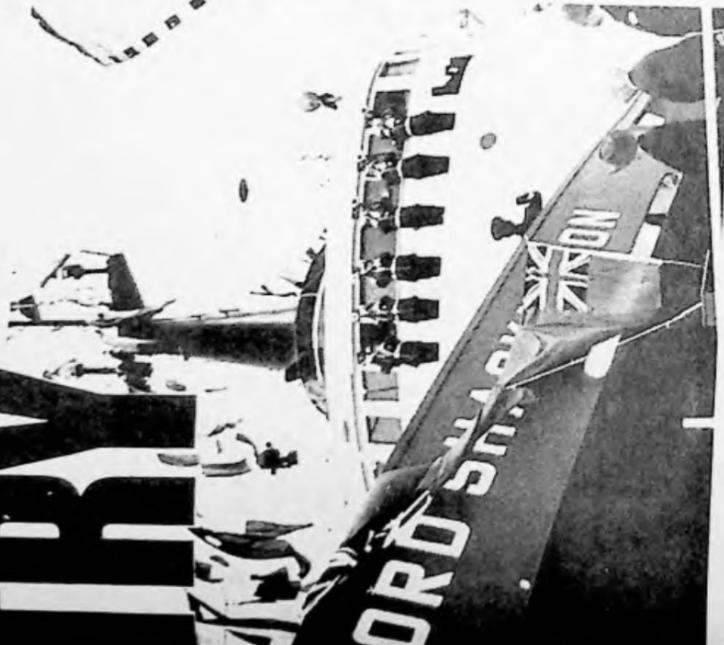
There are some large secondhand stern trawlers available in Europe suitable for conversion for fishing in the Falklands. But the supply is limited and any major expansion of the fleet would have to be based on the introduction of new ships.

Mr. Boyd said it is not possible to say whether or not the ships would be thing with building ships is that you have to build



them where you can get the best credit terms," he said. "I would dearly like to build something in the UK, but unless UK yards and banks can offer internationally competitive credit terms, the orders won't come here."

PRETOR



development of the fishing industry in the Falkland Islands," he said. "This is absolutely vital if they are to achieve a position of credibility in negotiations to secure fish resources for themselves."

Dramatic

The effect of the new conservation and management scheme around the Falklands is claimed to have been dramatic. In the spring and early summer of 1986 there were reported to have been 400 vessels from many different nations fishing in the area totally unrestricted. In the spring and summer of this year the number of vessels had dropped to 200.

According to SWB Fishing, the Falklands fishery could not have sustained 600 vessels fishing on an unrestricted basis, for this effort would have totally depleted the fishery resources.

Boyd Line started the new joint venture company with Witte UK, a subsidiary of the big Swedish food company Abba A/B. Tom Boyd has known his co-director in SWB Fishing, Alan Johnson, for many years previously as a competitor and later as managing director of the Hull-based fish trading company Witte UK.

"Alan's company is very skilful in fish trading and they also produce fish in

many parts of the world," said Mr. Boyd. "They had in the previous year taken in excess of 40,000 tons of product from the Falklands, so they knew what was being caught and what they were dealing with. They felt that we had some idea of how to run ships, so between us the expertise needed to develop this fisheries project is there."

According to Mr. Boyd it is easier to get crews out to the Falklands than it is to New Zealand, where Boyd Line Management Services has been supplying men to crew two large freezer trawlers it sold to that country a few years ago.

"We've been crewing ships in New Zealand since 1983 and we haven't had a single hiccup," he claimed. "Not one man has failed to arrive, or disgrace himself, and the ships have run backwards and forwards like clockwork."

SWB Fishing is clearly hoping to repeat that success in the South Atlantic, but the company is under no illusions about the challenges it will face in operating trawlers in such a remote area. A minor technical problem that can be solved in 30 minutes in the UK can become a major problem in the Falklands where the right spares, equipment and expertise may not necessarily be available when needed.

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FISHING NEWS



Left: Some of the new Sperry navigation equipment on board the vessel. Above: The radome of Lord Shackleton's new Marconi International Marine Oceanray 1 satellite communications system.

First Falklands refits in Hull

THE 1,500-ton freezer trawler *Lord Shackleton* features some of the most advanced navigation, communications and fish-finding equipment in the business, as well as a factory deck that will make her one of the most flexible vessels fishing the South Atlantic.

Built by the Goole Shipbuilding and Repairing Co. Ltd, she was once one of Boyd's most successful fishing vessels, with an excellent record for efficiency and reliability.

The 2,300hp Mirreless-powered trawler has for the last couple of years been on charter to the Ministry of Defence as a sea support vessel.

She was in effect made redundant from the fishing industry, explained Len Riley, managing director of Shiptech, the Hull firm of naval architects that supervised her switch from MoD use to fishing, this time for duty in the more demanding waters of the South Atlantic.

Shiptech started on redesign work to convert her into a modern trawler capable of processing and freezing a variety of squid and fin fish species found in Falkland waters. The total cost of the conversion will be around £550,000.

One of the biggest problems in designing a factory for a vessel fishing the Falklands is the large variation in type and quantity of fish caught there. The catch rates that

people have reported are huge at certain times of the year, and because the seasonal species vary so greatly the processing requirements are very complex.

Flexibility seems to be the name of the game, and vessels have probably got to be able to block freeze, fillet and freeze in horizontal plate freezers, as well as being able to process and pack squid in the forms the markets require.

SWB Fishing has decided not to install filleting machinery at this stage. Fish will be headed and gutted on three Japanese-made Nichiro machines. These "robot" machines work very well on the Japanese factory trawlers currently fishing in the South Atlantic.

Gleaming

SWB director Alan Johnson told *Fishing News* it was planned to fit Baader machinery to *Lord Shackleton* but the equipment required could not be supplied on time. "We have long known and appreciated

Baader equipment in UK plants and on UK vessels but regrettably the heading machinery we wanted could not be delivered until March 1988," he said.

Gleaming stainless steel and high quality nylon will be well in evidence on the factory deck of the trawler, where high hygiene standards are a must. The entire fish handling system, including all the conveyors and elevators, is being supplied by Kronborg-Dantech of Denmark.

Kronborg, which is probably best known in the UK as processor for its Juland gutting press for stainless steel fish and shrimp handling and processing systems to trawlers fishing in the northern hemisphere. Equipment made by this company includes fish gutting machines, grading machines, shrimp cookers/coolers, conveyors of all types, freezing tunnels and vertical plate freezers.

According to Jørgen Joensen, president of Dan-tech (Danish Technology Centre Aps), it was only nat-

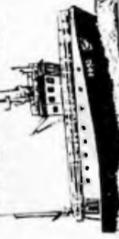
ural that Kronborg should turn its attention to manufacturing fish handling systems for squid and fin fish in the Falklands. He said the company has many years experience in the fishing industry and has supplied machinery and complete systems for the fishing vessels of many different countries.

Ruscador of Hull is the prime contractor for all the stripping out and re-installation work on *Lord Shackleton*, which has already been equipped with five new APV Jackstone horizontal plate freezers by another local firm, Marine and Industrial Refrivation. The horizontal freezers complement two Jackstone vertical plate freezers to provide the trawler with a flexible freezing capability totalling about 45 tons a day.

Each of the new 10-station APV Jackstone horizontal plate freezers installed by MIR has a nominal freezing capacity of eight tons a day. The new freezers are installed on the port forward side of

Turn to page 14.

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Let's all pull together, says Alfonsin

By Cristina Bonasegna
in Buenos Aires

PRESIDENT Alfonsin of Argentina called for a political pact among all sectors of society to make the country governable during his two remaining years in office.

His plea came hours after he launched sweeping measures to curb inflation and reduce a rapidly growing deficit.

In a 33-minute televised address on Wednesday night, he restated that Argentina would continue negotiations with foreign creditors.

But he said that any long-term economic solutions depended on more than halving the interest rates on the country's £34,000 million debt.

Pay controls

His economic measures include a price freeze coupled with 15-19 per cent rates rises. The minimum wage is to be raised by 75 per cent to about £66 a month, with a 12 per cent limit for everyone else. Inflation has been running at about 12 per cent a month.

A new "commercial" exchange rate was fixed at 3.50 Australs to the US dollar, which implies a fresh 11.82 per cent devaluation on top of last week's 13 per cent.

Left-wing politicians rejected the plan as one that had been "dictated by the International Monetary Fund". People in the street seemed sceptical of the results.

Freeze on Argentina's uncontrolled economy

From Jeremy Morgan
in Buenos Aires

President Raul Alfonsin yesterday ordered a new prices and wage freeze and eased state financial controls in a bid to regain control of Argentina's unruly economy.

The overriding purpose of a package of economic measures announced in the early hours of the morning, after days of open disagreement within the government, was to hold down a renewed surge in price rises, which have run at a monthly rate of at least 12 per cent since the middle of the year.

The government froze prices of most products but only after

it had raised the price of petrol by 18 per cent and public sector tariffs by an average 15 per cent. Wages were also raised by 12 per cent and then frozen.

The government which has been accused of imposing most of the burden of its previous austerity policies on the poor, introduced other measures intended to protect the less well-off. The minimum legal wage was increased by about 75 per cent.

President Alfonsin's attempt to curb inflation was seen also as a bid to return to the basic principles of Plan Austral. This had some success before it began unravelling at the seams.

Argentina froze wages and most prices, devalued its currency and appealed for cooperation from private business to battle the nation's chronic economic problems.

(Story on Page 2)

Alfonsin unveils economic package

By Tim Coone in Buenos Aires

ARGENTINA yesterday announced a wide-ranging economic package involving a freeze on wages and prices, a limited privatisation programme, an end to regulated bank interest rates and the introduction of a two-tier foreign exchange rate system.

The economic package, unveiled by President Raul Alfonsin, is designed partly to halt accelerating inflation by reducing by about \$2.2bn (£1.3bn) the country's fiscal deficit on central government and central bank operations. It is the President's third attempt at stabilising the economy since he launched the Austral plan in 1985.

The measures also include a 15 per cent increase in tariffs on public sector services, the re-introduction of "forced saving" under which large companies must place assessed amounts on deposit with the banking system, and increases in income, import and property taxes.

The fiscal effect of the measure will be to reduce by 3.2 percentage points the deficit as a proportion of annual gross domestic product.

Unlike the Austral plan, major changes are being introduced in the financial system, by ending regulated interest rates, and by legalising unofficial market foreign exchange operations.

In future banks will compete freely for deposits by setting their own interest rates and foreign exchange transactions will be allowed between individuals, banks and companies without any limitation or intervention by the monetary authorities "at prices freely contracted" between the parties.

A "commercial" exchange rate replaces the former "official" rate, and has been set initially at Australs 3.50 to the US dollar, representing a further 11.8 per cent devaluation.

Last week the Austral was devalued by 13 per cent.

The parallel market rate, in effect an unofficial floating rate, has been legalised and termed the "financial" market rate. It will be used "for the full range of feasible (financial) operations without limitations on the amount."

The country's flagging trade surplus is to be stimulated through greater incentives to oil exploration, industrial promotion schemes and increased availability of export credits and the extension of a duty-free temporary import scheme to a wider range of products.

The telecommunications sector is to be opened up to private sector participation and the foreign debt capitalisation scheme is to be made more attractive by reducing the 50-50 ratio requirement of new funds for each dollar of debt converted to equity, to a lower 30-70 ratio.

An across-the-board wages increase of 12 per cent has been authorised prior to the freeze, alongside a 75 per cent increase in the minimum wage, to head off a general strike threatened for this Friday by the powerful General Confederation of Workers (CGT).

Argentina Unveils Measures To Save Troubled Economy

A WALL STREET JOURNAL News Roundup

BUENOS AIRES—Argentina, acting before many citizens awoke yesterday morning, froze wages and most prices and sought cooperation from private enterprise in its battle against economic stagnation and chronic inflation.

The measures were announced in the early morning on the last day of a two-day bank holiday that had been ordered by the central bank to dampen currency speculation in advance of the plan. President Raul Alfonsin was expected to speak to the nation in the evening to seek support.

The government package adopted a two-tiered foreign-exchange market and imposed the second devaluation of the austral in less than a week for import-export operations.

Second Devaluation in a Week

By fixing the international commercial rate at 3.50 australs to the dollar, the government cut the currency's value by 11.82% from its previous level in addition to Friday's devaluation of 12.96%. It said the local exchange rate would float freely, but did not give details.

The banks also are going to be allowed to let float, presumably at a lower rate, the high monthly interest rates charged borrowers. Those rates have averaged about 18% a month this year and have greatly restricted local investment.

"Today we have no choice but to change course," said a government statement.

It said Argentina, burdened by a foreign debt of \$54 billion, was adopting a growth model based on "genuine investment and the mobilization of the wealth of society" as opposed to what it called the fiscal subsidies and monetary privileges of the past.

The measures marked a step toward freer, more competitive local markets with more incentive for investment by private enterprise in such areas as oil production and telecommunications—previously exclusive state domains.

Raising Crude-Oil Price

The government said it would bring the price the state oil company pays private companies for crude up to the level being paid on the international market. It said it had been paying only 55% of the international price.

Before freezing wages and prices for an undetermined period of time, the government raised the minimum wage by 75%, increased private wages generally by 12% and boosted public sector wages by 21%. The government also increased public

utility rates, transport fares and the price of gasoline 12% to 16%.

Exceptions to the price freeze would include cigarettes, books, guns, rice, coffee, fruits, wines and liquor because of supply problems.

Spurred by Defeat

Mr. Alfonsin's government, challenged by rebounding inflation, has been preparing the package since defeats in a mid-term poll on Sept. 6 at the hands of the labor-based opposition Peronist Party.

Prices have risen 101.6% in the first nine months of this year, and many analysts expect the trade surplus to fall to \$900 million or less this year from \$2.1 billion last year.

On Tuesday Mr. Alfonsin met labor leader Saul Ubaldini and Antonio Cafiero, the Peronist who led his party to victory in the recent polls mainly on criticism of Mr. Alfonsin's economic record. Presidential press spokesman Jose Ignacio Lopez said Mr. Alfonsin was pleased by the outcome of the two sessions.

Derailed Strike Plans

Labor sources said the big increase in the minimum wage had derailed an effort by labor movement hardliners to lead workers into a general strike against the economic plan within a week.

Mr. Cafiero said the Peronists would back the anti-inflation bid as long as it did not "harm the poorer sectors of society, the small and medium-sized industries and provincial finances."

Argentina for decades has struggled to control inflation. Shortly after Mr. Alfonsin took office in 1983 after almost eight years of military rule, inflation surged to an annual rate of more than 1,200%.

Swings in Inflation

In June 1985, his government issued a bold anti-inflation plan, which cut the inflation rate to about 50% in the 12 months to June 1986. Since early 1987 it has risen again.

At the root of inflation is the nation's budget deficit, the government said, noting that this year government spending had risen and tax revenue fallen, causing the deficit to grow.

It said it would propose that an extraordinary session of Congress approve new tax laws, including a forced-savings tax scheme and a property tax, aimed at improving state revenues.

Argentina also would raise import taxes from the current 10% to 15% through to December 1988, it said.

Task Force takes the press to task

THE CBI's investigation of City short-termism (see below) has failed to find anything as exciting as the allegations made at last year's conference which spawned the whole thing in the first place, so it has had a good go at the press instead.

Newspapers are truly wonderful as conduits for comment and advertisements but "these channels are open to the abuse and misuse of information."

In the pompous prose specially reserved for reports like this, it concludes: "The Task Force believes that the extent to which share prices can be manipulated by such press comment and the scope for profit by those initiating (baseless) rumours, requires more detailed attention and investigation both by the regulatory authorities and by the Press Council."

This is the sort of paragraph that allows authors to let off steam in late drafts of such reports and which should sensibly be excised by cooler heads before they go to press.

It reflects little credit on the members comprising the Task Force, a collection of no fewer than 30 heavyweights commanding corporate firepower to rival that sent to the Falklands.

The thought of how they ever agreed on anything, even with a less than complete turn-out to meetings, boggles the mind. But a moment's thought might have told them that making money from rumours that have no foundation is not as easy as they imagine.

You need to take your position, start the rumour and persuade others to deal the way you want on the back of it with sufficient enthusiasm to take you out at a profit.

Meanwhile, you hope that nobody is starting a rumour with a view to pushing the price the other way.

The truth is that rumours, wild, fanciful or accurate, are an essential part of any marketplace. They do move prices and it would not help newspaper readers one jot to suppress them merely because they cannot instantly be turned into hard fact.

ONE WAY of turning them into fact is to check them. On Tuesday we asked Lord Young in his office whether the City's pleas for more time to comply with Section 62 of the Financial Services Act would be heeded, as rumour had it.

His reply was unequivocal; there would be no delay in implementation of such an important part of the legislation. Two reporters were left in no doubt about the question or its answer and the story appeared in yesterday's paper.

The story was wrong. Lord Young had, after all, bowed to the City's lobbying and the section will be put off for an extra six months. Today he flies off to China; let us hope he does not get his wires crossed there.

Falklands alert

Port Stanley (Reuter) — A crippled Argentine trawler drifted into the Falklands fishery zone, triggering an alert among British forces on the disputed South Atlantic territory, a military spokesman said.

Trawler trespasses

Port Stanley (Reuter) — A crippled Argentine trawler drifted into the 150-mile Falklands fishery zone, triggering an alert among British forces on the disputed South Atlantic territory, a military spokesman said yesterday.

A Royal Air Force C-130 Hercules aircraft shadowed the trawler, which was spotted in the zone last Wednesday by a civilian-manned Dornier patrol aircraft.

The captain's explanation that his engines had broken down had been accepted. It is thought to be the first time that a fishing vessel has strayed.

Leading the way to a clearer role for the Commonwealth

IF THE Commonwealth did not exist it would almost certainly not prove necessary to invent it. No other former empire has attempted to retain such a formal old lags' association. On the other hand it is a compliment to this country that, with the exception of the Republic of Ireland, South Africa and Pakistan, no member of the Commonwealth has seen fit to resign from the club, however bitter the circumstances under which it reached independence. If, at Vancouver this week, Fiji is expelled or is deemed to have resigned as a result of the coup and the somewhat hesitant declaration of a republic, it will be a cause of some regret to the indigenous islanders and even to their military rulers, as well as to the Fijian Indians.

There is a tendency in this country to decry the Commonwealth. Strangely, this criticism does not usually come from the left, who might perhaps be forgiven for detecting a whiff of neo-colonialism or a tendency towards an unhealthy nostalgia about the whole exercise. The criticism comes more often from the right. Yesterday's *Sunday Telegraph* dismissed the Commonwealth Conference, which begins tomorrow, as "an exercise in fatuity, hypocrisy and escapism", and insisted that the Commonwealth has no influence on world affairs. Last year, the dispute over South African sanctions produced unprecedentedly sustained and angry attacks upon the Commonwealth from many British politicians and publications. Headlines included "Who the hell needs the Commonwealth?" and "The end of the Commonwealth? No such luck." There are two obvious reasons for this disenchantment.

The first is simply a matter of the passage of time. After the Second World War the rapid end of empire was made rather more palatable for many conservatives in this country by the seamless transition to Commonwealth. At the same time, for those on the left, the Commonwealth was supposed to be a noble and progressive substitute for empire. Democracy and mutual aid would replace what was perceived to be dictatorship and exploitation. Decolonisation is no longer relevant to the British political experience. There are only a relative few who yearn seriously for the days when much of the world was coloured red on the maps — and, equally, there are no causes left for what was once called the Movement for Colonial Freedom to anguish over.

There is a second powerful reason for the disenchantment felt in this country about the Commonwealth. Many people feel that the United Kingdom (which foots most of the bills) is constantly in the dock at Commonwealth conferences. This country is held to account by member nations whose own political credentials are themselves, on occasion, more than suspect. Corrupt and inefficient military dictatorships and dubious one-party states, often with deeply unattractive methods of dealing with their own racial minorities, lecture the United Kingdom on its attitude to South Africa, its treatment of its black and Asian minorities and even about its "colonial war" in Northern Ireland. It is largely the accident of the timing of the second coup in Fiji which will divert attention from Britain's attitude to South African sanctions at this week's discussions.

But it should be recognised that there has

been, in recent months, a conscious if grudging acceptance by some members of the new Commonwealth that Mrs Thatcher's Britain was pushed imprudently hard last year. Constitutional theory has it that any member, including this country, is free to resign from the Commonwealth or could be expelled and that the club would continue to function. Diplomatic and political realities are, however, such that a British withdrawal, followed quite possibly by that of some other, older members, would spell the end of the Commonwealth as a plausible body. It is hard to see how an association of nations which are bound together only by their colonial heritage could survive the departure of the power which brought them together.

It is important to appreciate that much of the anti-British rhetoric of the new Commonwealth is just that: rhetoric. Few Commonwealth leaders (whether educated at Oxbridge, the London School of Economics or Sandhurst) want to jeopardise their cultural identification with this country or cut themselves off from garden parties at Buckingham Palace and the pleasing ceremonial of Commonwealth conferences. Many of them have more in common with the political and intellectual elites of this country than they have with the masses in their own nations. Dennis Austin, Emeritus Professor of Government at Manchester University and a leading expert on the Commonwealth, has argued that it is largely in Britain that the genuine anguish over the purpose and the future of the Commonwealth takes place. Elsewhere, particularly among the smaller nations, it is accepted that membership gives a place on a bigger international stage and may even offer a shield in times of need. Professor Austin argues, furthermore, that Britain has failed to make use of the Commonwealth as France has done with the countries which once made up its empire.

He is right — and it is a pity that it is so. The Commonwealth does not fit easily into any conventional pattern of international power relationships and it can never be a substitute for our relationships with Europe or the United States. But relations between this country and the rest of the Commonwealth could become more active and coherent, to common advantage. Already some 75 per cent of British bilateral aid is given to Commonwealth countries and, because Britain is in the European Community, Commonwealth countries have benefitted from the Lomé agreement. This country has a substantial trade surplus with Commonwealth countries and access to markets containing a quarter of the world's population.

In the recent past we enjoyed widespread Commonwealth support at the United Nations and elsewhere when discharging our commitment to the Falklands. A more disciplined Commonwealth might advantageously have mounted its own mission to Granada to free the people from a particularly brutal Marxist dictatorship. It might now define in advance the circumstances under which military coups or one-party dictatorships will be deemed incompatible with Commonwealth membership or render the participants liable to military intervention. Britain should take a more active lead in the Commonwealth and, in so doing, help to clarify the organisation's purpose.

Can the party afford to wait for Carrington?

IN THE opinion of some professionals in the Conservative party, the right successor to Norman Tebbit as the party chairman would be Lord Carrington, whose stint as Secretary-General of Nato ends next year. They think he would fulfil the sort of role Lord Thorneycroft played successfully when he was chairman in 1975-81.

An admirable choice, but I seriously doubt if it is practical politics. Lord Carrington is due to leave Nato next June, which may be longer than Mr Tebbit or the party wants to wait. He will be 69 in the same month. More seriously, Carrington, in my view, turned his back on domestic politics after his resignation from the Foreign Office at the time of the Falklands—and not without reason, having been charged by some sections of the press with heading a gang of traitors at the Foreign Office.

★ ★ ★

Walton's choral masterpiece lost in Argentina

THE priceless manuscript of one of Britain's great choral masterpieces has been lost by the British Council — and a reward is being offered to any Argentine who helps find it.

Sir William Walton's handwritten score of *Belshazzar's Feast* was last seen in 1950 when his publisher sent it to the British Council, which was trying to arrange a performance in South America. The council says it passed on the score to its Argentine office. But its former representative there has "no memory" of it.

The relevant correspondence has long been destroyed and the council lost its foothold in Argentina during the Falklands conflict. Recent searches by diplomats, musicologists and the composer's Argentine-born widow have

yielded no trace of the score, which is of inestimable value — not only to musicians.

Twentieth-century musical manuscripts have become hot sellers in the auction rooms, with a record £330,000 paid five years ago at Sotheby's for one of Igor Stravinsky's drafts for *The Rite of Spring*. If it came up for sale, Walton's only copy of *Belshazzar's Feast*, probably the most popular choral work of the mid-century, would fetch a respectable six-figure sum.

The missing score belongs lawfully to Lady Walton, who blames her late husband's publisher for its disappearance. "Oxford University Press had an obligation to copy the score and return the original to William — not just lend it out," she said.

by Norman Lebrecht



OUP is now issuing an international appeal for help in locating the document, and is offering a reward of £1,000 "for any information leading to its recovery".

A biblical oratorio with texts arranged by Osbert Sitwell, *Belshazzar's Feast* was initially commissioned by the

BBC but grew too large for its resources. It was eventually picked up for the 1931 Leeds Festival by Sir Thomas Beecham, who told the young composer: "My dear boy, you do seem to have packed everything in — why not throw in a brass band as well?" Walton promptly added two brass

bands. When Sir Malcolm Sargent conducted the premiere, he had to face a rebellion of choristers who claimed the work was unsingable.

"We sent the original to the British Council, because we expected Sargent to conduct it in South America. The composer's score still had his markings on it," explained Andrew Potter, head of OUP's music department.

But Sargent did not include *Belshazzar* in his South American programmes. The last trace of the score is a letter from the British Council dated June 1 1950 acknowledging its arrival and promising to send it to South America. Thirty-seven years on, an investigation has finally begun into its disappearance.

"I have just received 67

Press Cuttings

from Broad Street Associates SUNDAY TIMES ①

11 OCT 1987

crates of documents from Argentina," exclaimed Victorie Martineau, the council's archivist. "There may be clues in the paperwork."

There are suspicions, however, that some sheets in Walton's hand found their way mysteriously back to Oxford in the early 1950s, when they were mislaid again. Preparing the score for engraving, Walton's copyist Roy Douglas saw — "to my horror" — two sections of the composer's own score in a lending copy at OUP. "I told them about it but don't know what was done."

Lady Walton, who arrived in London yesterday from her Italian home to discuss publication of her biography of Walton, said: "Things like this don't get lost. I'm convinced it has been stolen."

Gibraltar battle begins

By Tim Brown in Gibraltar

MR JOE BOSSANO, Gibraltar's Socialist opposition leader, yesterday presented his party's motion calling on the House of Assembly to reject the Anglo-Spanish agreement on joint use of the Rock's airport.

He also placed the weight of the trade union movement, which he controls, behind the battle to scupper the accord.

The private sector of the transport union said it would take industrial action against any company assisting in the implementation of the deal.

Mr Bossano's motion calls on the House to "reiterate the view that the international use of Gibraltar's airfield should be on the basis that no special privileges are accorded to Spanish airlines, passengers with a Spanish destination or Spanish aviation authorities."

The Anglo-Spanish agreement, reached last week, gives

Gibraltar the right of veto. But the price of using it would be exclusion from the EEC list of airports to benefit from a proposed cheap air-fares package.

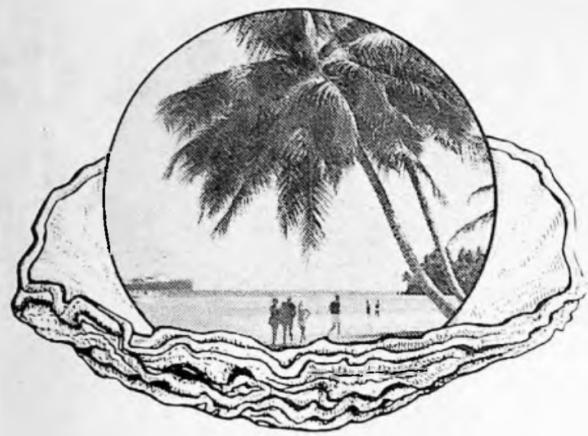
Sir Joshua Hassan, chief minister, who is to quit politics after 42 years, yesterday urged a vote against the motion on the grounds that rejection of the deal was premature and at this stage unnecessary.

Sir Joshua will remain on the Assembly until elections early next year. His Association for the Advancement of Civil Rights has an eight-seven majority.

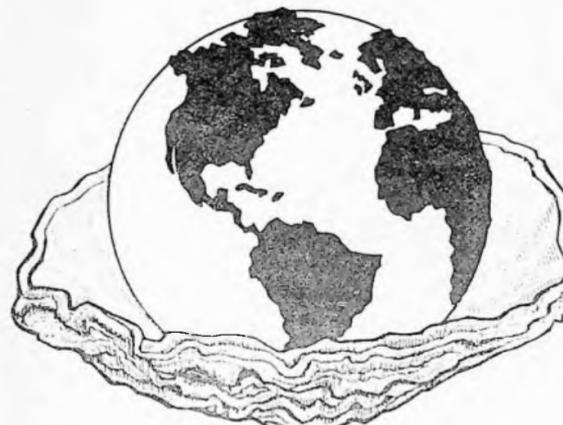
However, Mr Bossano, favourite to win the elections, is confident the deal will be rejected at next week's session.

Meanwhile, Mr Joe Pitaluga, Sir Joshua's right-hand man, said yesterday that he was launching a third political party in an attempt to stop Mr Bossano winning power.

really is your oyster now!



From hidden paradises in the tropics ...



... all around the globe ...



... to the unknown Orient ...



... and across the deserts of Arabia

WHEN Amundsen and Scott struggled to the South Pole, they didn't see it as a fun destination. And no doubt when Henry Hudson perished in search of the North-West Passage, he didn't see himself as pioneering a tourist route.

Livingstone leading his slow-moving train of porters thought he was taking Christianity to the natives of Central and East Africa, not making the first tentative steps along a road which replaced slavers with tour operators.

New Guinea, the Amazon, the Great Australian Desert, the remotest corners of Mongolia — they were once (not very long ago) reached only by the most intrepid of explorers. Now the world is your oyster. All these faraway places, and many more, are listed in brochures which you can pick up at your High Street travel agent.

Around The World In Eighty Days seemed like a fanciful idea when Jules Verne wrote his novel: now Kuoni will whisk you around it by Concorde in 20 days, making leisurely stopovers in such out-of-the-way places as Tahiti, Fiji, Kuala Lumpur, Rio and Lima.

There are tourists who want to see the incredible Inca city of Machu Picchu in the Andes on the same outing as Rio's Sugar Loaf, Waikiki Beach, the deserts of Abu Dhabi and the jungles of Malaysia. All for £13,405.

And there are others who want to do things the tough way, such as trucking from London to Zimbabwe via Timbuktu. It will take you 26 weeks and costs about £2,300 with Exodus Expeditions.

Only two lifetimes ago, in 1826, Timbuktu had never even been seen by a white man, and the Royal Geographical Society of Paris was offering 10,000 francs to the first to get there (and return alive). A Scot called Gordon Laing achieved the first part, but not the second, and a Frenchman, Rene Caille, won the prize. Today, the scruffy town of legend is one of many stops on the adventure trails which criss-cross Asia, Africa and South America.

by WILLY NEWLANDS



TRAVEL CORRESPONDENT OF THE YEAR

The world has opened up in two very distinct ways. The glamour destinations — Bali, Rajasthan, Yucatan, Xian — find themselves playing host to upmarket tourists who soon encourage luxury hotels, airports and all the network of services that their way of life demands.

Timbuktu, Isfahan, Peshawar or Chan Chan may have just as much to offer, but they remain off the beaten tourist track. If you want to see real life without any four-star comforts, these are for you. They are accessible, but bring your own sleeping bag and tummy-bug tablets.

Do you fancy being face-to-face with New Guinea tribesmen, described in the guidebook as 'Stone Age people', or tickling a sea lion under the chin on a South Australian beach? Hand over your credit card and it's yours.

Do you want to meet the dancing girls in the temples of Bali, ride a camel on safari through the African desert, take the train from London to Hong Kong just sign the cheque and here are the tickets.

Some people do it on impulse. Raymond Perelman, of Slough, Berkshire, found himself with some money after he and a partner had sold up their computer agency. He went to a London travel agent, intending to buy a month in the sun somewhere.

'I was standing at the counter and it suddenly struck me that most of the things we were discussing were really rather boring — and the Amazon seemed exciting,' he said.

'As it turned out, I went on a three-week trip which was probably the most stimulating thing I have done in my entire 33 years. It was much more than a holiday. The journey was memorable — and I didn't get much of a tan, in the end. I was too busy helping a scientist

on board to catch specimens of rare fish!'

Any tour operator who can devise an adventure which doesn't involve any hardship has a best seller. The Central Kingdom Express, which takes 42 days on the rails from London to Hong Kong, runs twice a month in summer and is eagerly booked up, according to Voyages Jules Verne, the London-based operator.

Taking in Moscow, Irkutsk, Ulan Bator, Peking, Xian, Nanking, Shanghai and Canton at leisure — staying in hotels and making local tours — the trip costs £2,995, including return air fare from Hong Kong. Only a few years ago, a trip like that would have been worth a book — now it is part of the packaged world.

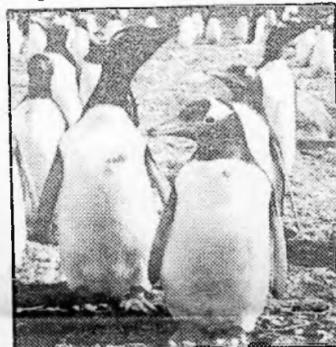
The North Pole, South Pole and North-West Passage are in the brochures of Society Expeditions, an American company whose agents in Britain are Twickers World. They can also get you to Robinson Crusoe's island of Juan Fernandez, in the wildest wastes of the South Pacific. Antarctic cruises start around £4,000.

The more adventurous holidays involve being interested in something, whether it is the native customs of New Guinea or the mountain flowers of New Zealand. But there is also a wide choice for the sun-worshippers who want to move on from their beach on the Costas to something more exotic.

Faraway beaches in the Seychelles, Mauritius, Maldives, The Gambia, Malindi or Grand Cayman are now part of the basic stock-in-trade of every travel agent. Business is brisk enough for special charters to fly from Britain to remote atolls in the Indian Ocean and long-neglected islands in the Caribbean.

Graham Lodge, a West Midlands travel agent, said: 'You can't tell any more who is going to buy an expensive more who is going to buy a quiet little old lady, long-haul holiday. A quiet little old lady, who looks as if she might want a discount bus ticket, will book a fortnight's cruise on the Canberra, or QE2 and pay cash.'

'Staggering amounts of money are spent on honeymoons. A man came into our shop the other day and put down full payment for a fortnight in Cannes



Pick up on the Falklands penguins, courtesy the RAF

for his daughter and her husband-to-be — and the wedding isn't until next April.' Abercrombie and Kent even produces a special brochure full of exotic honeymoon ideas.

The real growth continues to be in holidays to dramatic and exciting places. Travel is a fashion business, say the experts. And the trend is towards the exotic.

Voyages Jules Verne have 2,000 seats this winter on a new route to China — promising to fly you to Peking in 14 hours on a scheduled flight and with a week in a first-class hotel for only £399. All 2,000 will be sold out in a few days, they prophesy.

Kim Affleck, of VJV, said: 'We have booked places on a little-known and little-used service to China which until now has mostly carried diplomats, embassy staff and the odd hockey team. It is not only the lowest price, but the quickest way to go.'

Those are all phrases guaranteed to excite the seeker of long-haul bargains. The thought of going further, faster, for less is one that appeals strongly. An add-on package offering a night in Moscow for £38 makes it all even sweeter.

The offer is for the week before Christmas, when both Moscow and

Peking are in the grip of bitter weather, but it is not going to put off genuine travel addicts.

Very few places in the world are off-limits to the determined tourist. Apart from war zones, the main places to avoid are the 'druggy bits' of South America and the Golden Triangle where Burma, Laos and Thailand meet.

Even Albania, the last place in Europe to welcome tourists, is now opening a few doors. Serenissima can take you there for a long weekend (£320).

The same up-market company has tours to North Yemen and Bhutan, or can carry you into Central Asia to see the Sunday bazaar at Kashgar, and much else besides, for £1,350.

Wildlife tourists reach the most out-of-the-way places of all. Island Holidays are running trips to the Falklands in February and March, with guide Bobby Tulloch taking enthusiasts to meet albatrosses, sea lions and king penguins. The 18-day tours, which include several internal flights, cost £2,595.

There is still no civil air link to the Falklands, so the flight is from RAF Brize Norton via Ascension Island.

Fashionable places for 1988 will be led by the dollar destinations — especially Florida, which is being sold at 'European prices', and the West Indies.

British Airways has a new route to Puerto Rico, and there is lots of competition across the Atlantic, so fares and holiday prices have got *save LEE's* written all over them.

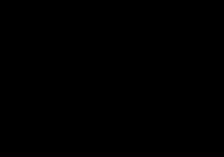
The middle-market companies such as Thomas Cook and Thomson Holidays are sure that millions of us want to open the world-travel oysters; new ideas come flooding out almost weekly.

This winter, the star promotions are all about Egypt. It now has direct flights and charters to Luxor, where the sun shines reliably and the Pharaohs can be guaranteed to astonish anyone.

Ancient Egypt is fascinating, modern Egypt is less attractive. But aboard a Nile cruiser somewhere between Luxor and Aswan, ancient wins handsomely.

And if you don't want anyone's package strings, you can go into a travel agent like Lunn Poly or Wexas and buy a round the world ticket, at prices starting around £900 — and decide how to crack the oyster for yourself.

by WILLY NEWLANDS



TRAVEL CORRESPONDENT OF THE YEAR

Oyster numbers

ADVENTUROUS travel is organised by: Twickers World (Society Expeditions) 01-892 7606; Exodus Expeditions 01-870 0151; Wexas 01-589 3315; Serenissima 01-730 9841; Thomson 01-387 9321; Wings 0992-87211; Island Holidays 0764-70803; Kuoni 0306-885044; Abercrombie and Kent 01-730 9600; Thomas Cook 0733-63200; Canberra Cruises, 01-831 1331; Cunard 01-930 4321; Paul Mundy (cruising specialists) 01-734 4404.

Faster check-in and more luggage

BRITISH Airways flights will be streamlined this month. Suitcases will no longer be weighed. If you have one bag in Economy (or two in Club or First class) it will be assumed to be within the weight limits. Only extra large bags will be weighed and the Economy limit has gone up from 44lb. to 50lb.

People travelling together can 'pool' their allowances.

Jim Harris, of British Airways, says 'The new scheme should make checking in faster. It's a start to getting a common approach to baggage worldwide.'

• A service to pick up unaccompanied bags and deliver them to airports to travel as cargo — cheaper than using accompanied excess baggage rates — will shortly be introduced.

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FRANCE/ARGENTINA: MITTERRAND PROMISES FRENCH HELP TO COPE WITH DEBT PROBLEM

BUENOS AIRES (EU) Wednesday 7 October 1987 - On a visit to Argentina, President Mitterrand assured Argentina that it has France's "active solidarity" in coping with its debt problem, and added that the obligation to meet repayment deadlines must not "annihilate" the development capacities of the countries concerned. On the Falklands/Malvinas conflict, President Mitterrand pointed out to President Alfonsin that France had approved Argentina's United Nations resolution calling on the two parties to negotiate: "we consider that there is no solution apart from negotiation, apart from discussion; negotiation without preconditions, or exclusions" he said.

AGENCE EUROPE - 10 October 1987

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

FISHING GROUNDS:

For : BROAD STREET ASSOCIATES

STEVEN PERRETT

Prog: MORNINGTIDE

Service : BBC HUMBERSIDE

Serial: 107365/PD

Date: 12.10.87.

Time: 0700

Duration: 1 minute 10 seconds



ALAN GRANT:

The Chief Executive of the Falkland Islands has promised that Humberside firms won't be pushed out of new fishing grounds in the South Atlantic when the next round of catching licences is issued in November. A growing number of native Falklanders are wanting to set up their own fleets, and they've protested that the British managed fleets of Japanese squid catchers are doing no good to the island's economy.

The Falkland's government has decided that up to 10% of all licences will be reserved for local applicants, but Brian Cummings, speaking from Port Stanley, told Radio Humberside there's no question of shouldering out Humberside firms such as Marrs and Boyds of Hull.

BRIAN CUMMINGS:

Stanley Fisheries Company, which is the commercial arm ... (word unclear) ... for government, has in fact been well pleased with the performance of most of its British partners, and in particular the largest partners who come from the Humberside area. The continuation of the British link and the British interest is most definitely a top priority of the Falkland Island's government, but in fact the new dimension is also being catered for in that licences will also go to Falkland islanders, provided they have satisfactory companies.

Falklanders will go for '88 licences

THE first Falkland Islanders to take advantage of the new fisheries regime in the South Atlantic will be applying for licences for the 1988 season.

Partners Stuart Wallace and John Cheek set up Fortuna Ltd. in February when they became aware of the potential resources in fisheries around their islands.

Since then they have travelled to the Far East — to Taiwan and Korea — and have successfully set up joint ventures with these countries.

On a recent trip to London Mr. Wallace told *Fishing News* he was confident of obtaining licences to fish the northern zone for *Illex* squid.

Mr. Wallace said he believes many other islanders will follow Fortuna and exploit the rich resources on their doorstep. "There is no limit to the number of licences we will go for — we'll get as many as we can," he said.

He foresees over half the available licences going to Falklanders in three to five years. They will get their expertise from the British and Far Eastern influences in the fisheries. He sees the need for islanders to start building up historic rights to the fisheries and doesn't want to witness outsiders monopolising the Falklands' new found wealth.

The Islands' budget has increased from £7m. to £30m. in just a year since the fisheries regime was

implemented and this could bring about a number of far reaching social and economic changes.

"While we still need companies like Marr and Boyd, we want to reduce our dependence on them; we want to get our own boats in the future. Falkland Islanders must stand up and fight for the right to control their resources," said Mr. Wallace.

He fears that the dramatic boom in the economy could create an upper crust in the islands which excludes native Falklanders. As the revenue from fishing continues to grow he sees islanders becoming more aware of the potential.

The reason the islanders have not exploited this potential before is because there is no tradition of fishing in the islands and therefore no knowledge of managing a fishing venture, believes Mr. Wallace. His own recent work experience has been in Cable and Wireless but he claims lack of fishing expertise can be overcome by working with others.

He said the islands' main industry up to now has been the wool trade and for the last 150 years this has been monopolised by one absentee British firm. "We don't want to see that repeated in the fishing industry," he said.

He doesn't believe the islands' population will be greatly affected by the fishing boom as he maintains the climate and lifestyle is too severe. But he does see the need to control the shore based side of the industry.

Fishing News
9 October 1987

THE Royal National Mission to Deep Sea Fishermen has been given a Highland and Islands Development Board social development grant of £14,900 towards establishing its new mission at Stornoway.

Joe O'Connor

IN *Fishing News*, (September 18) we erroneously reported that Joe O'Connor was the company boss of Charmbuy Ltd and had somehow been implicated in the affairs at Plymouth Magistrates concerning that company and the trawler *Cachamuina*, that he had sacked a skipper and hours later had re-employed him under a different company run by Mr. O'Connor.

We now appreciate that these statements were all untrue, make an unreserved retraction and we apologise to Mr. O'Connor for any embarrassment, grief and upset caused to him as a result of the inaccuracy.

Dark memories in Blackpool

THE QUIET Victorian church of St Paul's in the streets behind the Imperial Hotel in Blackpool provides a grim reminder of the horrors of Brighton three years ago. Its church hall, I understand, has been converted into a temporary morgue under heavy police guard as part of the exhaustive contingency measures against any terrorist outrage at this year's Tory Party conference.

"The police took it over before the conference," says verger John Pendlebury, "but they won't tell us what for." Yesterday the police would say only: "We have catered for every possible contingency."

Those who were eager to mention the unmentionable in Blackpool yesterday were lobbyists for the 17,000 hospital laboratory staff from Clive Jenkins's union ASTMS, handing out leaflets reminding everyone why the security surrounding the Winter Gardens and conference hotels is so intense.

"None of you will ever forget the bombing of the Grand Hotel in Brighton on the night of 12 October, 1984," says the message. "Those laboratory staff on duty that night also remember... they were essential to the proper treatment of those who were injured and required surgery."

This questionable tactic is designed to double a 4.5 per cent pay offer to match increases for nurses and midwives, awarded by the Government before the election.

More contention

BACKERS of Amadou Mahtar M'Bow have suffered two swift rebuffs in their campaign to elect the controversial Senegalese for a third term as Unes-

PETERBOROUGH

co's Director General, spurring speculation among Western delegates at the Paris meeting of Unesco's executive board that support for M'Bow is eroding.

The first setback came on Tuesday when the bloc of mainly African and Arab states supporting M'Bow unsuccessfully sought to stretch the rules, hoping to hurry the balloting process and to bar the introduction of new candidates if the ballot failed to produce an outright winner.

The second set-back came in Wednesday's opening ballot in which only 18 delegates voted for M'Bow—eight short of the absolute majority needed. His followers expected at least 20.

Warnings of turmoil ahead for Unesco if M'Bow is re-elected are being taken seriously. The British and US governments have been told by their observers that another term for M'Bow almost certainly would cause Australia, Canada, Hol-

land, West Germany and Japan to quit.

A new ballot was due last night with attention focused on M'Bow's strongest challengers, General Yafoub Khan of Pakistan and Dr Federico Mayor, a Spanish brain specialist once a Unesco deputy Director General. Khan and Mayor mustered 16 and six votes respectively on Wednesday but both stand to gain new support as delegates reconsider the prospects of the various contenders.

Estate agents' prose is at its purplest describing rabbit hutches in the south east but the style now extends to the bluff north... "The residence occupies a promontory plateau position within a harmonic coomb glade of pervasive gardens shielded by trees of mature bearing in a fashion of sentry guards" — from the property columns of the Rochdale Observer.

Falklands re-sold

LESS than six years after the bitter conflict in the South Atlantic, Yorkshire Television has sold a documentary of the Falklands War to Argentina. The programme is to be broadcast uncut later this year.

"The Falklands: The Untold Story" was first screened here in April. Focusing on the "human experience" of the war, it took producer Michael Bilton a year of complicated negotiations with the Argentinians to get permission to interview soldiers and families affected by the conflict.

As well as interviews with



soldiers from both sides, the programme contains film shot during the actual fighting. Its British première achieved higher ratings on the night than its BBC rival "Dallas", but shocked audiences with its direct approach.

However, a spokesman for YTV, Michael Crossley, tells me: "We have already sold it to New Zealand, Holland, Israel and the USA. I am sure it will go down well over there, it is perfectly acceptable to both sides."

Scaling down

WALTER Hudson, of Long Island, New York has become famous after a rare public appearance. For the first time in 17 years, he ventured from his bedroom and promptly became stuck in a doorway. Weighing 85½ stones, Walter lived with such a risk.

After being rescued by firemen, he disclosed a daily diet of six enormous sandwiches, six large bottles of soda, one and a half chickens, gravy and mashed potatoes, baked macaroni, candied yams, string beans, Ring Dings, Yodels, Yankee Doodles and Twinkies. But after his recent escapade Hudson says he has had enough.

He has engaged the services of the black comedian Dick Gregory, who grossed, if that's the word, \$61 million from his Slim Safe diet scheme last year. Gregory has put his new client on a diet of raw fruit and orange juice. For exercise he has advised him to lie in bed "waving his arms about like a conductor".

Fall and rise

THERE'S no keeping some people down. Iona Maclure, the Welsh speed skier, is planning a comeback, despite a crippling accident at 100 mph earlier this

year. She has now set her sights on breaking the women's world record of 125 mph.

It was in February that she had the fall which led to an eight-hour operation and a 1ft-long, ½ in-wide aluminium plate in her leg. Yet the 26-year-old has already taken up flying and plans to start water-skiing soon with a view to getting back on the slopes.

She is putting a brave face on her injury, even though automatic doors in hotels and shops stay shut because her metallic leg confuses the electronics. The biggest problem, though, is with airport metal detectors. "Whenever I go through them all the alarms go off so I just offer to lie down on the baggage X-ray machine," she said, adding that, so far, she has not been taken up on the idea.

Full house

JUDGE Robert Bork may be failing in his ambition to find a seat on the Supreme Court, but he can still rub shoulders with those who sit on the highest bench in the land.

A regular player at big pot-poker games in Washington, he shares a table with two sitting members of the Supreme Court, William Rehnquist and Antonin Scalia, as well as Richard Nixon's former lawyer Leonard Garment and the present Education Secretary Bill Bennett. Here, apparently, Bork's illiberal views cause him no trouble. The little coterie is known as "the most conservative poker school in town."

Pure escapism

A READER in Accrington tells me of a library request for a fairly strange book. "Invisibility—Mastering the Art of Vanishing" was recently asked for by an inmate of Preston Prison.

Falklands fear a return to exploitation

By John Ezard

TWO leading Falkland islanders have arrived home after a Far East tour warning that this year's multi-million pound Atlantic fishing bonanza could turn into an "absentee landlord" form of exploitation.

They said that, unless a fair share of next season's lucrative fishing licences goes to islanders instead of foreign fleets linked with British companies, the Government will risk creating a new version of the colonial system which exploited the

Falklands from the mid-19th century onwards.

They calculate that, although catches of the 150-mile fishing zone's highest-priced delicacy, flex squid, have totalled £400 million since February, only £16 million found its way into the islands' exchequer. The rest went to overseas fleets and British firms which have commercial deals with them. "Under the old land system, it took us 150 years to get above the rank of farm manager and the new fisheries system is shaping the same

way," said Mr John Cheek. Mr Stuart Wallace aged, 33, said: "We want to play a major part in building an indigenous fishing industry. I think we are within reach of really creating something."

The men have given up two of the islands' highest paid jobs to gain fishing expertise in the Far East and draw up bids for next season's licences, due to be allocated in November. Mr Cheek, an ex-senior engineer with Cable and Wireless, has been a frequent spokesman for the is-

landers and was a councillor during the 1982 Falklands war. Mr Wallace, the youngest councillor in the Commonwealth when elected, was Cable and Wireless's administrative officer. He took part in the bitter pre-conflict, lease-back negotiations with Britain.

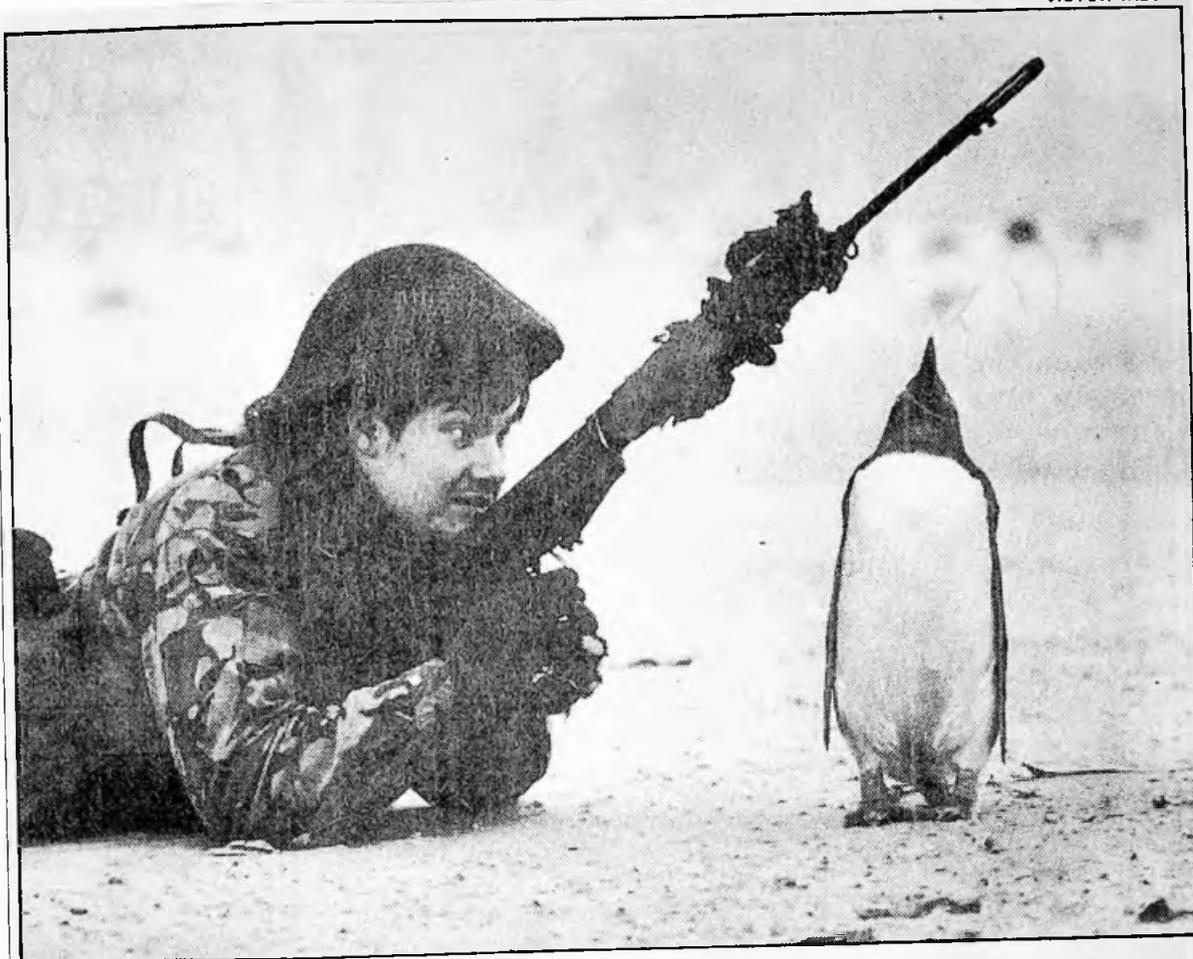
All the 150 licences granted by the Falklands Government for the first season went to ships from nations like Japan, South Korea, Taiwan, Spain and Poland. Many of these ships were given preference be-

cause their owners had agreements with British companies.

But Mr Cheek and Mr Wallace — whose families settled in the Falklands five generations ago — have, during their 10-day visit to Taiwan and South Korea, made free-lance agreements enabling them to apply for some 20-30 licences on behalf of fishing vessels there.

The men hope to move rapidly towards chartering the Falklands' first home-run fishing fleet, to exploit the wealth in their waters.

VICTOR WILD



Kick up a penguin: Relations between servicemen and penguins have hit a new low.

■ One of the more pernicious pastimes of the troops stationed in the Falklands is penguin-kicking. Last week, two men had to be sentenced to periods of detention after being caught at it by a superior officer.

Reports of the incident give a rare insight into how the men go about this aberrant practise. First they appear to jump up and down around the penguins, and then, as the poor creatures run off in horror, the men come up behind them and inflict a sound booting. They even do it in minefields, apparently.

Foot soldiers

Mr Roger Wilson, secretary of the Falklands Islands Foundation, said it was 'a nasty little habit' which he had no hesitation in condemning in the strongest possible terms.

'It has a curiously English feel about it,' he said. 'People in this country go in for all sorts of disgusting practices involving wildlife. There is badger-baiting and now some people are inserting straws into

toads' mouths and blowing them up until they burst.'

Sir Rex Hunt, the islands' former governor, said he had never seen anybody penguin-kicking himself. Indeed, he said, while he was in the Falklands, relations with the penguins appeared to be 'remarkably good.'

He movingly recalled the day he came upon a badly bruised penguin. 'I gently picked him up and carried him down to the shoreline,' he said.

Where, it is to be hoped, it was safely out of the range of the crazed penguin-kickers.

CIA chief was secret Falklands war hero

**From Alex Brummer
in Washington**

The late CIA director, William Casey, played a double game during the Falklands war, be-friending the Argentines to obtain intelligence which was immediately passed to MI6, according to disclosures in Bob Woodward's new book on the CIA.

The widely discussed book, *Veil: the Secret Wars of the CIA 1981-87*, also reveals that President Sadat was a drug dependant, that King Fahd of Saudia Arabia is a heavy drinker, despite Islamic law, and that Colonel Muammar Gadafy enjoys dressing up in women's clothes.

The credibility of the Woodward book has been widely attacked from on high, including President Reagan, who has not surprisingly described it as "fiction". However, even Mrs Sophia Casey has now acknowledged that the former Watergate reporter had unusual access to the CIA director, interviewing him at CIA headquarters at least six times.

The emergence of Casey as a hero of the Falklands comes as something of a surprise, as the late CIA chief was generally a sceptic about Nato, which he regarded as being as leaky as a sieve. However, spurred on by his Anglophile attitudes and a fear that Mrs Thatcher could

be turfed out of office, he used all the resources at his disposal to help the British cause.

He was aided by the much criticised comments of the current US ambassador to the UN, Mrs Jeane Kirkpatrick, whose pro-Argentine declarations, largely based on Buenos Aires' willingness to help in Central America, were interpreted as a gesture of official friendship. It was under cover of Mrs Kirkpatrick's "declarations" that Argentina deluded itself that the US was neutral.

Preying on this Argentine delusion, Casey ordered the CIA station chief in Buenos Aires and the US military attachés to seek all the information they

could from Argentine officers and officials. There was, as a result, a steady flow of secrets to London.

The information was immediately forwarded to CIA headquarters in Langley, where it was passed through an open channel to MI6, the book discloses. So good was much of this intelligence, which was also passed on as routine to the White House and the State Department, that Reagan Administration officials were falling over each other to "beat a path more quickly to the British."

While much of the contemporary reporting of the 1982 crisis suggested that the US was providing satellite intelligence to Britain, this was apparently false — but Casey did nothing to clear up the misinformation — some might say disinformation — being reported in the British press. But it was not until later that the US placed a satellite over the South Atlantic.

Casey's devotion to the British cause stemmed from more than just an ally needing help, according to Woodward. He was genuinely worried that the Prime Minister was under political stress and that her "continuation in office hinged on the outcome". That was why this was one intelligence opera-

Turn to back page col. 1.

CIA chief was secret Falklands war hero

continued from page one

tion which could not be published, the book argues.

Mrs Thatcher's gratitude to the US over its crafty Falklands intelligence dealings may go some way to explaining why she has been so willing to help fly the American flag from last year's Libyan bombing raid to the British minesweeping operations in the Gulf.

The CIA director was also a major player during the Grenada invasion. According to Woodward's examination of CIA records, Casey paid off the Prime Minister of the tiny island of Dominica, Mrs Eugenia Charles, who provided the US with an invitation to make the peace.

When the CIA went into Grenada to look for documents, it turned up disappointing material. Grenada's young leaders appeared to have acted on their own, and not under the direction of some Communist conspiracy, although Casey told Woodward that the Grenadian hero Maurice Bishop was killed by Soviet assassination squads.

Swinging end to an era

AN ERA came to an end in swinging style at British Forces Falkland Islands when Brig Graham Coxon took his leave as the last Chief of Staff under current plans for the South Atlantic Garrison.

What he expected to be a straight forward last helicopter ride courtesy of 78 Squadron turned out to be rather more exhilarating. Instead of a simple landing and short walk from the Sea King to the air terminal, the brigadier – late Duke of Edinburgh's Royal Regiment – found himself dangling from the end of the strop and being flown the last few yards with his feet dangling just off the ground!

Brig Coxon was able to look back on a year of great change for the soldiers, sailors and airmen on the Falklands. He master-minded the move from Stanley to the multi-million pound complex at Mount Pleasant.

Maj Gen Neil Carlier, Commander British Forces Falkland Islands, said: "The contribution he made to the efficiency and welfare of Servicemen and women in the Falklands was immense."



DANGLING: Brig Graham Coxon

PILOT

RAF NEWS
2-15 October 1987

Two Air Cdres for RAuxAF

SIR REX HUNT, Governor of the Falkland Islands at the time of the Argentinian invasion, has been made first Honorary Air Commodore of 2729 (City of Lincoln) Squadron Royal Auxiliary Air Force Regiment and saw it in action on the day his appointment was officially announced.

He accompanied the Honorary Inspector General of the Royal Auxiliary Air Force, Air Chief Marshal Sir John Barraclough, on an official visit to the squadron when they were exercising at a Canadian Air Force base in the Black Forest in Southern Germany. Appropriately the squadron is equipped with Oerlikon twin 35mm anti-aircraft guns and Skyguard fire control radar captured during the Falklands War.



Sir Rex Hunt
the Falklands."



Sir Adrian Swire

WAR SPOILS

Sir Rex said he was proud to maintain his links with the brief but bloody Falklands war in 1982 and he said of the Oerlikon guns: "These are the legitimate spoils of war and putting them to use in this way is saving the British taxpayer an awful lot of money."
"I certainly don't regard it as piracy and I don't think the Government do either. Nelson always kept his booty and I don't think this is any different".

Sir John Barraclough said that he, Sir Rex, and the Inspector of the Royal Auxiliary Air Force, Gp Capt Peter Harris, were well received on the trip and he felt the Canadians were "very impressed" with 2729 Squadron as they were keen themselves to make more use of a reserve force.

DH89A Dragon Rapide.
He takes over the Honorary Air Commodore's position from

Sir Peter Vanneck who held the appointment for many years and who recently relinquished it.

SPITFIRES

Sir Rex Hunt served as a pilot with the RAF from 1944 to 1948. He started his RAF career with 5 Squadron in India and later joined 26 Squadron in Germany. He trained on Tiger Moths but later flew Spitfires and Tempests.

He entered the overseas Civil Service in 1951 and, up until 1979, served all over the world. He said of his new honorary appointment: "I am very privileged and honoured to be invited to become the Honorary Air Commodore of a squadron equipped with captured guns from

Another important appointment to the Auxiliary Air Force is that of Sir Adrian Swire, Chairman of the ship owning firm, John Swire and Sons, and a former member of the RAFVR and the Royal Hong Kong Auxiliary Air Force who is to join One (County of Hertford) Maritime Headquarters Unit Royal Auxiliary Air Force as Honorary Air Commodore.

PILOT

Sir Adrian, who is on the boards of many large companies and is a former Director and Deputy Chairman of Naafi and also an ex-trustee of the RAF Museum, has held a private pilot's licence since 1952. For some years he owned a Spitfire aircraft but currently owns a

**Britain goes to aid
of blazing ship**

A ROYAL Navy tug and two British Fisheries patrol vessels have gone to the aid of a Polish fish processing ship, the 13,87-ton *Pomorze*, which is on fire off the Falkland Islands. Two men have died and two are missing.

The fire is reported to be still raging and there is every likelihood of the 140 crewmen being evacuated.

First Falklands trawler named

THE British fishing industry's fast expanding presence in the South Atlantic was on Monday this week given a further boost with the renaming of the Boyd Line fishing trawler *Arctic Freebooter*. The vessel, renamed *Lord Shackleton*, will be the first trawler to fly the Falklands flag.

The 15,000 ton trawler, owned by Port Stanley based SWB Fishing Ltd., is a joint venture between Stanley Fisheries Ltd. and Hull based Whitte Boyd Holdings Ltd., and is expected to leave Hull next month and to start fishing around the Falklands shortly after.

She will fish for squid and fin fish species for the Far East and European markets.

The trawler was renamed *Lord Shackleton* in honour of the family of the man who wrote the 1982 report on the

future economic development of the Falkland Islands. Lord Shackleton himself was present at the renaming ceremony which was performed by his daughter, the Hon. Richard Bergel.

Tom Boyd, director of SWB Fishing, said: "This is a significant day both for the Falkland Islands and for Hull. For the first time the islands will have their own trawler fishing their own waters.

"For Hull, today's ceremony marks what promises to be the beginning of our plans to re-establish ourselves as a major force in the world fishing industry.

"Although the UK deep water fishing industry has gone through a tough period, our skills are intact and *Lord Shackleton* will be one of the best equipped freezer trawlers in the world".

For her new role *Lord Shackleton* is undergoing a complete mechanical and electrical refit, with the installation in Hull of new freezing, processing, navigational, communications and fish finding equipment.

The refit is being supervised by Shiptech of Hull and

other firms involved, including Ruscador, Marconi, Sperry and Marine and Industrial Refrigeration. Kronborg of Denmark will be delivering the trawler's new mechanised fish handling system.

The vessel has recently returned from a two-year charter to the Ministry of Defence as a sea-support vessel. During her earlier fishing career she was a very successful ship, with an excellent record for efficiency and reliability. She won the top freezer trawler trophy, the Dolphin Bowl.

The new Falklands venture has created 48 sea going jobs and significant shore based employment. *Lord Shackleton* will fish with a crew of about 35, the remaining members being used in rotation. They are all fishermen who have been employed in the past by Boyd Line.

"This pool of experienced men will give us a firm base on which we can start recruiting and training youngsters", Mr. Boyd told *Fishing News*. He revealed that: "There will be other trawlers following *Lord Shackleton* to the Falklands. The Falkland Islands Development Corpora-

tion is in agreement with our views that the fleet should be expanded as soon as we are financially able to do so," he said. He added that the company will be making an announcement about a second vessel within a year.

SWB Fishing co-director, Alan Johnson, explained: "The FIDC is keen for us to build-up a fleet for two reasons. Firstly, they are keen to see a genuine, Falklands fleet because it is their fishery and, secondly, because it is essential for the future.

"If there is to be a multi-national fishing and conservation regime in the South Atlantic it is essential that coastal states have a catch record in order to establish their right to whatever proportion of fish they can show they are capable of taking.

"If the Falklands doesn't establish its own fleet, others are going to get a bigger and bigger share."

Mr. Boyd forecast that: "The FIDC's fishing fleet could increase to around 30 vessels. That's in the long term, but things have a habit of moving very quickly in this industry," he said.



Beside the Falklands trawler *Lord Shackleton* are (from left to right) Lord Shackleton, the Hon. Richard Bergel, Tom Boyd and Alan Johnson.

UNITED NATIONS - News Summary
1 October 1987

Extract from report on Sir Geoffrey Howe's address
to the Assembly:

after new army protest

Regarding the situation in South Atlantic, he pointed out that Britain will continue to look for ways of restoring more normal relations with Argentina while upholding the Falkland Islanders rights to self-determination.

ends+

Argentine officers held after new army protest

BY TIM COONE IN BUENOS AIRES

THE Argentine Government was yesterday doing its best to play down the latest outbreak of military unrest at the weekend, and has arrested six officers involved in what were officially described as "acts of indiscipline."

An army barracks in Buenos Aires of the Third Mechanised Infantry regiment was temporarily taken over by its officers last Sunday night in protest at the proposed transfer of the unit's commanding officer, Lt-Col Dario Fernandez Maguer, to another garrison.

Lt-Col Maguer is one of the officers placed under arrest. He was indirectly involved in the Easter military rebellion this year. Along with many other officers, he disobeyed orders to advance his troops upon the rebellious officers who seized the Campo de Mayo infantry school in Buenos Aires, causing a major crisis within the government.

The rebellion was carried out in protest at the trials of junior- and middle-ranking officers for human rights abuses during military rule from 1976-1983 and resulted in the government ramrodding a controversial bill through the Congress, known as the "Due Obedience" law which now absolves all junior and middle ranks from any human rights crimes committed.



Lt Col Rico: appeal refused

The Defence Minister, Mr Horacio Jaunarena, told members of the Congressional Defence Committee on Tuesday night that "the military situation has returned completely to normal" following the arrests and that he did not expect any repetitions of the incident.

None the less, opposition legislators who attended the secret session of the committee said later that the minister's report was "inadequate and

superficial" and that it added little to what was already publicly known of the incident.

The Easter rebellion, led by ex-Lieutenant Colonel Aldo Rico, found widespread support among the junior and middle ranks of the officer corps. Those involved in last Sunday's rebellion claimed that the new head of the armed forces, General Jose Dante Caridi, by transferring their commanding officer, had betrayed an agreement that only Lt Col Rico would be punished for the Easter mutiny.

The latest incident is linked to the annual review under way by the Army's Promotions Board, which determines the career prospects of all the force's officer corps. President Alfonsin and senior officials of the Defence Ministry have held a series of meetings with the Chiefs of Staff of the armed forces since the beginning of the last month to discuss this year's promotions, apparently with a view to the early retirement, or preventing the promotion of, those officers involved in the Easter rebellion.

Sunday's incident followed on the heels of another unprecedented incident last Thursday night at a military arsenal in the capital, in which soldiers carried out an unscheduled exercise in the middle of the night using explosives and dummy ammunition.



The *Farnella* was carrying out seismic survey work when the scrapping grants were introduced. Owners Marr brought her back into fishing service to collect £591,000. The report by the National Audit Office said that it was intended to resume survey work after qualifying for the grant.

Owners 'exploited' scrapping grants — says UK report



The *Sir Fred Parkes* was sold off to Spain to fish Falklands waters when her scrapping grant of £620,000 was awarded. She had been returned to fishing specially to qualify for the cash payout.

BRITISH fishing vessel owners will no longer be able to make millions of pounds by bringing back into service fishing vessels and then collecting government scrapping grants. A new report by the National Audit Office assessing government spending in the UK fishing industry questions the practice which netted owners millions of pounds at a time when cash was also available to build new tonnage.

The UK government has decided to discontinue the system of scrapping grants which were aimed at reducing fishing capacity due to a big cut in fishing opportunities following the setting up of 200-mile limits and Britain agreeing to a common fisheries policy with the EEC.

Ships which had been transferred for seismic survey work, or which had already been laid up, were brought back into the fishing industry on a temporary basis just to collect the £400

a ton scrapping grants offered by the Ministry of Agriculture, Fisheries and Food.

The fleet restructuring scheme operated by the UK government relied on half the grants being repaid by the EEC and resulted in 225 vessels being denied fishing rights in EEC waters in return for scrapping grants worth £17.5 million.

Only a handful of vessels were legally returned to fishing to collect the grants, but they won substantial payouts. In most cases the scrapping money went to smaller vessels which were genuinely displaced. Other owners had difficulty complying with the rules and ended up burying their vessels on the beaches.

One owner from the port of Fleetwood, whose vessel was returned to fishing in Ireland after he had sold her for conversion as a houseboat, launched a court case against the UK Fisheries Ministry in an effort to be paid grant money.

In a case history review, the National Audit Office, which independently reviews government spending, reports that 15 large trawlers gained an average grant of £562,000 under the decommissioning scheme.

It is noted that three vessels had been laid up in 1983 but received grants on the basis of their fishing performance in the previous year. One vessel was deemed to

have qualified for the grant as she was requisitioned for service off the Falklands Islands by the UK government and could not, therefore, have met the grant conditions.

Another fishing vessel was returned to fishing for exactly 100 days just to qualify for the scrapping grant and her owners were paid out £591,000.

The report also reveals that two freezer trawlers were owned by a non-fishing company which had taken them over with eight other vessels soon after the scrapping grants were announced in 1983. In January 1984 the new owners applied to scrap the entire fleet.

Vessel owners did not have to scrap their vessels to qualify for grants, but guarantee that they would not fish in EEC waters again. This resulted in vessels being sold for up to £900,000 to Panama (the *Dane*), Norway (the *Norse*) and other countries.

The owners of fishing vessels had also gained from rounds of government operating aid to make good losses in their fishing operations due to poor fish prices and high fuel costs.

The National Audit Office says in its report that it is "concerned whether there could be an inherent risk to value for money in a restructuring programme which simultaneously encouraged



Sir Gordon Downey — concern at scrapping and building grants being offered at the same time.

the reduction and the expansion of fleet capacity".

The report, which also looks into the operation of the UK's fishery protection fleets in its review of financial support to the UK fishing industry, says that anomalies arose in the expenditure due to the lack of an overall and co-ordinated plan for UK fisheries being effectively executed.

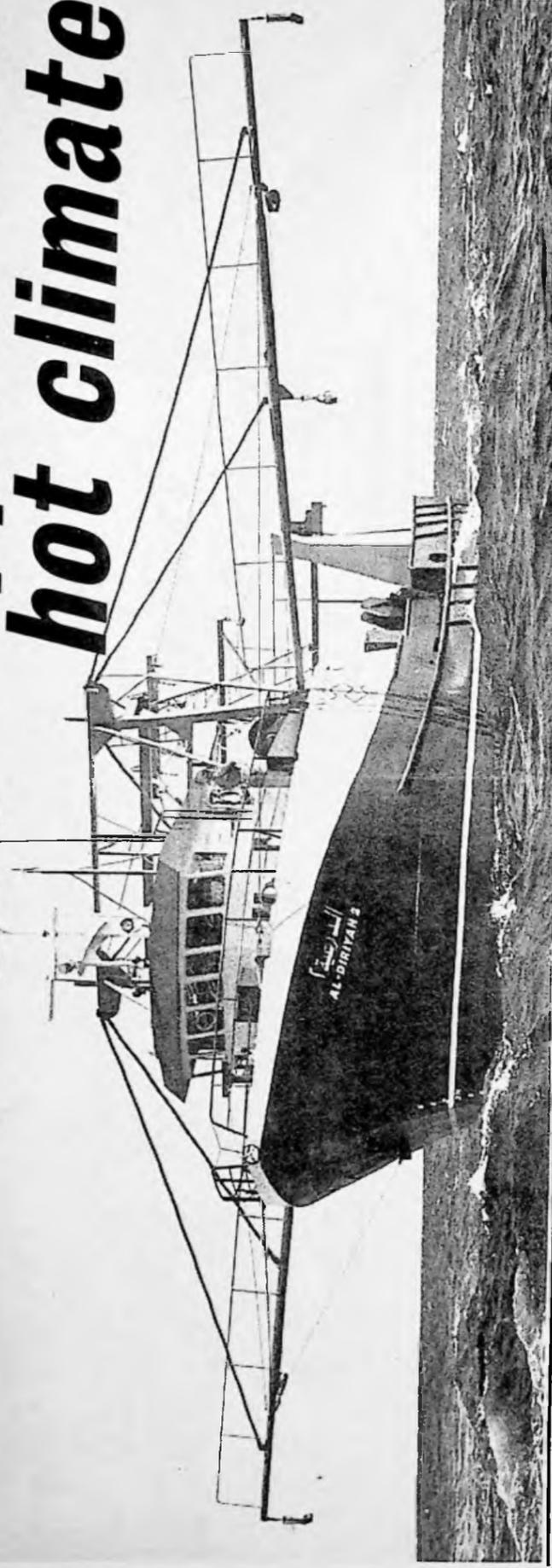
Financial support was expected to be tied to a fishing industry plan submitted by the UK government to the EEC, but the report suggests that this Multi-Annual Guidance Programme framework was prepared "in the context of a lack of formally quantified economic analysis of the structure of the fishing fleet and the likely effectiveness of the policy measures available for restructuring it".

● *Financial Support for the Fishing Industry in Great Britain*, published by the National Audit Office is a report by the controller and auditor general, Sir Gordon Downey.

Arab fisheries

One of the Australian built shrimp trawlers fishing for the company.

Quality supplies in a hot climate



TO ONE whose introduction to the fishing industry came on the north facing brow of Fleetwood market... and in the winter too... the idea of landing and handling fish in a shade temperature over 40 deg.C calls for a great leap of the imagination.

It is one thing to carry out an artisanal fishery with near-subsistence fishing, supplying the local walking distance area and drying, to charred inedibility, any surplus.

It is quite another proposition to invest heavily in modern fishing vessels, packed with electronic gadgets, and distribute the catch over a country in which there are widely separated communities with miles of nothingness in between at temperatures that in Centigrade terms are twice that of a good summer day in England.

The adoption of industrial fishing methods by a developing country has often been bedevilled by problems arising from the lack of infrastructure necessary to get the higher level of catch to the not always eager consumers. Transportation, ice production, wholesale and retailing facilities, in many cases just have not been there. The whole operation then founders because the true value of the fish landed is never realised and the increased costs of the more sophisticated fishing effort, never met.

Manager

That these factors were taken into account in the establishment of the Saudi Fisheries Company is no doubt due to the original work of officers of the British White Fish Authority who, working under contract, did much to confirm the viability of industrial scale fishing in both the Gulf and Red Sea.

Since then the very able and business-like general manager, Dr. Nasser Othman Al Saleh, has been well advised by that doyen of fisheries counsellors, Phil Appleyard.

Their answer to these problems has been a completely vertical development where all operations from catching to retailing and including import/export and processing are under the control of one company. And a very powerful company too, with the Minister of Agriculture and Water as

the Chairman. It also has the support of long term loans from the Saudi Industrial Development Fund.

As with many activities, the timing has to be right. Here it was and the major factor was the rapid spread of cheap electricity and the consequent availability of domestic refrigeration. The cool chain could extend right into the home of the consumer.

The other success in timing was related to the customers themselves. It would appear that fish has never been a great ingredient in traditional Saudi food... not surprising... under the circumstances.

All of us involved in fish promotion in any way know what an up-hill battle it is to advocate a change of accustomed foodstuffs. In Saudi, they tried another approach. They did not import the fish... they imported the customers.

Expatriates

Almost all work in Saudi, below relatively senior management, seems to be done by expatriates of some kind or other. In recent years, the labour contractors have turned more and more to the east for their work forces.

Not only do Koreans make good dragline operators, Indians carpenters, Filipinos tile layers and Singalese chambermaids (or boys), but they all eat fish as first choice protein.

The company's fleet is of necessity divided in two with the major effort in the Gulf, where shrimp is the principal target. Based on Dammam, these vessels are of either Australian or Korean design. In addition to the wholly owned boats with their own processing and freezing facilities on board, there are a number of chartered vessels that are serviced from the company's mother ship. Landings are made at Dammam where catches from other fishermen may be purchased if the quality reaches the high level demanded.

WORLD

MAGAZINE®



Five years later, a lion's head on the top of the worse for wear, this cast iron fire hydrant symbolizes the individuality and durability of the Falklands. Ros Drinkwater in her article on page 8 looks at the future facing the people and wildlife of the islands.

We regret that back-copies of WM's May issue are now unavailable. Limited numbers of the June, July, August and September issues are still available at £2.50 each (inc. p&p.). Make cheques payable to Hyde Park Publications and address orders to the Subscriptions Dept. at the address below.

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Published by
Hyde Park Publications Ltd © 1987
Editorial and advertisement offices
27 Kensington Court, London W8 5DN

Tel: 01-937 3535 Telex: 8953616G

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WHERE IS NATURE STILL IN CHARGE?



A Black-browed Albatross colony

In our ever-shrinking world, peace, tranquility and 'real' wildlife become increasingly difficult to find. But deep in the South Atlantic on most of the 780 Falkland Islands man is a rare species or perhaps an occasional visitor. Here, the 2000 or so Islanders live side by side with millions of penguins and albatross, and huge concentrations of Southern Elephant Seal, Sea Lion and shore- and sea-birds. Never far away is the handsome, persistently inquisitive Striated Caracara – one of the world's rarest birds of prey and recklessly tame.

This remarkable wildlife spectacle and the fascinating way of life of the inhabitants can now be experienced by small numbers of visitors, staying in comfortable accommodation and travelling by light aircraft, boat and Land Rover.

Put yourself back in nature's hands.

Visit the

FALKLAND ISLANDS
where nature is still in charge

For brochure and further information write to:

Falkland Islands Tourism
Department WS, 126 Wetherby Road, York YO2 5BY
Telephone: 0904 782136

This being the sixth issue of *World Magazine* you can imagine that it seems to us to be something of a landmark. A small landmark compared with so many other much more important events in the world, but a significant half-year achievement nevertheless.

It seems a long, long time ago that we sat down for the first time, surrounded by paper, scissors, glue, transparencies and some of the most illegible contributors' scrawl ever to land on an editorial desk and every time I think of those cold days and long, late-night sessions through February and March, it seems almost miraculous that ever that we succeeded in producing a first *Magazine* at all.

Since then, somehow, another five issues have emerged and secretly we sit back in stunned amazement wondering how, or even why, the freshly-printed new issue has actually appeared – looking more or less the way we intended.

Perhaps you'll allow us a little euphoric candour at this one small milestone in the life of *World Magazine*.

As if to emphasize the point, we had a visiting interviewer in our editorial offices the other day:

"Tell me," he asked, "how would you describe the magazine's policy?"

We looked at each other in some stunned disbelief.

"Policy?" we asked.

"Policy? To be quite honest we don't think we've ever had a moment's time even to think about a policy – let alone actually formulate one."

To give the gentleman his due, he seemed vastly relieved and said it was refreshing that we hadn't got one.

In fact, of course, deep-down, there is a policy. Since the start we knew that here in Britain and all around the world there were intelligent and discriminating people with an insatiable interest in all aspects of

the world around them. We knew that there was a great need for a magazine devoted to people, places, races, wildlife and the environment. We knew that it should be non-political and non-partisan and we scrawled on the office wall from the beginning the words *fearless, factual, fair and fascinating* just to remind ourselves and our contributors that our readers would probably be unlikely to accept anything less.

Another very important element,

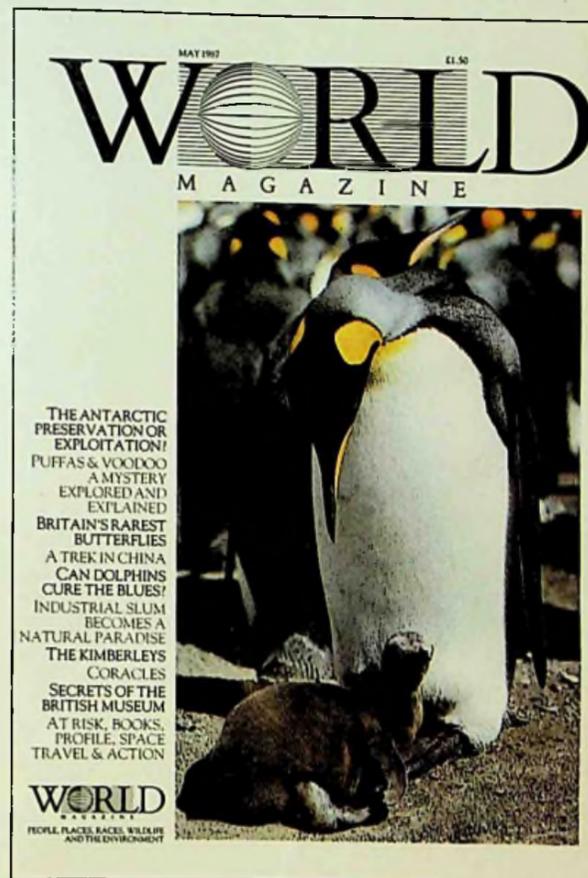
we should not bring even higher standards of design to subjects such as history, geography, anthropology, science and natural history – particularly when this is the sort of magazine that people tend to keep and collect and to re-explore.

For this reason it's our hope and our very firm intention that our contributors, photographers, type-setters and repro/printers will continue to help us push the frontiers forward to the limits of the skills and the technology available.

Of course we haven't always got it right. Inevitably we've had some of those spot-the-deliberate-mistake episodes. We've printed the odd spelling mistake – just to see if you were awake! We thought you would be so fascinated by one particular paragraph about the Venice Carnival that we gave it to you twice. And in August we felt that world affairs were getting so dull that we decided to make the King of Sweden the King of Norway instead – just to liven things up a bit.

To make up for these little irritations we're now including maps in articles where appropriate (at popular request) and this month we've also included a world map to illustrate some of the almost innumerable people, places, races, wildlife and environments that we've encountered in the six monthly issues published so far.

In a few days time this editorial and the rest of issue No. 6 will roll off the press and we'll be opening a bottle to celebrate the small milestone in our existence. We shall be raising a toast to our contributors and to all those who help to produce and print the magazine, while toasting in particular all our readers. Without them there would be no need for the paper, scissors, glue, transparencies and all that illegible contributors' scrawl.



we felt, was that we should spare no efforts whatever to achieve the very best possible design, reproduction and print quality available. It seemed strange that the highest standards in magazine design were usually only found in fashion magazines which ended up in the bin at the end of the month. We could see no reason why

CHRISTOPHER LONG



'Adopt an Owl'. £15 will buy you sponsorship of a particular bird and you'll receive an adoption certificate, a photograph of your ward along with details of its injury and a follow-up progress report. The Wildlife Hospitals' Trust is at 1 Pemberton Close, Aylesbury (tel. Aylesbury 29860).

You'd have no difficulty at all in persuading a Striated Caracara to get into a Red Star parcel – for the worst possible reasons: it's instantly attracted to anything red. That's him, the black splodge spoiling the picture of Sea Lion Lodge in the Falklands – not so

much the wrong shutter speed as the determination of the bird to get in on the act. These globally-rare birds of prey are extremely tame and found everywhere on Sea Lion Island. They dogged my every footstep there recently and walked, flew or tip-toed into shot

whenever possible. You can't help but like this highly inquisitive creature although, as David Gray, manager of the Lodge and my guide on the island explained, the Caracara's curiosity is rooted more in his hunger-instinct than in a genuine wish to be friendly. For years the species



was persecuted by sheep farmers who blamed it for blinding and killing their lambs. Although it has all but disappeared from many of the islands its numbers are growing on Sea Lion Island and, as yet, there have been no livestock casualties. It has a complicated feeding programme,

relying on carrion for much of its diet. It will attack any small creature that looks injured or weak, such as a penguin or even a hen and so, despite the delights of wildlife on the Falklands, there are occasional reminders that nature can be as cruel as she is beautiful. Many of the seals bear



wounds inflicted by killer whales and I watched the final, brave fight of a seal pup, which was no match for a Sea Lion, killed and dragged out to sea. But the saddest sight of all was that of a lone, injured penguin, limping across the horizon to die in solitude.

Nature must be allowed to take its course and no animal hospital could possibly cope with the millions of birds that visit the islands each year.

David Gray does what he can. A recent project transformed Elephant Wallow – a natural, mud-filled hollow in the Tussac grass – from being a death trap. Seals got in, but couldn't get out again. By building a ramp either end David has made sure they can enjoy their mudbaths in safety.

Feathered tail-piece: the euphemism 'doing one's bird' has, of course, absolutely nothing to do with the fact that budgerigars are the only pets allowed to be kept by inmates of Her Majesty's prisons. Men behind bars, however, do seem to have

a special affinity for our feathered friends. Not long ago a prisoner at Strangeways staged a rooftop protest over what he considered to be the inhumane methods used by prison authorities in dealing with the pigeons that cause so much costly damage to that Grade I listed, Victorian pile. A solution might be to transfer the man to Lewes Prison where they have an exemplary attitude towards birds. For some years they have maintained an aviary where injured birds, handed in by members of the public, are nursed back to health by a 'lifer' before being returned to the wild. The current non-human population at Lewes is 25 and includes rooks, Barn Owls, jays and finches.

I once saw a sign on the door of a cell in Wormwood Scrubs that read: 'Polite notice – please knock before entering – budgie loose.' According to the occupant, the officers always obliged. Would that life were so civilized on the outside!



THE FALKLANDS

South Atlantic crossroads

Never has a journalist set out on an assignment for World Magazine with as much trepidation as Ros Drinkwater before her 18-hour flight to Port Stanley in the Falkland Islands. Never has a journalist returned more enraptured by what she discovered. Five years after the 1982 Falkland Islands campaign, a tiny community of people, outnumbered thousands-to-one by the population of the world's greatest natural wildlife sanctuary, are poised not only on the very edge of civilization but also on the brink of vast potential economic prosperity.

WRITTEN AND PHOTOGRAPHED BY ROS DRINKWATER

If you think of a seal as a small furry animal, meet the daddy of them all, 4,480lbs of bull Southern Elephant, basking in the sunshine on a winter's afternoon. A tiny Tussac bird lands on his back. He arches his massive frame in irritation, opens his huge pink jaws in a yawn and slopes off to join his pups for a final dip in the deep-blue, icy waters of the South Atlantic.

Just one large inhabitant among the

millions in an unspoilt corner of the earth.

Out to sea a thick black ribbon is moving rapidly through the waves. As it nears the shore it explodes in the air and hundreds of Gentoo Penguins catapult from sea to land. They shake themselves dry and set off on the half-mile, traditional route across the sands to the nesting site. The air is filled with the cries of seabirds coming ashore for the night. Giant

THE FALKLANDS

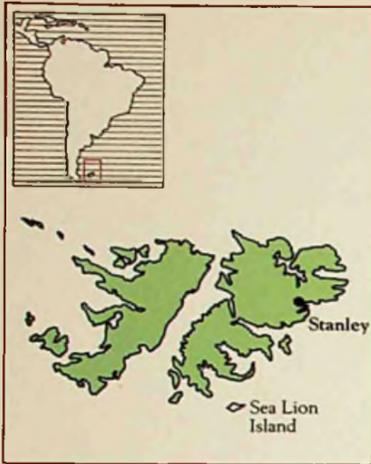
Now, with the fastest growing economy in the world, they are on the brink of a bonanza.

winds in the world and a twice-weekly plane service ferries passengers to and from Stanley. All supplies, however, come by ship, every three, four, or five months depending on the weather.

Sea Lion Island lacks a proper anchorage so supplies for the Lodge are loaded on to a drop-front landing-craft and winched from the bottom of a 30ft gulch, livestock included. The Lodge itself was flown in, piece by piece, courtesy of a Chinook helicopter, while mechanical repairs are dealt with on the spot and the islanders muster enough know-how to keep an army of ageing Landrovers roadworthy. Not that there are any roads to speak of. A mere 12 miles of tarmac links Stanley with the new £350m airport, in an area roughly the size of Wales.

For the citizens of Stanley life is a mite more sophisticated. You need only take delivery of your sheep a quarter at a time and you leave a note on your gate stating which particular quarter you'd like. There is full employment, little crime and a surprisingly active social life. The hottest spot in town is a newly opened restaurant, the up-market Monty's. Not that old traditions are forgotten. On dark winter nights, when sensible folks are indoors, the perpendicular side streets are taken over by tobogganers with their self-appointed traffic patrols at every intersection. Nor is there any shortage of adolescent pupils for Kitty Bertrand's spinning classes, held once a week at the Gymnasium.

Built on a steep hill overlooking the harbour, Stanley - once a pretty fishing village - now bears all the hallmarks of a gold-rush town. Attractive clapboard cottages with gaily painted roofs stand cheek by jowl with the ubiquitous portacabins. The housing shortage is a serious problem for the islanders and a major deterrent to attracting badly-needed, overseas skilled labour. The Falklands stand at a crossroads. Behind lie five centuries of squabbles as to



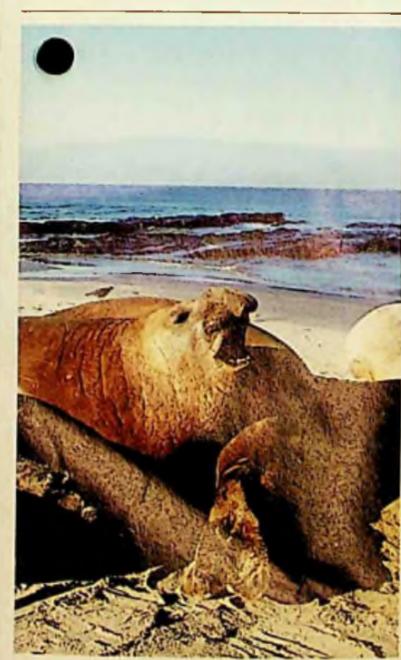
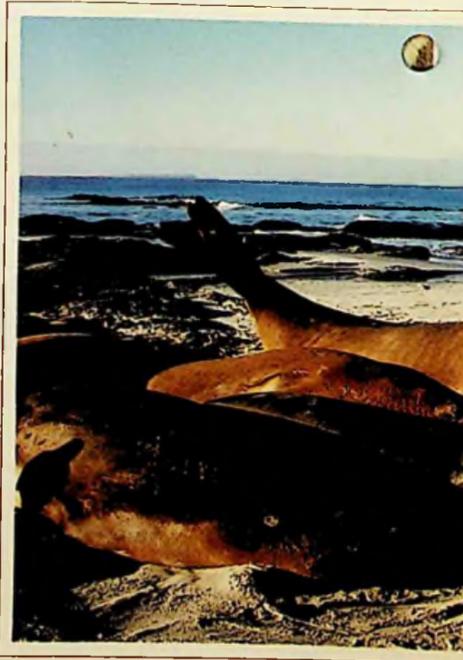
Petrels, Oystercatchers, Dolphin Gulls, and King Cormorants wheel overhead. One can just make out the sound of sheep bleating in the cliff-top Tussock. I find myself wondering if a return journey to civilization will be entirely necessary.

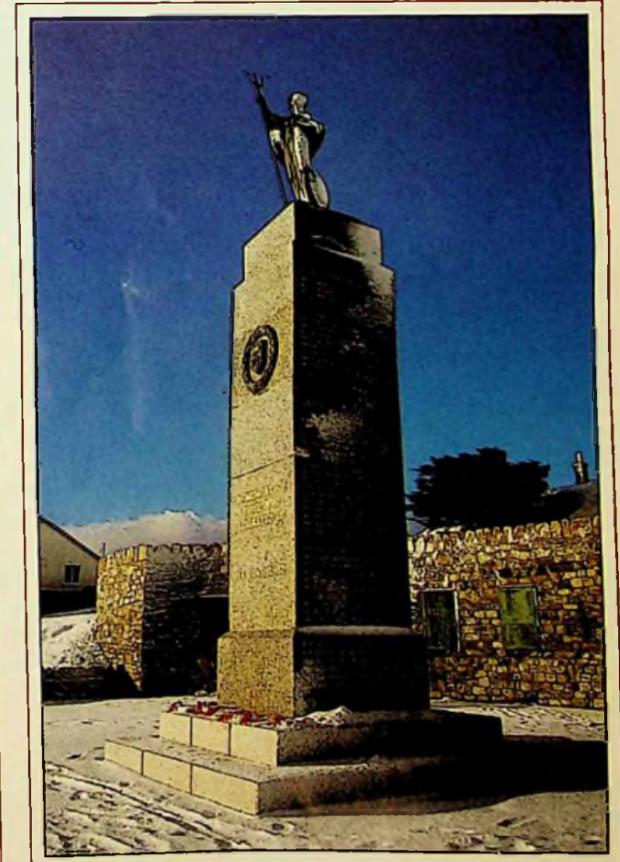
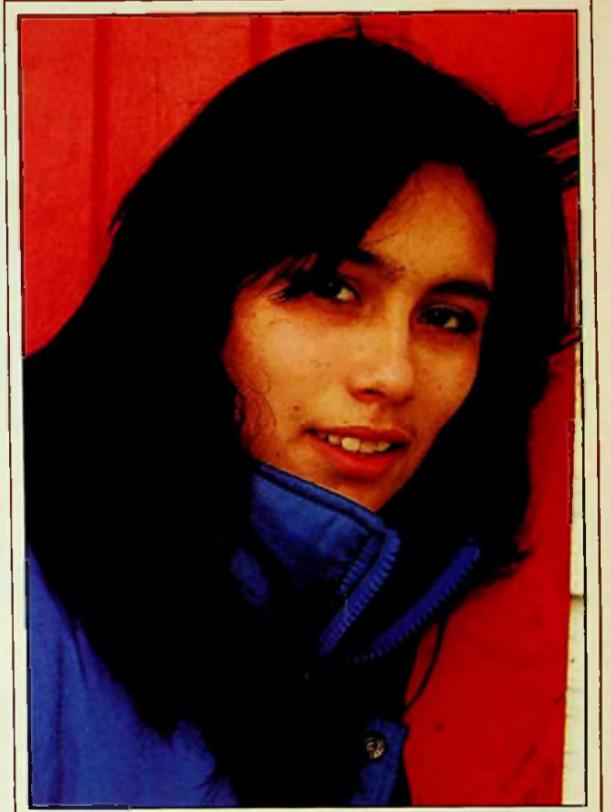
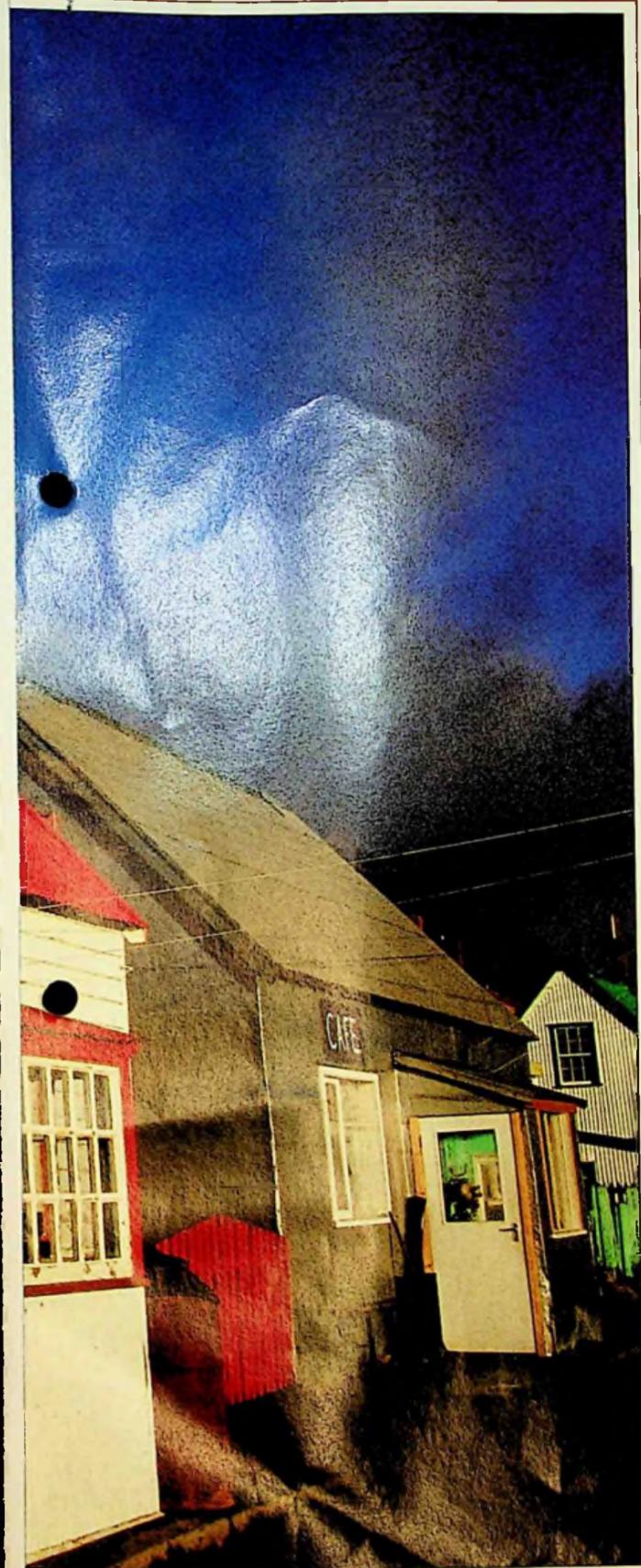
Fourteen years ago David Gray, an electrician from Teesside, succumbed to just such a notion. He turned his back on the rat-race and with his family opted for the harsher life of a Falkland Islander. Now he and his wife Pat manage the new tourist lodge on Sea Lion Island, a sheep farm and wildlife paradise, five miles long by one and a quarter wide, with nothing but 800 miles of ocean between it and Antarctica.

Roughly half the Falklands' 1,916 population is scattered throughout the sheep-farming settlements on the two main (and 200 small) islands that make up the archipelago. All land outside the capital, Port Stanley, is known as Camp, from the Spanish for countryside, *campo*. Here, as the Grays learned, self-sufficiency is a way of life.

There are no shops, no television and a radio link is the only contact with the outside world. Fuel is free, but must be cut from the peat bank. Butcher-meat is delivered to the door by the farmer once a week - a whole sheep at a time. Vegetables are home-grown in tiny plots surrounded by windbreaks against the strongest

Top: The farmhouse, Sea Lion Lodge.
Left: Southern Elephant Seals.
Right: Gentoo Penguins, Sea Lion Island.







their sovereignty. Now, with the fastest growing economy in the world, they are on the brink of the biggest bonanza in their history.

The new prosperity is due to the recently established 150-mile Fisheries Conservation Zone. Forecastable income for the first year will be £13.5m, twice the Falklands' annual budget. For the first time the islanders are in a position to determine their own future.

Previous page: An 1845 cottage built for an early Chelsea Pensioner settler. Carmen Miranda, daughter of a Chilean immigrant and a Falklander. The Memorial to the 1982 fallen, put up at the islanders' expense.

The pot of gold has been slow in coming. The 1976 Shackleton Report made the often forgotten point that in 150 years the islands have paid double in taxes what they have received in aid. Of the many radical recommendations made by the report, the major ones had to wait until after the events of 1982 for implementation.

The most important of these was the establishment of the Development Corporation, currently at work on a blue-print for the future. A number of schemes are either under way, or on the drawing board – a hydroponics plant to provide the islands with fresh salad crops; a solar-powered navigation scheme to re-

place the old lighthouses; mechanical peat-cutting; research into the effect of the fishing on the seabird population (most valuable catch is squid, main diet of the penguins); the building of a wind generator to provide power for the entire population; research to aid the intensification of sheep farming; the subdivision of large farms; and the provision of first class tourist accommodation such as at Sea Lion Lodge.

In the months to come the Corporation will present the islanders with three separate options for the future:

(a) as little change as possible, using the profits from the fisheries to improve the general quality of life;

(b) partial development, but confinement of the fisheries to Berkley Sound, now the port with one of the greatest volumes of ship movement in the entire Southern hemisphere;

(c) wholesale development which would triple the population of Stanley and change life beyond all recognition.

Long term, they have to consider what role the Falklands might play in the almost inevitable exploitation of the mineral riches of Antarctica.

In the minds of many islanders, however, there is something of far greater importance at stake than material gain: their priceless heritage as an unrivalled wildlife haven. As a major seabird station, the Falklands

In 150 years the islands have paid double in taxes what they have ever received in aid.

are visited every year by three-quarters of the world's seabird population. Every summer 375,000 pairs of Black-browed Albatross, literally millions of penguins – King, Rockhopper, Gentoo, Macaroni and Magellanic – come to breed. The beaches are covered with Southern Elephant Seals and Sea Lions.

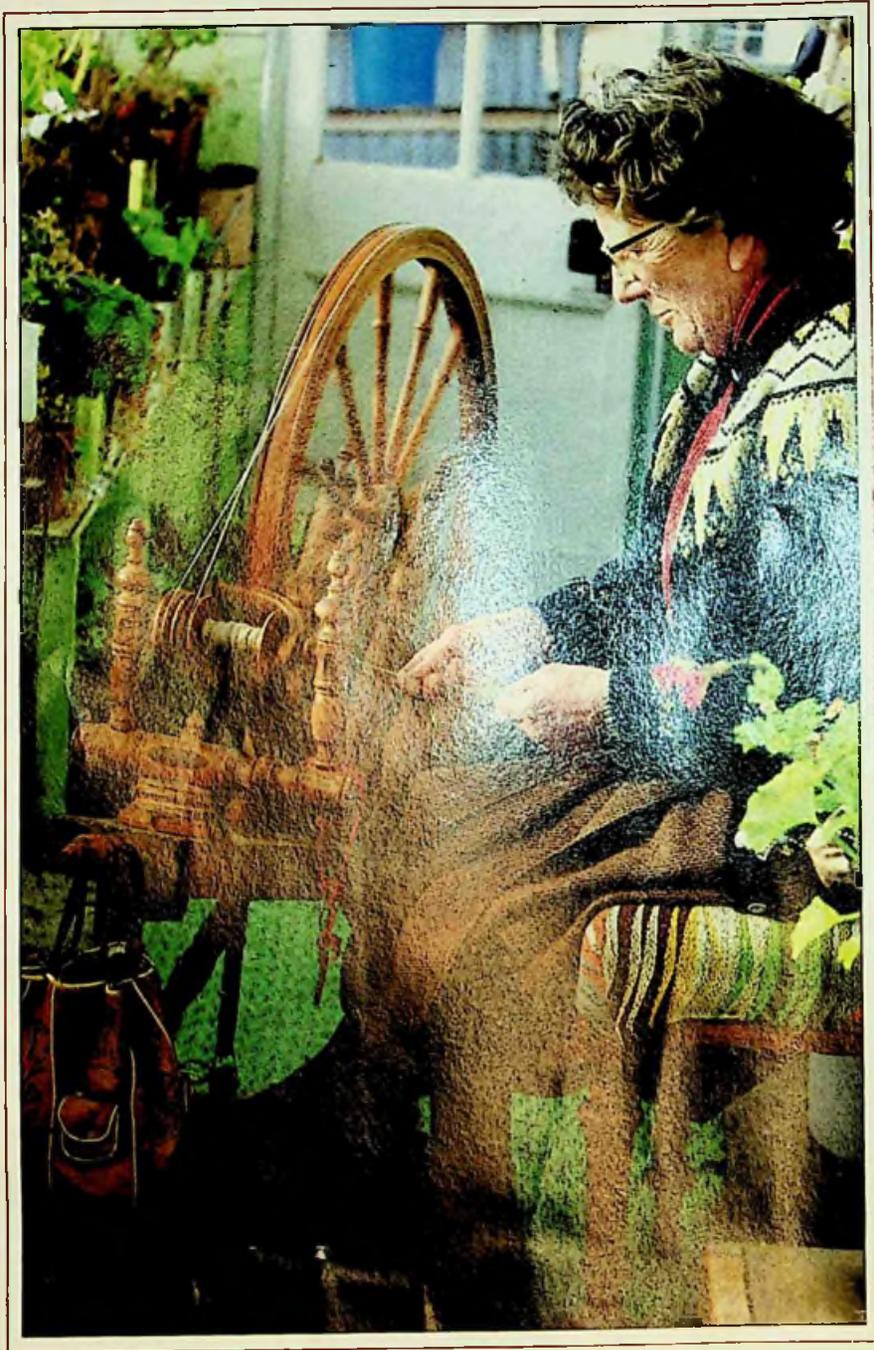
Many believe they have a unique opportunity to get in on the ground and establish the right balance between economic development and

environmental and wildlife conservation. They see tourism as a useful tool in this direction. According to one sheepfarmer the tourists have had a happy side-effect.

"Five years ago a farmer might have shot Upland Geese for pig-feed. Not any more. It stands to reason. When someone travels 8,000 miles just to take a look at what's in your back yard, you're inclined to take a bit more interest yourself. We had a case recently when a military helicopter flew too low over a colony of

M.V. Monsunen, supply ship to the islands.

The highly inquisitive, globally rare bird of prey, the Caracara.



Rockhoppers. Half the population jammed the airwaves in protest."

Others favour a cautious approach, none more so than the foremost authority on Falklands wildlife, the writer and photographer Ian Strange. It was Ian who first introduced tourists, bringing them to the remote and fiercely beautiful New Island, which he half owns.

"Here we have one of the few

Kitty Bertrand who gives spinning classes. Kitty spins the fleece, plys, washes and dyes the wool with locally gathered plants – Lichens, Pigvine berries and Broom.

accessible places in the world which is comparatively untouched. The effect of the fishing, the subdivisions of the great farms and the increase in tourism on our wildlife must be very carefully studied. Those who come in to take over the development facets must not just take into account how things are now, but how they have been for generations. One of the greatest joys of bringing tourists to New Island was the way they could walk freely among the tamest wildlife in the world. That's how the Falklands should be."

If the wildlife is tame, the same cannot be said of the islanders

themselves. They are warm and hospitable to strangers I can think of no other place on earth where every single passer-by gives a greeting. As an islander put it gruffly:

"If they don't say hello, you know they're not from these parts."

But they were best summed up with canny accuracy by one of their own, Councillor Tom Blake:

"We are a people unto ourselves. We are not part of any greater civilization."

The Falkland islanders once chose a motto: *Desire the Right*. God willing, in choosing their future, the same spirit will prevail. ■

Licence forms this month

TWO-ZONE fishing licences will be made available in the Falklands fishery next year according to the Falklands Islands government. Also, a one-year licence will be offered.

There will be three types of licences available to catchers:

- Licence to fish throughout the zone;
- licence to fish in the northern sector of the zone; and
- licence to fish in the southern sector of the zone.

Application forms and schedule of licence fees can be obtained from the Falkland Islands Government Office at 29 Tufton Street, London SW1P 3QL, England, from early October.

"Applicants will be required to return application forms, together with a non-refundable application fee of £200 per application, to the Falkland Islands government office by

October, 23," according to the Falkland Islands government.

"Prospective applicants are warned that applicants for fishing licences are obliged by law to furnish the information required to be given in the application form and that applications based on forms which are incomplete or inaccurate are likely to be rejected. Applicants will be informed of the result by November 16, 1987.

"The Falkland Islands government is considering granting licences for trawlers valid for a 12-month period starting on February 1, 1988. Further information will be forwarded to prospective applicants with their application forms."

Frozen carrier for Falkland run . . .

A 107 METRE long refrigerated fish carrier built for Jaczon Royal Klipper B V of Scheveningen, the Netherlands, has begun her career transporting fish away from the Falkland Islands.

She is the 4,251 kW *Royal Klipper*, which is powered by an MaK diesel for unmanned operation which gives the ship a speed of 18 knots when loaded (see drawing on left).

A bulbous bow and four-deck ship, she has accommodation for 14 crew and the latest wheelhouse electronic aids, including satellite communications.

Insulated

Her main cargo holds are sub-divided to provide 261,262 cu ft of refrigeration capacity, with loads coming aboard in three-ton containers through insulated folding hatch covers which have either electro-hydraulic power or are mechanical and folding.

Four derrick cranes are fitted to the *Royal Klipper* and they have a radius of 19.2 metres.

Greco supplied the ship's refrigeration plant which can maintain the holds at -25 deg C and the ship has been air conditioned.

The *Royal Klipper* has been built to the refrigerated cargo specification of Bureau Veritas and is the best-equipped ship in the Jaczon fleet, which also includes large stern trawlers.

JOINT VENTURE SHIPS FOR FALKLANDS

— war trawler to catch blue whiting

BRITAIN will begin to mount fishing operations in the Falklands zone next year with joint venture factory ships aimed at exploiting the blue whiting stocks in the area, as well as the hake and squid.

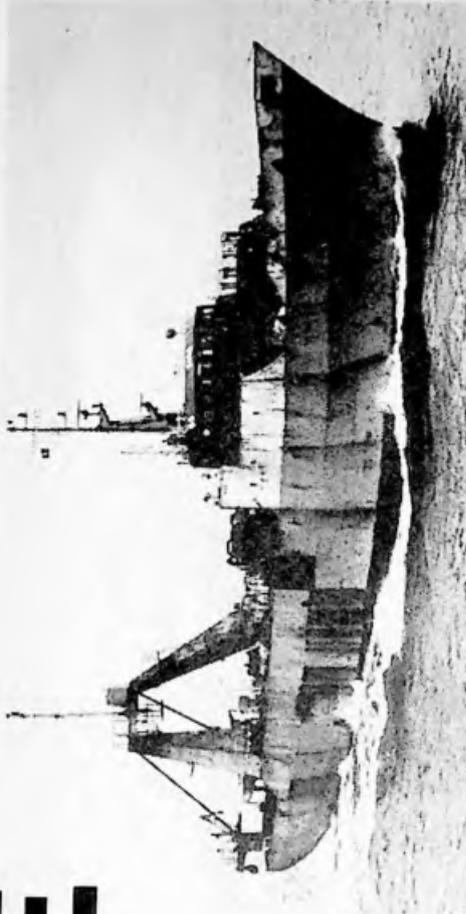
Following a successful British venture into the Falkland Islands' squid fishery, the Anglo-Falklands fishing company Stanmarr Ltd. is to introduce a freezer trawler specially equipped to process blue whiting, which is one of the South Atlantic's most abundant species.

Stanmarr, jointly owned by Marr (Falklands) Ltd. and the Falkland Islands Development Corporation, has purchased the Norwegian-owned *Vesttraal*, British-built stern trawler. She will be installing squid

and hake processing equipment, as well as increasing her freezing capacity, ready for the 1988 Falklands season.

The Hull family companies in Marr (Falklands) Ltd. — J. Marr Ltd and J. Marr (Seafoods) Ltd. — and the Falkland Islands are familiar with the *Vesttraal* as she was originally built as the Marr freezer trawler *Junella* and served as HMS *Junella* in the Falklands war before being sold to Greenland owners.

She was subsequently bought by Norwegian interests and extensively



The *Vesttraal* — formerly the British-based freezer stern trawler *Junella* — returning from the Falkland Islands in 1982 after playing a role in the war over the Falklands. Now she is to head back to the South Atlantic to fish for blue whiting, squid and hake.

South Atlantic operation.

The ship will sail to the Falklands later this year and her crew pool will include Marr fishermen trained on board Far Eastern joint venture vessels during the last two seasons.

Stanmarr's entry to the Falkland Islands' fishery with the *Vesttraal* is in parallel with the company's

policy of expanding joint venture jigging and trawling operations with foreign fleets.

A second stern trawler preparing for fishing off the Falklands is the *Arctic Freebooter*, now renamed the *Lord Shackleton* after the man who prepared a report in 1982 setting out the fish-

ing prospects in a controlled Falklands fishery.

She is owned by SWB Fishing Ltd, a joint venture company operated by Witte Boyd of Hull, England and the Falkland Islands Development Corporation.

The joint venture vessel is around 240ft. long and is at present equipped at Hull for her new role.

Marr widens sales contacts

FISH selling agencies in the UK ports of Hull and Fleetwood have widened their international network with the acquisition of a German agency operating in Cuxhaven.

J. Marr (Fishing) Ltd says that, following the acquisition of Eurotrade KG from the parent company Flamingo Fish of Bremerhaven, it has entered into partnership with Gerd Gieseler, Eurotrade's managing director, and fresh fish trading expert Burghard Dusse to run the company.

Marr director Charles Marr said: "This is a logical extension of our substantial and growing trade through the two German ports during the past five years during which we have established an excellent business and personal relationship with Eurotrade and Gerd Gieseler.

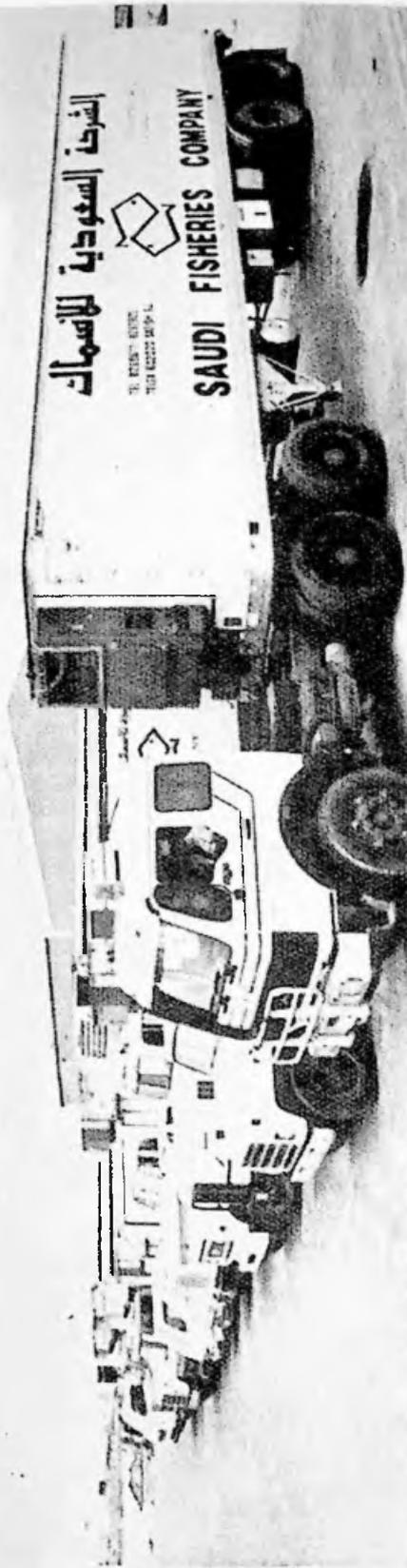
"This opens a direct route for our catches into the EEC and Eastern European markets and an additional bonus is that Gerd brings into the company the international frozen fish trading expertise we have been seeking to add to our range of marketing skills."

The formation and subsequent steady progress of the Saudi Fishing Company is one of the encouraging aspects of Arab fisheries as they have developed through the 1980s. In this article, GERALD WATKIN gives his impressions of this venture and its contribution to the supply of fish in Saudi Arabia. Mr. Watkin is a former Chief Inspector of the London Fishmongers' Company.

The main processing facility is situated in this port and transportation by lorry takes a matter of minutes. Nevertheless, that is sufficient time for much of the generous allocation of ice to be melted and rapid unloading into the modern air-conditioned factory is necessary.

There seems to be an over-provision of equipment and Indian staff in their brightly coloured protective clothing. The seasonal nature of the shrimp catch explains this apparent prodigality.

In season there is not a washer nor a packer too many, not a square meter to spare, night or day. And every day there is the wet fish to be prepared and distributed, the imports to be stowed in the huge cold store and the returned plastic trays to be washed and stacked for re-use.



Quick distribution of catches is one of the strong features of the Saudi Fishing Company's operation. This picture shows some of its fleet of refrigerated trucks.

From this depot, refrigerated lorries supply the Company's shops in Dammam city, in Al Kobihr and up the motorway to the capital, Riyadh.

Specially developed packaging is used for fish forwarded as air-cargo to Jeddah and the Red Sea coast. There are now nearly a score of retail shops, mainly wholly owned but a few as specialist corners of large supermarkets. The general standard of design and operation is very high and for cleanliness and equipment surpass operations in the United Kingdom.

The air-conditioning strikes a welcome chill to customers passing through the air lock from the scorching heat of the street to the serenity of the blue and white tiled shop. The colours are company livery repeated everywhere in premises, vehicles and uniforms.

Perhaps the most important piece of equipment is the icemaker. It is also the most over-worked with inflow temperatures often being as high as 40 deg.C. Ingenious applications of water cooling stages prior to the freezer are required. Freezer cabinets display local product frozen in the Dammam plant and imports from Denmark and the UK, frozen meals to give the expatriates a taste of home.

Operations on the Red Sea coast are based on Jizan. The absence of viable shrimp supplies and the deeper water of the Red Sea means a smaller and differently rigged fleet but the same standards of quality are maintained. Distribution to Jeddah, Medina and Mecca is supplemented by the airborne supplies from Dammam.

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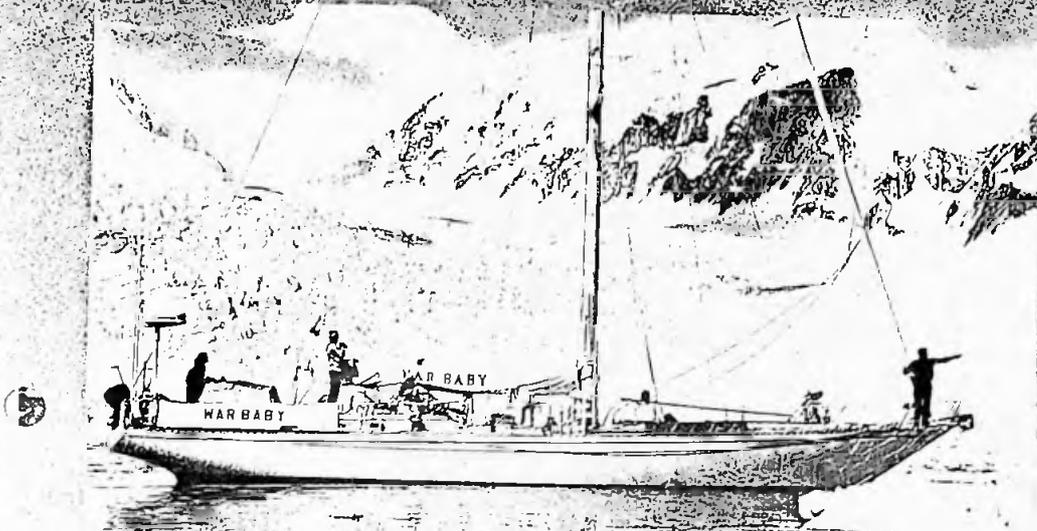
Champagne Mumm Admiral's Cup

Cruising The Falklands

ON BOARD

de Savary's Vagrant & Europa Sun





Main picture, War Baby at anchor at the New Island anchorage. The wreck in the foreground is one of many. **Inset,** after the Falklands War Baby sailed to Antarctica



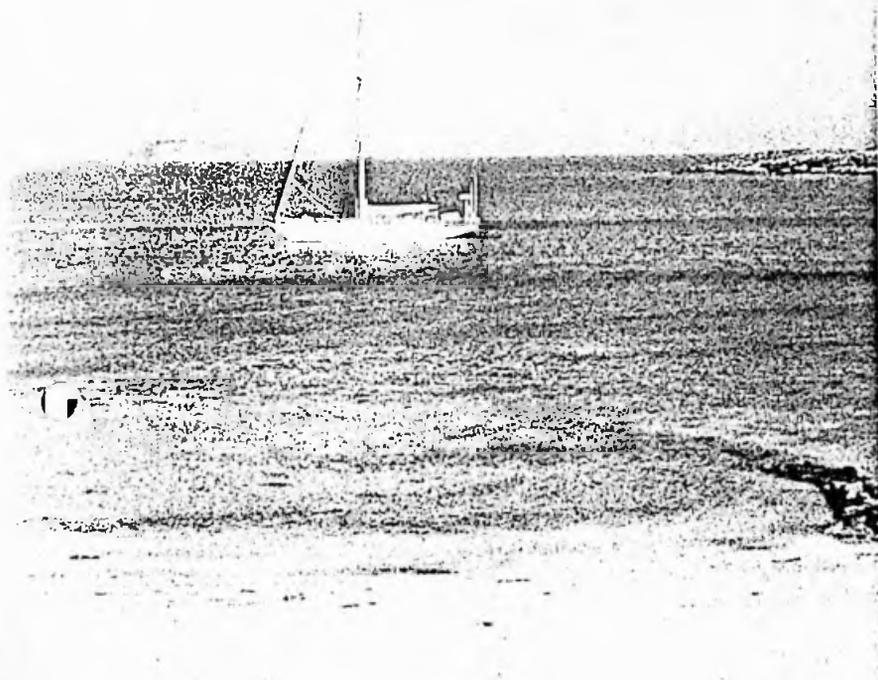
CRUISING

WAR BABY

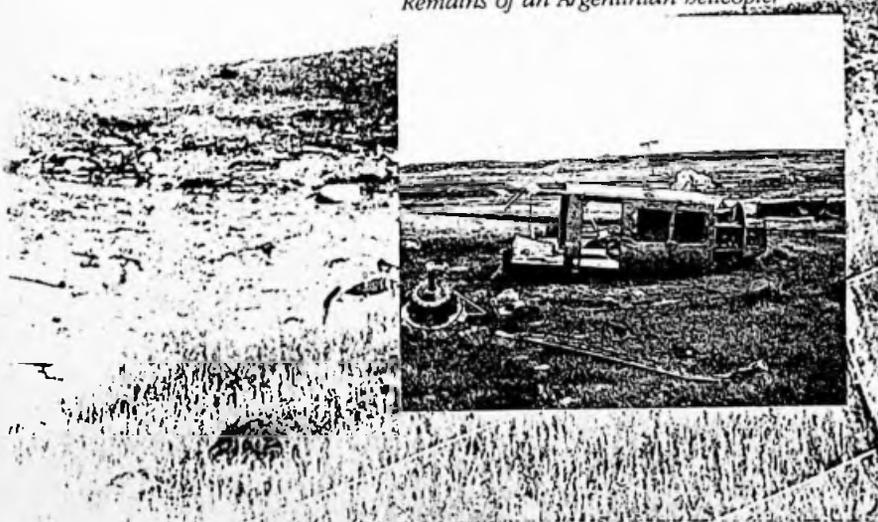
IN THE

FALKLANDS

John Gore-Grimes flew to Chile to join Warren Brown's *War Baby* for a tough cruise in the wind-torn wastes of the Falklands



Reminders of the Falklands War in 1982.
Remains of an Argentinian helicopter



It was a bright, breezy afternoon as Newbold Smith and I unloaded our gear on the pier at the Chilean town of Punta Arenas. We had been invited by *War Baby's* skipper/owner, Warren Brown, to join his crew of nine on a cruise to the Falkland Islands and to Antarctica.

Because of our height — his lean, mine sturdy to plump — the young Norwegian, Erling Kagge, and I were given the task of bunkering. It gave me the excuse to see something of Punta Arenas and to drink a few beers with Erling. I was quickly put at my ease and refuelling was achieved efficiently and pleasantly. As for Punta Arenas ... well it is clearly a sailor's town, although its great days, before the opening of the Panama Canal, are long since past. Nevertheless, a fair interest in shipping survives and the town boasts 43 brothels just to prove the point.

We set sail eastwards through the Straits of Megellan on the evening of the 9 January, 1987 bound for Port Stanley in the Falklands. What a pleasure to be at sea in this fine little ship, charging through the darkness at between eight and ten knots with strong following winds. Warren cautioned me to 'think big boat'. Fully laden with cruising gear, we were driving 36 tons of boat through the water.

It took me several weeks to understand what Warren had meant, and I was of little help to him when I did not recognise Dungeness Lighthouse at the end of a low sandy spit, as we approached the exit from the Magellan Straits. Using my Nicholson 31 in-built recorder, we should have been at least 30 miles further back. Warren took this misjudgement in good part as we gybed around an oil platform and headed for the open sea.

Clear of the land, the wind soon

CONTINUED OVERLEAF

The Falklands Campaign Memorial at Port Stanley. The place gave little comfort



registered a fairly constant 55 knots and we struck the mainsail and proceeded more comfortably with a slightly furled headsail. The seascape was fantastic, a silvery foam was whipped off the wave crests in the bright afternoon sun. The storm petrels love these conditions, wheeling inches above the watery confusion and feeding to their hearts' content. A large, solitary albatross joined us for a while.

By dawn the wind had decreased to gale force and the skipper called for

the mainsail. We set it with three reefs slabbed-in and continued on our merry way, rejoicing in such perfect conditions. Later the wind decreased and settled at a steady 20 knots and, under full sail, we reached Cape Pembroke at the south entrance to Port William at 1945 on the evening of 12 January. As we started to beat up Port William Sound, the wind piped up to 35 knots and we quickly put in three reefs and rolled in some headsail.

Warren was at the helm, pressing *War Baby* ahead at between seven and

eight knots. He took her through the narrow entrance into Stanley Harbour and soon we glided alongside one of Stanley's town jetties. A most impressive piece of handling by skipper and crew alike. Coffee grinding was a new experience for me, but at least my apprenticeship was well underway.

In the words of one of Ireland's best-known sailors, Liam McGonagle, 'all boats cause problems and big boats cause hellish big problems'. *War Baby* had her share, but the combined talents of the Round the World Race sailor from Strangford Lough, Peter Metcalfe, and the highly experienced Scottish sailor, Jim Leonard, were put to work on the necessary maintenance and soon bits and pieces of the boat were all over the place. But everything went back together again and a few serious electrical problems were sorted out by our competent young Canadian, Philip Wilson.

Looking around Port Stanley gives little comfort. The place is littered with wrecks of vessels which, for one reason or another, failed to round the Horn. John Smith's little booklet, which gives an account of them, is aptly named, *Condemned at Stanley*.

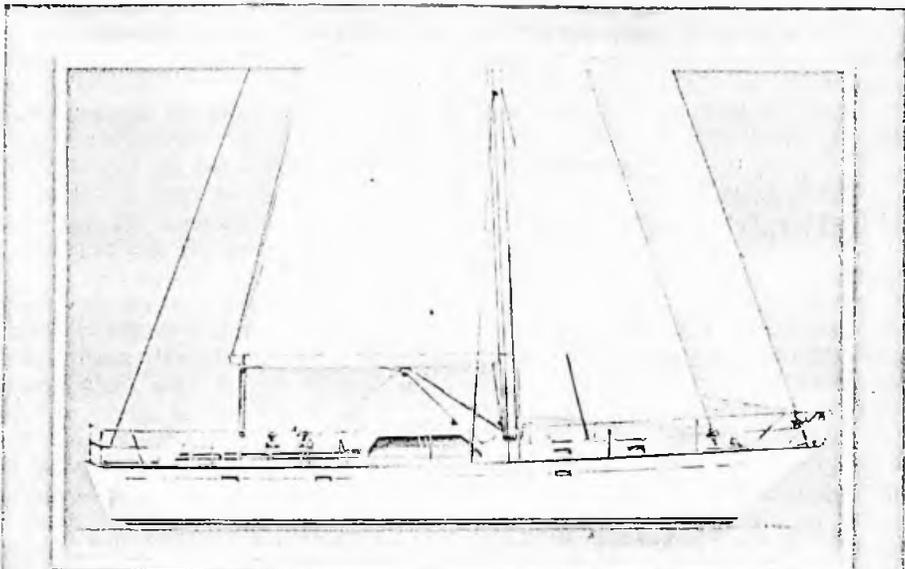
Port Stanley was an interesting stop and we met the Hon. Mark and Amanda Wilson. Late one evening aboard their lovely *Hanne IV* we learned that *War Baby's* arrival had caused quite a stir. Two rifles, one shotgun and a pistol had been impounded by the constabulary and a cheerful, ruddy faced and bearded naval officer, Bushy Shrub, explained: "Quite a flap at HQ this morning with messages flying to Belfast and Interpol. An Irishman and a Northern Irishman arriving on a boat called *War Baby*, with loads of guns and ammo aboard, was too much for top brass. You know George Younger, Secretary of State for Defence is here?"

We had not. Mr Younger had arrived to open the new airport and army complex 30 miles from Stanley.

ARGENTINIAN MINEFIELD

Mark and Amanda gave us much useful information. The extent of the Argentinian minefield is astonishing, but they are all fenced off. The penguins have taken advantage of the situation by moving their rookeries into the minefields, safe from curious camera-clicking tourists. They are too light to set off the mines and perfect peace is guaranteed them for years.

Captain James Troup took us to some of the battlefield areas, many of



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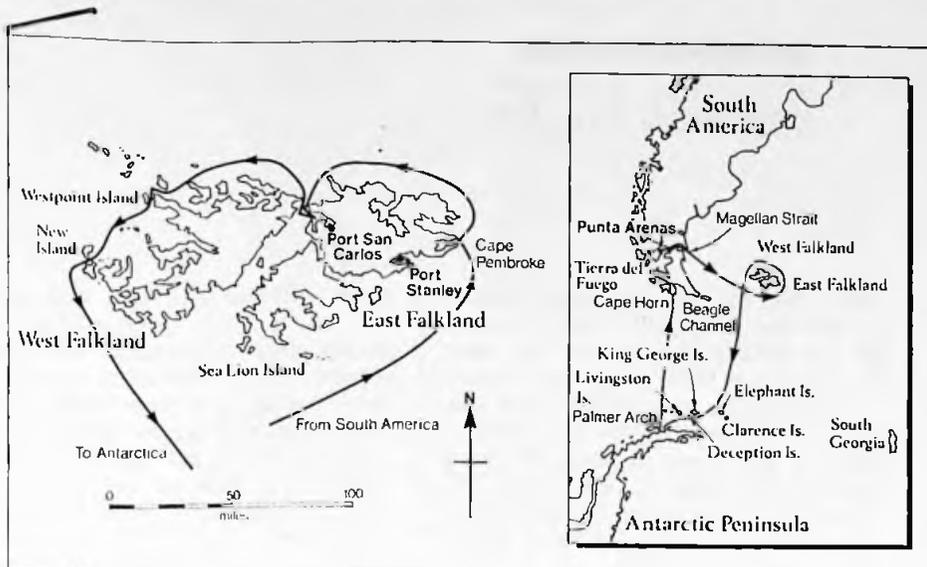
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which are still littered with the rusting implements of war. We climbed Mount Langdon and his explanation of what occurred left us with a deep sense of sadness, but also with a sense of admiration for the many selfless acts of human courage which this lonely, windswept mountain peak had witnessed so recently.

Determined to avoid the fate of being 'condemned at Stanley', we finally set sail on the afternoon of the 16 January to land on nearby Kidney Island at the southern entrance to Berkeley Sound. We went in search of the jackass penguin and indeed any other penguins we could find.

Kidney Island is covered with tussock grass, which grows 6ft-8ft (1.8m-2.43m) high. It was difficult to make progress, so we had to content ourselves with the sounds of the jackass penguins braying away. Without seeing them it was a little unnerving to think that these little birds could make such a sound — just like aggravated donkeys on a lowland bog pasture.

Kidney Cove has a fine sandy beach and there are thousands of penguins there. We pulled our dinghy through the kelp and spread across the open water watching many penguins porpoising ahead of us. But the beach and the land behind it are mined and we did not dare to land. As they say in the Eurovision song contests: penguins dix pointes; *War Baby's* crew nulle pointes.

It was a bright and unusually calm night as we set out to round Volunteer Point and McBride Head before sailing along the north shore of East Falklands to Cape Dolphin and the entrance to the Falkland Sound. Marie Lundberg, our young Swedish crew, had prepared an excellent leg of lamb which settled well during the evening watch.

Warren Brown had first mentioned the possibility of this voyage when *Shardana* and *War Baby* had met in the Faeroes in 1984. He had spent many hours since that meeting, making his preparations for this voyage. *War Baby* is exceptionally well equip-

ped for arduous, long-distance cruising. I never got to the bottom of the deep freeze, but fillet steak, sides of pork and roasts of lamb were plentiful. There are 126 lockers and, for the main part, someone knew where everything was. Occasionally, something was mislaid and minor confusion ensued. Charts and the Pilots were meticulously stowed and indexed and the boat's list of spares would certainly sink *Shardana*.

SAIL TO SAN CARLOS

The extent of Warren's preparations were evident and his approach to running a tidy and well-found ship were greatly appreciated. Each crew member, including the skipper, had one major cleaning job to attend to each day. Once, when I had done a particularly thorough job on the aft heads with a strong detergent, I was still on my knees as Warren passed hurriedly by. "Well," I said, "that has killed 98 per cent of all known germs." "What, did you do?" he enquired laughingly, "breathe on them?"

Preferring to sail, our passage to Port San Carlos at the north end of the Falkland Sound was slow, though as we approached Cape Dolphin, the wind piped up. We anchored in the sheltered, but windy waters of Port San Carlos on the evening of the 11 January. This port is next door to San Carlos Water and both bays played an important part in the Falklands Campaign landings.

We spent a most pleasant evening with Gavin and Debbie Hardcastle who manage the sheep ranch. Magnificent homemade cakes and biscuits discouraged war talk, but we learned something about sheep ranching on remote Falkland settlements.

From a pure cruising point of view, the anchorage could not have been more pleasant. The pleasure which remote protected anchorages give to cruising folk is typified by Port San Carlos and we had the added joy of watching Commersons dolphins play-

ing their splendid games around our hull.

Lifting *War Baby's* anchors is a major job. Warren is a careful sailor and a careful navigator. He requires an anchor watch when at anchor in port. In San Carlos we set the main 90lb (40.82kg) Bruce on chain and a 120lb (54.43kg) Fisherman with 50ft (15.24m) of chain leading to the anchor-warp. The electric winch takes care of the Bruce and the Fisherman is winched up on the coffee grinders. When the chain breaks surface, a halyard is attached, and the whole thing is hoisted up the mast until the anchor passes over the rail and is lowered into the hold.

Between hoisting the dinghy and sorting out the inevitable twists in anchor lines, the whole operation took one hour and this is another part of what Warren meant when he cautioned me to 'think big boat'.

Our departure from Port San Carlos was on the morning of 18 January and the sail to West Point Island was perfect. The wind was mainly south west blowing at 18-20 knots. *War Baby* loves such conditions and you can handle her large wheel with your little finger. We passed Pebble Island and cleared the Egmont Cays to beat our way between Saunders Island and Sedge Island. There are huge kelp beds extending several miles from each of these islands. We passed between Carcass Island and Low Island and headed towards the shores of the Byron Heights on West Falklands. One or two further tacks took us into Hope Harbour to anchor in the dark beneath the small settlement on West Point Island.

FALKLAND HOSPITALITY

It was 2255 on the 18 January. Even at that late hour we received an invitation to call on Roddy and Lily Napier. We joined them in their comfortable little homestead and, as usual, the Falkland's hospitality was abundant. Roddy talked about the war and about sheep for a while, but then he mentioned the late Major Tilman.

"Many Falklanders believe that *En Avant* went down on the Jason Islands," he said, "but I believe that Simon Richardson and his crew were lost on the reef to the south of Sea Lion Islands."

Tilman had joined his erstwhile crew, Simon Richardson, to sail to Smith Island. They intended to pick up two New Zealand climbers at Port

CONTINUED ON PAGE 79

Stanley and they had left Rio in *En Avant* on November 1977.

The New Zealanders were staying with friends of Roddy's in Port Stanley when a report came through from one of the wardens on Sea Lion Islands (to the south of East Falkland) that there was a wreck on the reefs to the south of the island. The warden had no boat and could not reach the reefs which are kelp covered and stretch 2½ miles from the shore. It was a Falklands night with winds of between 50 and 60 knots. Next morning conditions had improved but there was no sign of the wreck.

"Her size was right and she had a mast," said Roddy. "I don't remember the exact date, but the New Zealanders were expecting *En Avant* at that time."

It is a sad mystery which may never be solved. A search in the kelp off Sea Lion Islands would be a near impossibility.

Next morning fellow crew members Molly Holt and Jim Leonard arrived before us at the Napiers'. Molly Holt is a slim, vivacious and constantly good humoured girl. She is not sure if she is American or English. She carries two passports and speaks with two accents. Her enthusiasm as a sailor and film-maker knows no bounds. She had been up at 0500, accompanied by her ever-faithful and loving Jim Leonard, to photograph penguin colonies on West Point. We joined them at 0800 for some tea with Roddy, Lily, and their little grand-daughter Samantha.

HALYARD PARTED

Roddy disappeared into his vegetable garden and returned with bags of produce. "Some vegetables for *War Baby* and some for the Chaytors on New Island," he said. We thanked him and asked how we would find the Chaytors on New Island? "That's simple," he said. "The Chaytors are the only people on New Island."

We left the beautifully still and lonely West Point anchorage at 1010 on 19 January. Roddy, Lily and little Samantha, were perched high above us on the cliff at the entrance, waving happily. Roddy, who had sailed on square riggers, had especially asked us to sail out and Warren, with characteristic graciousness, was determined to oblige. All went well with the mainsail, but as the jib filled the halyard suddenly parted and *War Baby* looked a little less magnificent than she might have.

Within minutes, Jim Leonard was

hauled aloft, chasing up the outer shrouds like a monkey. A new halyard was run through the sheave and we were away again. What a pleasure to sail in the company of champions!

The wind strength was 30-35 knots from the north to north east and with three reefs and a slightly furled headsail, we sailed at between nine and 11 knots to New Island in bright sunshine.

Albatrosses glided by; the ship's reverse osmosis desalinator was making fresh water and Warren was talking to Bermuda on the radio. A map came in on the weatherfax, the generator hummed almost inaudibly in the forepeak and accurate position fixes of our progress were sent to some location on the French mainland.

I met Warren on the way out of the hatch and said to him accusingly; "Skipper, you know what is wrong with all this?" "What?" he enquired somewhat defensively. "Nothing at all!" I replied.

The Bruce and the Fisherman went down at New Island settlement in the early afternoon of 19 January. Peter, Marie, Molly, Erling and myself set off for a hike across the island in search of a large penguin colony. We walked for a most rewarding two hours carrying Molly's heavy 16mm camera and tripod. On the way we were attacked by skuas guarding their nesting grounds. It was a fair but persistent defence and occasionally we struck them with sticks as they came within inches of our scalps.

New Island has been over-grazed, so that much of the grass which held the sandy ground together, has disappeared. The wind picked up the black sand and hurled it at us.

The penguin colony on the north end of the island mainly comprises rockhopper and gentoo penguins, interspersed with fluffy black-brow albatross chicks perched on their small round clay turrets. Albatross chicks have a little dark smiling line extending across their necks from their beaks. They look like happy laughing fellows, until you approach them, when they are distinctly and naturally aggressive.

Molly was delighted to find one King penguin in the midst of this lot. For a while she became very excited because the King penguin was perched on an egg. On closer inspection we could see that the egg was a stone.

We returned to the settlement and gave Tony and Annie Chaytor, Roddy

Napier's bags of vegetables. *HMS Ambuscade* was at anchor in the bay and a barbecue had been planned for that evening, but already since our departure from *War Baby*, the barometer had fallen from 1005 to 987. It was windy, even by Falkland standards, and we returned aboard to put out a third anchor — a CQR weighing 100lb (45.36kg). Marie's dinner of mussels from the beach, followed by a side of pork with potatoes and cooked seaweed, was a treat but it was followed by an anxious anchor watch.

Next morning at low water, the wind blew a steady 60 knots. The skipper had been on the dawn watch and our position looked precarious. All hands were called as the wind gusted up to 80 knots. It was difficult to stand up on the deck. The 65hp (48.47kW) Volvo could not cope with these conditions so we hauled in the CQR and then the Bruce. These were anxious moments but three sailors from *Ambuscade*, with a powerful dinghy and outboard, repositioned our anchors. Finally, the CQR and the Bruce were in position and the Fisherman was hoisted and replaced well to windward. *War Baby* draws 10ft 6in (3.20m), and had come to within 60ft (18.28m) of the rocks with less than 2ft (0.60m) under her keel.

CALM APPROACH

With the Fisherman in place we were secure again and the wind continued to howl until 1600 that afternoon. Fair dues must be paid to skipper, Peter Metcalfe and Jim Leonard who had behaved so calmly while directing operations during this crisis. Warren Brown is a man who worries a lot when things are going well but when real hell breaks loose he metamorphoses into a sort of St Francis of Assisi and I can assure you that his calm approach produces the best possible response from his crew.

The wind abated and as we left New Island, at 1300 on 21 January, we smelt the mutton sizzling invitingly on the barbecue outside the Chaytors' home. We had sailed 430 miles from Port Stanley — Warren ably guided in much of the Island navigation by Ewen Southby-Tailyour's excellent *Falkland Island Shores*. But now we were heading further south: our destination was Antarctica. ■

John Gore-Grimes, a solicitor from Howth in Ireland, has cruised in his Nicholson 31 Shardana through the ice-bound wastes of Greenland and other Arctic waters. He has won the RCG's Tilman Award and often writes about his exploits in Yachting World.

FOCUS ON THE LIFE OF FALKLAND ISLANDS VESSELS

Onyx is 21 in the sun

HM SUBMARINE Onyx celebrated her 21st birthday in the Caribbean sunshine on her way home from a 5½-month South Atlantic deployment.

Fifteen of the ship's company were joined by wives and girlfriends for a "families day" during the trip between Martinique and Barbados, where the birthday party was held.

After a bottle of champagne was smashed on the casing a cake was cut by the commanding officer's wife, Mrs Susie Boissier, before a much-enjoyed beach barbecue.

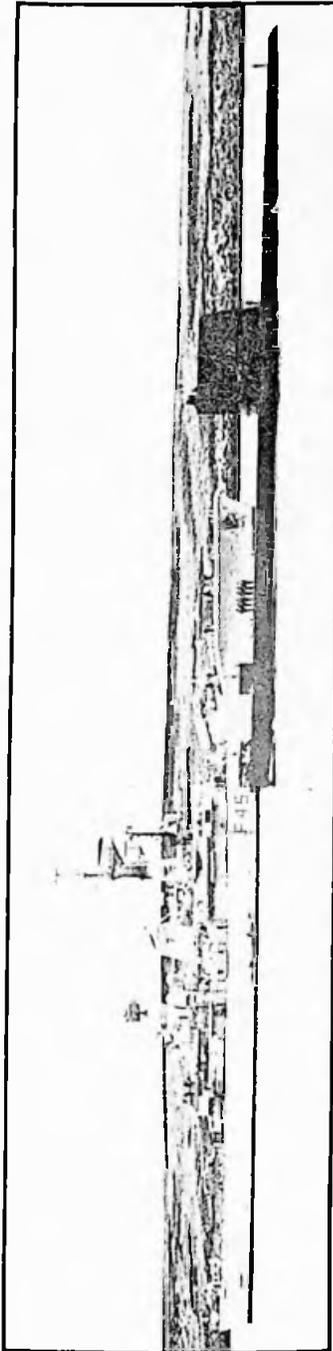
The Onyx had sailed from Gosport in March, with stops at Las Palmas, in the Canaries, and Ascension Island. On arrival on station, three Onyx ratings swapped places with three members of the Second Battalion Royal Irish Rangers.

While in the Falklands the commanding officer, Lieut.-Cdr. Paul Boissier, attended the Island's Liberation Ceremony, laying a wreath in memory of those who died in 1982. The ceremony had particular significance for the Onyx, for she was the only conventional submarine to take part in the conflict.

Chile

Leaving the Falklands with three more Irish Rangers embarked, the Onyx rounded Cape Horn before transiting the Patagonian Canals on her way to Valparaiso in Chile for an informal six-day visit.

Stopping next at Rodman Roads, the US Naval Station in Panama, the submarine then passed through the Panama Canal before entering the Caribbean.



HMS Onyx sails past HMS Minerva on arriving in East Cove, Falkland Islands.

PENELOPE'S FIFTH TOUR

HMS PENELOPE has become the first warship to complete a fifth tour in the Falkland Islands since the war in 1982.

She arrived home at Devonport via the West Indies last month, almost five months after leaving to take over from HMS Minerva, which departed the area on May 15 in a traditional farewell flurry of eggs, flour bombs and water hoses.

After a short maintenance period, the Penelope started her patrols in the Western Areas, involving a 100 per cent surface search every few days interspersed with the occasional visit to an island settlement.

At one stage Rear-Admiral

Dumbarton Castle has a break

HMS DUMBARTON CASTLE took a welcome break from her demanding duties as Falkland Islands Patrol Vessel with a rewarding five-day visit to the stunning scenery of South Georgia.

Dual purpose of the trip was to provide rest and recreation for the ship's company and to "deliver" 30 men of the Devon and Dorset Regiment Recce Company and their equipment for a four-month tour in the dependency.

The existing garrison of Irish Rangers, eagerly awaiting the ship that was to take them back to the Falklands, provided a warm and colourful welcome of red, green and mauve parachute flares over Grytviken Harbour.

Along the coast at Stromness, the ship's company was able to relax with sport, barbecues, wildlife photography and exploration of nearby Husvik and Leith stations.

After embarking the Irish Rangers, the Dumbarton Castle visited the British Antarctic Survey Team on Bird Island before heading back to the routine of protecting the Falklands sovereignty, a task which will keep the ship on station until the middle of 1988.

FRIGATE SETS RECORD FOR PATROL DUTIES

Guy Liardet, Flag Officer Second Flotilla, visited while the Penelope was exercising with her task unit, HMS Dumbarton Castle and RFA Green Rover.

In addition to patrols, the Penelope completed a successful high seas firing, conducted a sea

day for the Army and RAF, visited eleven settlements and re-supplied the garrison at South Georgia.

Many ship's company members took part in adventurous training courses and a working party was landed to help rebuild a barn at one of the settlements.

ENDURANCE IS BACK IN BUSINESS

ICE PATROL ship HMS Endurance was rededicated in Devonport Dockyard on September 18 after a 15-month refit which is expected to give her at least ten more years of useful life.

Most striking change to the Red Plum's familiar outline results from alterations and improvements to her flight deck, which has been shortened, and to her hangar, which has a new door.

She will now be able to carry and operate two longer-range, higher performance Lynx patrol helicopters to replace her Wasps.

She has also had a full, main-engine overhaul and has had new alternating current electricity generating and distribution

equipment installed.

Other modifications to make the red-hulled vessel better equipped for further service in the hostile waters of the South Atlantic include the installation of new fire fighting and fire prevention systems, updated communications and sonar systems and improved accommodation.

After trials, work-up and a visit to her home port Portsmouth, the ship due to leave for Antarctic patrol on November 24



Picture: Derek Harris, Swan Hunter.

Coventry given Freedom pledge

FREEDOM of the City of Coventry is to be bestowed on the new HMS Coventry, nearing completion at Swan Hunter's yard at Wallsend-on-Tyne.

The plan to honour the Type 22 destroyer was announced by the Lord Mayor at a luncheon for four members of the build-up ship's company.

Her predecessor, a Type 42 destroyer, held the Freedom of the City and her loss in the Falklands War was keenly felt in the community.

The representatives of the present ship, led by her senior officer, Cdr. E. F. M. Searle, were in the city to re-establish close links.

Members of local industry and charities were contacted with a view to forming ties, and the naval visitors called at HMS Mercia, Coventry's RNR unit; and the Sea Cadet unit TS Coventry.

PRODUCTS of the Seamanship School at HMS Raleigh will serve on such advanced warships as HMS Sheffield, pictured here on her sea trials.

And their sea-wise training will be needed, for modern technology has not made seamanship obsolete. For instance, the teaching aids at Raleigh will soon include a technically-advanced trainer for the Type 22 class, the latest of which is the Sheffield.

Launched at the Wallsend yard of Swan Hunter Shipbuilders Ltd. on

March 26 last year, the Sheffield revives the name of the destroyer which sank in the South Atlantic in 1982, and is the third to carry the name.

The original Sheffield — the "Shiny Sheff" — was commissioned on the Tyne in August 1937, 50 years before the new vessel's sea trials.

Commanding officer of the new Sheffield is Capt. Nicholas Barker, who commanded HMS Endurance during the Falklands War.

Writer asks for Belgrano film 'balance'

By Dennis Barker

The Independent Broadcasting Authority was urged to intervene yesterday over the planned Channel 4 screening of a British-backed film depicting the death of a young sailor aboard the battle cruiser General Belgrano.

The film was made in Argentina by students from the London International Film School. Channel 4 has invested £50,000 in British television rights and the British Film Institute is supporting the production with £30,000.

The demand for intervention comes from Mr Ian Curteis, who wrote a play about the Falklands crisis which the BBC refused to show. Mr Curteis said then that the BBC had felt that his play was too sympathetic to Mrs Thatcher.

He said at the weekend that he opposed to censorship but that if Channel 4 showed *La Denda Interna*, *The Internal Debt*, the IBA should order the screening of a balancing programme supporting the British Government's Falklands policy. "The other side must be given an equal showing."

The film shows an Argentine teacher searching for a former pupil and being left only with a photograph of the boy in Argentine naval uniform aboard the Belgrano, which was sunk with the loss of 368 lives.

The film, funded mainly by INC, the Argentine state film financing organisation, will receive its premiere next weekend in Havana as part of a Cuban film festival. Channel 4 plans to screen it next year.

It will be reviewed by Mr Michael Grade, who becomes chief executive of Channel 4 on January 1. Mr Grade said yesterday that he would confer with the present chief executive, Mr Jeremy Isaacs, but would take no further action until he moved in.

It would be foolish to comment on a film which he and many other people had not seen.

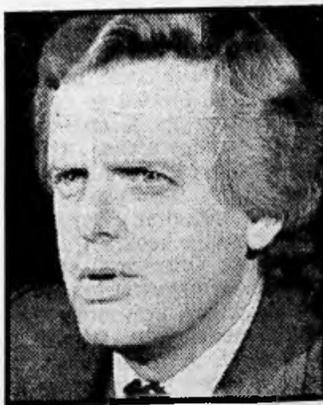
Mr Grade, as BBC TV director of programmes, was one of the executives who decided not to go ahead with the Curteis play.

Channel 4 and the BFI maintain that the film is essentially a human story which is not anti-British and not basically concerned with political issues.

Mr Colin MacCabe, who heads the BFI's production fund, and Mr Alan Fountain, the commissioning editor of Channel 4, expressed surprise that the film had been criticised for dealing with the Belgrano issue from an Argentinian point of view.

"What the film looks at is the way the Argentinian armed forces exploited the patriotism of the poor," said a Channel 4 spokeswoman. Channel 4 and the BFI had stepped in when the students ran out of funds. "It is a human story."

Conservative MPs intend to raise the issue in the Commons this week.



Michael Grade —
set to review film

TV chiefs deny Belgrano film is anti-British

By Colin Randall

CHANNEL 4 yesterday defended its decision to pay £50,000 for the television rights of an Argentinian film whose hero is killed when the cruiser General Belgrano is sunk by a Royal Navy submarine.

A further £30,000 of the £250,000 cost of making the film, *La Deuda Interna* (The Internal Debt), has been provided by the British Film Institute. The rest came from Argentina's National School of Cinematography.

Mr John Stokes, Conservative MP for Halesowen and Stourbridge, said he was "appalled that British money, some of it from taxpayers, should go towards making a film with an anti-British theme."

Mr Terry Dicks, Conservative MP for Hayes and Harlington, called the funding "a disgrace and an outrage."

A Channel 4 spokesman said the film was neither anti-British nor sympathetic towards the Galtieri regime which launched the Falklands invasion in 1982.

"What the film shows most deeply is how the Argentinian armed forces exploited the patriotic feelings of very poor people," she said.

Channel 4 is likely to show the film next spring.

Falklands TV film defended

Channel 4 is to press ahead with plans to screen an Argentine film about a young sailor who eventually dies when the cruiser General Belgrano is sunk by the Royal Navy during the Falklands conflict.

Conservative MPs have called on the company, which has paid £50,000 for the television rights to *La Deuda Interna*, not to screen the film.

Mr John Stokes, MP for Stourbridge and Halesowen, said it was "absolutely monstrous" that British money should subsidize a film with what he described as an anti-British theme.

Mr Alan Fountain, Channel 4 commissioning editor, said yesterday: "It depicts a tragedy happening to a young man who goes to war without really knowing what he is doing and gets killed."

Most of the film's finance came from Argentina but the British Film Institute gave £30,000 towards costs.

The right treatment for a deteriorating condition

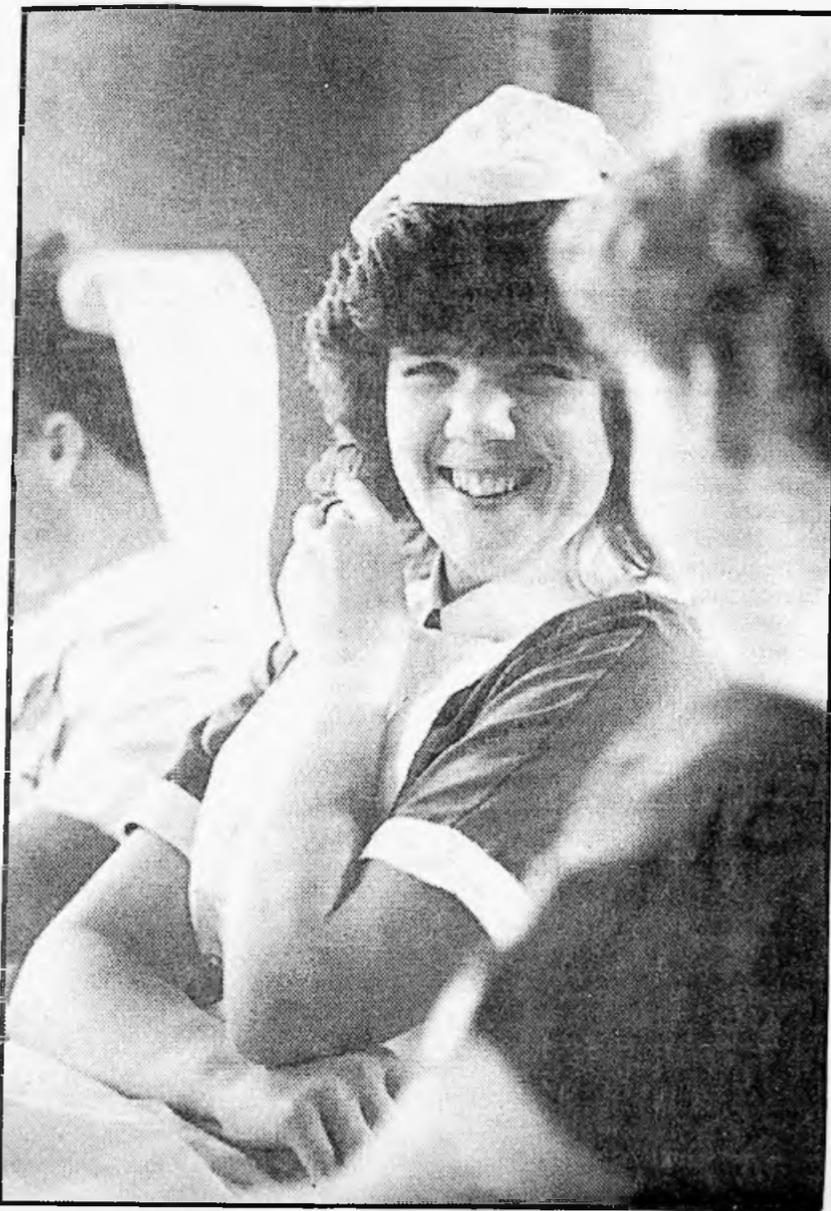
ANYONE who feels that newspapers have been telling them more about the Health Service than they wish to know had better fasten their seat-belts: they are in for another bumpy ride. Those nurses who have flitted in and out of the spotlight of publicity — deploring the imposition upon them of the full rate of Poll Tax, defending their special duty payments, struggling to keep intensive care units open — are due to take centre stage as their case for a pay rise goes before the Government's independent review body today. That case will not be made public for another two weeks, but the nurses' grievances are already known and public opinion has never been more favourable to seeing them dealt with. As the events of last week made painfully clear, the strength of the National Health Service is inextricably dependent on the strength of the nursing profession.

Mrs Thatcher was rattled, as she should have been, by the recent public exposure of the Health Service's rapid disintegration. It is never clear to the average taxpayer where blame lies for postponed operations, empty hospital beds, growing waiting lists. Is it heartless administrators, shortage of money or striking health workers? In the case of baby David Barber and his operation at Birmingham Children's Hospital the cause was immediately pinpointed: a shortage of nurses trained to work in the Paediatric Intensive Care Unit.

Birmingham Children's Hospital was simply reflecting a crisis which has taken nobody in the Health Service by surprise. One thing that came to light last week, the under use of operating theatres by up to 50 per cent, revealed by the National Audit Commission, is also due partly to a shortage of trained nursing staff. One of the many faults of the NHS is that there are not enough nurses to run the service efficiently or humanely and the shortfalls are often in areas where nurses are most needed, like high-tech theatre specialities or the unglamorous areas, such as geriatrics and psychiatric nursing.

The special payment that is supposed to lure them into Cinderella specialities is a derisory £156 a year. If they stop work to train in extra specialities, such as intensive care nursing, they go back on to student pay. Once they have gained their extra qualifications it earns them no extra money. Only a profession with such a feminine and humanitarian base would have allowed such injustices to continue for so long. And these are on top of the basic poor pay. The £12,000 quoted triumphantly by Mrs Edwina Currie is only earned by a ward sister after three years' training and at least seven years' experience on the wards. Specialised paediatric nurses can earn as little as £7,300, despite their sought-after skills.

No wonder nurses are leaving the profession in unprecedented numbers. Thirty thousand have walked out of the NHS in the past 12 months. Some have left nursing for good; 1,770 have gone to work in the private sector, where not only can



Walking wounded: 30,000 nurses have left the National Health Service in the past 12 months, 1,770 to work in the private sector

An independent review body today begins its consideration of nurses' pay. LESLEY GARNER suggests that giving them more money would not only be a step towards improving the service but would also be politically popular

they earn more money but they are no longer subject to the continuing pressures and stresses which prevent them from giving high-quality nursing care.

THE GOVERNMENT would be politically inept to let slip this chance not only to pay the nurses more but to examine the causes of their discontent. The life of more than one hole-in-the-heart baby depends upon Government affirmation of the nurses' value. But it will take more than a pay rise to stop people leaving the profession. Pam Hibbs, head of the National Standing Committee of the Royal College of Nursing, met Tony New-

ton, the Health Minister, last week to persuade him of the underlying causes of the nurses' unhappiness.

"I'm getting very anxious about the situation," she said. "Money is a big thing but it's not the sole thing. There's the conditions at work. The increasing intensity of patients — we are getting them through so fast now — means they are so much more dependent while they are in. There is a desperate shortage of staff. Students are left in very difficult situations on the wards. They always were but now it's worse.

"Competitive tendering and the need to save money has thrown a lot of extra work on to the nurses. Hos-

pitals get very dirty because we save on things like cleaning. We've had a running battle in my district, with the midwives having to clean up delivery rooms."

The Government has already indicated its willingness both to award the nurses their pay rises and to listen to their problems. But what most worries the nurses — and their colleagues in the Health Service — is that any pay increases will not be funded by a genuine increase in money for the Health Service. Part of the service's ills stems from the fact that previous pay awards have had to come from existing budgets. The Government may not be making direct cuts in the service but it is forcing health authorities to make the cuts for them. In the case of the nurses this would create further problems, not solve them.

Finding a career structure for nurses without taking them away from the bedside has always been a problem, but the Royal College of Nursing is pressing for a clinical career structure which would reward nurses financially for skills acquired. They fear that, although the Government may agree in principle to both pay rises and such a structure, these will be funded partly by taking away the special duty payments, which reward nurses for working unsocial hours.

Nurses do not strike, but the Government cannot count on quiescence forever. At the Royal College of Nurses' Congress last April there was a vigorous, if defeated, move to revoke the clause in the College Charter which said that nurses would never abandon their patients and strike. Where nurses do not strike they can, and do, leave. How will it help to keep nurses if they are given a pay award whose funding comes out of further bed closures, further reductions of ancillary staff and further stress and demoralisation?

IT IS EASY to understand the Government's fear of the Health Service. It represents an insatiable maw. When you have 500,000 nurses, even the smallest pay rise represents a multi-million pound commitment. High-tech scanners and dazzling new hospitals may receive a lot of publicity, but between 75 and 80 per cent of the NHS's £21 billion bill is for wages.

Nevertheless, the Government should balance its nervousness about the Health Service's insatiability with current needs. Every opinion poll shows that people would be prepared to pay more tax if they knew it was going on health. With only 5.1 per cent of our GNP allocated to this sector, we are the meanest of the advanced countries. Alternative sources of funding are quite properly to be explored, but central taxation remains the most efficient way of funding a health service. By turning its attention to healing the nurses' wounds and injecting real money into the Health Service in the form of a good pay award, the Government would not only be taking practical steps to improve the Health Service. It would be doing something which now, as never before, would be politically popular.

New Spanish customs

SIR—Reading of the Spanish claim to the land on which Gibraltar's airfield is built (Nov. 11), I suspect this is a sprat to catch a mackerel. What they really seek is to gain control of the new Lipton's supermarket, which is built even closer to the border and is daily used, I think, by many Spanish customers.

J. WHITTINGTON
London NW7

Gifts that embarrass executives

By John Richards
Labour Correspondent

BUSINESS executives can be embarrassed by unsolicited Christmas gifts, according to a survey today.

One in three has returned presents, which can include £200 hampers, colour TV sets, gold pens, leather brief cases, automatic tea-makers, tickets for rugby internationals, or £100 copper cigar boxes.

Two-thirds operate a policy of not accepting if the gift is too lavish, or received at a sensitive stage of negotiations, or could be seen "as a bribe", says the report in Chief Executive magazine.

The managing director of a company in the South West is reported as summing up the situation: "One bottle of wine: OK. Two bottles of wine: OK. Three bottles of wine: OK. One case of wine: ? Two cases of wine: !!!."

Only 4 per cent of companies put a total ban on accepting gifts, says the survey.

When it comes to gifts, 15.5 per cent of companies questioned by the magazine spend between £1,001 and £2,000, and the same between £2,001 and £5,000.

Only 3 per cent lash out between £10,001 and £50,000, and 12 per cent spend less than £50.

The largest group—about a quarter—have between 51 and 100 people on their gift list. Fifty-five per cent of firms questioned gave gifts to customers, 22 per cent to "business contacts", and 13 per cent to suppliers.

It's Argie bargy on cash for Belgrano 'hero' film

By STUART COLLIER
and ROB SKELLON

A FURIOUS row broke out last night over British backing for an Argentine-made film about the sinking of the Belgrano.

ITV's Channel 4 and the British Film Institute have paid nearly half the £250,000 cost of production.

The rest has been put up by Argentina's National School of Cinematography.

The film is due to be shown in British cinemas next week after its premiere in Communist Cuba, and will be broadcast later by Channel 4.

It tells of the life of an Argentine youngster who dies a hero with the sinking of the warship by British submarines during the Falklands war.

Tasteless

Tory MP Winston Churchill said last night: "I'm astounded."

"I shall be urging the Government to consider scrapping the money it gives the British Film Institute."

"If the Argentines are such heroes, why didn't their escort ships turn back and pick up survivors from the Belgrano?"

Sir Eidon Griffiths, Tory MP for Bury St Edmunds, attacked the film as an "incredible and tasteless use of public money".

The Film Institute's head of production, Colin MacCabe, said: "I judged the film purely on artistic terms."

TV boss defends film on Belgrano

by Maurice Chittenden
and Jonathan Miller

CHANNEL 4 and the British Film Institute have invested £80,000 to help make an Argentine film which portrays a boy killed when the battleship, the General Belgrano, was sunk by a Royal Navy submarine.

Both sponsors insisted last night that the film — to be premiered at the Havana film festival in Fidel Castro's Cuba — is not anti-British.

But the funding of the film, *La Deuda Interna* (The Internal Debt), is likely to prove a major dilemma for Michael Grade when he takes over as controller of Channel 4 in January.

Channel 4 has paid £50,000 for British television rights and Grade will have to decide whether to screen it after it gets a limited cinematic release here next spring.

Last year the BBC scrapped plans to make a play about the war written by Ian Curteis which was sympathetic to the role played by Margaret Thatcher.

After the BBC decided to cancel the production Curteis accused the corporation of showing bias against the government.

The new film — completed last week at the British Film Institution's studio at Rathbone Place in London's West End — studies the relationship between a teacher and boy living in a remote mountain village in Argentina. When the teacher returns to the village to find why the boy has stopped writing to him, he is shown a photograph of him wearing a sailor's cap emblazoned with the Belgrano's name.

"It is *Goodbye Mr Chips* — Argentine style," said Colin MacCabe, the BFI's head of production.

"It is certainly not anti-British. If anything it is against General Galtieri's military dictatorship for sending the boy to his death."

Alan Fountain, a commissioning editor at Channel 4 who viewed rushes of the film with MacCabe before agreeing to provide funds, said last night: "I am surprised at the concern."

Argentina's own National School of Cinematography provided the bulk of the funding for the film, which was shot in Argentina.

Last night Tory MPs were fuming at the British involvement in the film.

"I think it's absolutely disgraceful and quite shaming," said John Stokes, MP for Halesowen and Stourbridge, who plans to raise the matter in the Commons this week. "I don't think any other nation would stand for it."

C4 cash for Belgrano film

RICHARD BROOKS
Media Editor

AN ARGENTINE film, whose hero dies when his ship, the General Belgrano, is blown up by the British, is being financed by Channel 4 and the British Film Institute.

They have contributed almost half of the film's £250,000 budget. The rest is funded by Argentina's National School of Cinematography.

The sinking of the Belgrano in 1982 is still a subject of political controversy. Mrs Thatcher has hotly denied that the ship was moving away from the British task force at the time the order was given to torpedo it, with the loss of 368 lives.

The film's depiction of Argentine nationalism in the build-up to the Falklands War, and its allusion to the sinking of the Belgrano in a climactic scene, seem bound to fuel the dispute.

The film, which gets its first showing at the Havana Film Festival next week, will be distributed to British cinemas next year, followed by transmission on Channel 4.

Colin MacCabe, head of production at the British Film Institute, says he had no doubts about financing the film. 'I was not at all concerned about funding the Argentines. I judged it purely on artistic terms.'

The film, shot in Argentina a few months ago, covers the period of the military dictatorship between 1976, after the overthrow of President Isabel Perón, and the end of the Falklands War.

It is seen through the eyes of a young boy who comes from the same province as General Manuel Belgrano (who led the Argentine army against the Spanish, and after whom the ship was named). The film follows his life, which ends on the Belgrano. 'I wanted to tell the story of the dictatorship in human terms through this metaphor of a boy's dream,' says its Argentine director, Miguel Pereira. 'The years leading up to the Falklands War were a tragic chapter in Argentina's history — a terrible economy, the disappearance of thousands, and then the war.'

Mail on Sunday
29 November 1987

Cindy's TV mission with new workmate

CINDY BUXTON, wild-life photographer, daughter of Anglia TV boss Lord Buxton, has found a new Girl Friday.

Adventure loving Cindy, 37, and ex-nurse Frances Furlong, 30, are working together in New Zealand for Anglia's Survival series.

Cindy's long time companion divorcee Annie Price, is in London looking after Cindy's Fulham house.

Annie, 38, says: 'I know people have suggested that our friendship has come to a halt. But we're still the great-



FILMING: Cindy Buxton.

est of chums and talk on the telephone every fortnight.'

Of Cindy's new workmate she says: 'Frances is very efficient and very hard working. They are very alike — both strong willed.'

Bank raider thwarted by ex-Marine

A PETTY CRIMINAL was asking for trouble when he tried to rob a former Royal Marine at gunpoint, an Old Bailey judge said yesterday.

Mr Clive Mendes, a Securicor guard, grabbed the raider and smashed his imitation pistol in two.

Judge Michael Argyle, who lists boxing among his recreations, told the court: "Anyone who rucks with an ex-Royal Marine is asking for trouble."

Terence Conaghan, 34, unemployed, of Stonehill Road, Leigh-on-Sea, Essex, was jailed for four years. He admitted attempting to rob Mr Mendes of £25,000 at the Midland Bank, Islington, and possessing an imitation firearm.

Unarmed combat

Mr Mendes, 28, did not hesitate when Conaghan held the gun to his neck, said Mr David Williams, prosecuting.

"He grabbed Conaghan, forced his gun arm against a wall, and the imitation firearm broke in two."

Aided by another security guard and a passer-by, Mr Mendes overpowered the bungling robber after a struggle on the pavement.

Judge Argyle, 72, said: "Conaghan pushed the gun against the neck of Mr Mendes and that, as any man skilled in unarmed combat knows, was the moment they could fight back."

He awarded Mr Mendes £200 out of public funds for his action.

Mrs Thatcher has dizzy spell

By Our Political Correspondent

Mrs Thatcher felt faint at a Buckingham Palace reception and needed to sit down before returning to Downing Street. The dizzy spell occurred on Tuesday night, some hours after she had attended to Mr Moore, Social Services Secretary, who was taken ill at a meeting at Downing Street and went to hospital suffering from bacterial pneumonia.

Last night, Mrs Thatcher's dizzy spell was brushed aside by officials as of no consequence. But it is bound to renew concern among some ministers over her workload.

Crossbow killing brings calls for tougher controls

By David Graves

THE DISCOVERY yesterday of the body of Stuart Burton, who murdered his sister-in-law with a crossbow and seriously assaulted a 14-year-old girl at a house in Reading, Berks, brought calls from MPs for sales of the weapon to be tightened up.



Stuart Burton

But the Home Office made it clear last night that it would not increase controls on crossbows despite the mounting pressure.

Mr Peter Bruinvels, the former Tory MP who introduced legislation which banned the sale of crossbows to people under 18, claimed that a register of owners could have prevented the shooting.

He said the Government had forced him to withdraw proposals to introduce a register of crossbow owners. "If crossbows had been licensed, the tragedy could have been avoided," he said.

But senior ministers maintain that the present law strikes the right balance between public concern and legitimate use of crossbows.

The hunt for Burton, 26, a former soldier, involving armed police officers, was called off when his body was found in his car on a bridge over the M4 at Sutton Benger, near Chippenham, Wilts.

Pregnant wife

A length of hosepipe was running from the vehicle's exhaust into the car. A crossbow was found beside the body.

Det Supt John Edgar, of Thames Valley Police said last night there was no clear motive for the murder.

Burton killed Mrs Stella Thomas, 37, who was estranged from her husband, Irving, at her council home in Tern Close, Tilehurst, near Reading, after firing a crossbow bolt into her body. She suffered other injuries, which the police would not disclose.

Her daughter, raised the alarm, after alerting a neighbour.

Police later raided Burton's flat at Hunters Hill, Burghfield Common, six miles away, where they found his pregnant wife Glynis, 25, and told her of her sister's murder.

Mrs Rosemary Marshall, a neighbour and family friend, said: "Stuart and Glynis were a devoted couple. I just can't believe what has happened. I called Stuart the gentle giant. He was always so helpful."

Expert shot

Burton, 6ft 3in tall and 20 stone, used to enter crossbow competitions and was regarded as an expert shot.

The Ministry of Defence said he served in the Royal Engineers for 11 years until July 2 this year. He took a job a month ago as a clerical officer at the Atomic Weapons Research Establishment at Aldermaston.

"His job was routine clerical work and he had no direct link with nuclear weapon research," said a spokeswoman. "He would have been subject to routine security checks."

She could not comment on why vetting procedures had not identified Burton as potentially unsafe. He had not been a member of the Army's Longbow Archery Association, she said.

Royal award marks success of bow firm

By James O'Brien

MORE than 100,000 crossbows are manufactured each year and most are put together, at Wolverhampton, in an undistinguished building with iron bars over the windows.

In the reception area of Barnett International on an industrial estate in Dock Meadow Drive, Lanesfield, is displayed a copy of the company's Queen's Award for Export Achievement presented two years ago.

On the wall opposite is the glossy advertising for the crossbows and longbows manufactured by the company.

The combative image of the equipment is underlined with names like Wildcat 11, Panzer 11, Trident, Thunderbolt and Exocet which is described as the "flagship of the range."

Mr Roger Gethin, an executive with the company, declined to go into too much detail about the company's business and its attitudes towards the public who buy its products.

Export markets

He said: "Our markets are in North and South America. Most of our products go for export. Everything is made and assembled on these premises."

"We do not deal with the public directly. It all goes to wholesalers. We might help out an enthusiast if he came here and told us he was having a problem to obtain a certain piece of equipment."

"The company would not deal with anyone under 17."

Freezing hints to beat rising cost of Christmas dinner

By Elizabeth Williamson

THE CHILLY forecast for Christmas dinner is that traditional fare like turkey and vegetables—and even a post-prandial slice of cheese—will cost more.

Stocking up the freezer is recommended with some price rises on the way for British meat.

Fresh turkey producers predict higher prices this Christmas because of a rise in food costs which, although it may be as little as 4p in the lb, still adds to the festive budget. Around 11 million turkeys will be eaten over the Christmas period.

The price of bread looks set to rise with Rank Hovis Macdougall announcing 3p on a standard loaf in the New Year.

Dubious quality

The bad news for those who like cheese with their bread is that domestic cheese prices could rise by 14 per cent by early next year.

The vegetable harvest was not good this year, which put 3p on a lb of frozen peas in September.

Some vegetable prices may increase over the next month, due to poor harvest conditions and shortfalls in supply.

The British Food Information Service recommends inspection of potatoes bought by the bag. They may not all be in good condition. The quality of carrots is also in doubt.

Lettuce crops grown under glass were badly affected by the gales and supplies of round lettuces are not good with a price rise expected soon.

Potatoes unaffected

There will be little British celery left for Christmas eating although some radishes will be available from glasshouses.

Green vegetables are more restricted in supply than last year, as are spring greens and white cabbage, which is likely to inflate prices.

The Fresh Fruit and Vegetable Information Bureau is more optimistic. Growers and retailers report that although there may be a price increase for Brussels sprouts and cabbage, potatoes are thought to be unaffected and the crop is good.

One third of greenhouse lettuce crops were destroyed in the autumn gales and although round lettuces are good value at 30-40p this week, the price of Icebergs from Spain have been

WEEKEND FOOD

affected by flooding and now cost 75p-£1 each.

This week's best buys:

TESCO: Fresh basted chicken, 2lb 4oz-3lb 8oz, 79p lb; fresh leg of lamb, £1.79 lb; 500g pack own brand mixed dried fruit, 55p; 4oz own brand smoked salmon pate, 69p; 8 deep filled mince pies, 26p.
MARKS & SPENCER: 2 salmon steaks, £5.79; lean minced beef, down 15p lb; chicken cordon bleu, £2.75.
SAINSBURY'S: Braising steak, £1.64 lb; 212g own brand red salmon, £1.39; 1lb own brand extra thick cut marmalade, 44p; 4pt fresh milk, 76p; own brand after dinner mints, 72; 550 ml Wall's Violette, 95p.
ICELAND: 16 Slaters thick pork & beef sausages, £1.09; own brand cheese & onion flan, 79p; 2 x 340g packs of prawns, £4.98; 6 own brand ice cream bombs, 99p.
SAFEWAY: Chukie British frozen grade A quality turkeys, 56p lb; 450g Princes pear shaped ham, 79p; 908g own brand pickled onions, 95p; 80 Brooke Bond PG Tips tea bags, 99p; own brand luxury Christmas pudding, £1.95.
BEJAM: own brand half leg knuckle of pork, 99p lb; 3 x 8oz own brand smoked streaky bacon; 5lb own brand brussels sprouts, £1.39; 30 own brand party size sausage rolls, 99p; own brand ice cream Christmas pudding, £1.49.
PRESTO: Whole fresh Scottish salmon, £2.95 lb; British beef rolled brisket, £1.48 lb; 200gm Maxwell House coffee, £2.75; family pack satsumas, 78p; 250gm Anchor butter, 47p.
GATEWAY: Whole legs New Zealand lamb, £1.29 lb; 2.2lb plus 10 per cent free own brand frozen garden peas, 69p; Dutch Edam cheese, £1.09 lb; 500g soft margarine, 24p.
MORRISON: 420g Del Monte sliced peaches, 28p; 12oz Chivers tangy marmalade, 39p; 4 x 1 litre own brand pure orange juice, £1.49.

The cost of this week's shopping basket

is:		
Cardiff	£20.07	+ 9
Liverpool	£20.69	+ 11
Bournemouth	£20.80	+ 22
Ipswich	£20.84	+ 12
Plymouth	£20.88	+ 14
Newcastle	£21.06	+ 8
Birmingham	£21.21	+ 23
Manchester	£21.27	+ 38
Leeds	£21.46	+ 32
London	£21.47	+ 5
Belfast	£21.55	+ 11
Glasgow	£21.76	+ 14

Falklands rapist jailed for 3 years

By Our Port Stanley
Correspondent

The first rape case in the Falklands for 50 years has ended with Arthur Charles O'Bey, 26, a maintenance worker from St Helena, being jailed for three years.

A senior judge travelled specially to the Falklands for the trial as the islands have no resident bench. Port Stanley has only a small jail, and O'Bey may be returned to St Helena to serve his sentence. He is considering an appeal.

'Poor equipment' reducing RAF's fighting ability

By Air Cdre G S Cooper, Air Correspondent

THE RAF'S fighting capability is being undermined by unreliable equipment, a senior officer told leading industrialist and senior Nato representatives in London yesterday. One-third to a half of the RAF's front-line fast jet fleet was not available because of unserviceability.

One in 10 peacetime operational missions was impaired by unreliable equipment, Air Cdre O.J. Truelove, a Director of Aircraft Engineering in the Defence Ministry, told the European Air Force Forecast Conference.

He said 20 per cent of all major RAF accidents are attributable to technical failures, and undiscovered failures in instruments or avionic equipment could well account for other, unexplained accidents.

Less reliable

"There is no doubt that equipment currently in service with the RAF is, in general, not only less reliable than we require but also less reliable than industry is capable of producing," he said.

This was degrading the RAF's operational capability and forcing its squadrons to move about with costly numbers of technicians and spares.

A study into the cost of unreliability had shown the RAF could save at least £500 million a year if airborne and ground equipment met the reliability levels they had asked for.

Part of the blame could be directed at the Ministry division of responsibility for buying and operating equipment.

In a drive for improvement, the Air Force Board has called for management procedures in the Ministry to give a higher priority to reliability accountability.

Falklands training

Our Political Staff write: RAF pilots could be trained in the Falklands to ease the problems of low flying aircraft, it was revealed yesterday.

Mr David Steel, Liberal leader, said that Mr Younger, Defence Secretary, had agreed "to consider" the suggestion which would reduce the number of aircraft movements within Britain.

Hughes goes fishing

THE HUGHES Food Group is moving into trawling after buying up chunks of the shore fish processing industry — and it looks like there will be spin-offs for the ships to act as klondykers for the UK pelagic fleet.

The group, run by John Hughes, has bought two big stern trawlers so far and has set-up a new marine division at Hull to run the operation.

Westella, the 198ft. (registered) former Hull-based pelagic trawler, at present named *Wagram*, will be re-

joining the UK fleet in about a week's time to resume pelagic fishing under the British flag, while the group has also bought the 78m. long ex-French stern trawler *Le Douphine*. She has been operating successfully out of the port of Fecamp.

The ships will be renamed *King Jupiter* and *King Neptune* respectively.

Westella is licensed and ready to fish, while *Le Douphine* will be refitted to start operations from Hull next year, hopefully at the

end of February or in early March.

The 3,000hp diesel-electric ship is to have her engine stripped and rebuilt, with new vertical plate freezers to be installed so that she can freeze about 100 tonnes a day. She will also be shotblasted and repainted and her Lloyd's certificate renewed.

The forward wheelhouse ship is now in Hull while tenders go out to place the refit contract. Skipper Ron Baughan has been taken on to skipper the ex-French ves-

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Hughes Group goes fishing

From page one

sel and he is expected to sail with a crew of about 25.

Christopher Harry Thomas, former private secretary to John Hughes, is chief executive of the marine division and he told *Fishing News* that the company would be operating trawlers both in UK waters and off the Falklands, while other areas of the world are being considered.

"This is the start of our move into the stern trawler freezer preserving business," he said.

"This is a co-ordinated plan. It's a long-term commitment. We will take on new vessels as and when we need them."

A number of other ships are already being evaluated and Hughes' marine division is working with a shipbroker to expand its fleet. The move promises to create a lot of jobs for both fishermen and shore workers on Humberside in the near future.

Already, former top skipper Dick Taylor has been taken

on to act as trawler manager and John Cooke has joined the company as marine superintendent.

"We've had to go and get the best men available," Mr. Harry Thomas told *Fishing News*.

The spin-off for the UK pelagic fleet is that the ships will be equipped to act as British klondykers to start to challenge the virtual monopoly of Eastern bloc ships buying fresh mackerel catches in bulk.

Heavy

"The vessels will be fitted out with heavy freezing capacity so that they can carry out klondyking for the UK fleet," said Mr. Harry Thomas.

"We are expanding into setting up shore facilities for pelagic processing," Mr. Harry Thomas told *Fishing News*. But he said it was too soon to divulge where and when this venture would get underway.

Hughes Food trawls 96% rise

HUGHES Food Group, the acquisitive foods manufacturer, is extending its activities into deep sea fishing with the purchase of two big trawlers.

It is the first step in the company's plans to create a fleet of around seven "stern trawlers", the combine harvesters of the seas, in a year.

The plan — disclosed yesterday as it reported a 96 per cent rise in half year profits — also includes entering into joint ventures to gain access to foreign fishing waters. Hughes is in talks with four governments including the Falkland Islands on the venture.

In addition an international fish trading company is also being set up to market its catch worldwide, in particular Japan.

The move will also help towards providing the group with its own source of raw material for its extensive fish processing interests. It says there is little integration between fishing and processing in the UK and the group's plans are a rare example of vertical integration in the industry.

John Hughes, chairman, said the move has initially created 50

By Neil Thapar

new jobs in fishing and could boost employment to about 200 by the time the complete fleet becomes operational.

Strong growth at the company's existing fish division helped group pre-tax profits rise from £1.02m to more than £2m for the six months to 25 September. The division produced a 67 per cent rise in its contribution to £716,000.

However, a poor pea harvest contributed to a 20 per cent fall in profits from the refrigeration business to £294,000. Trading in the first six months is traditionally weaker than in the second half.

Thanks to a number of acquisitions, the machinery and construction side boosted its profits contribution from £265,000 to nearly £900,000, on a 140 per cent increase in sales to almost £4m.

There is maiden interim of 0.25p while earnings rose by 78 per cent to 2.15p. The shares, quoted on the Unlisted Securities Market, were unchanged at 85p.

Good haul at Hughes

Hughes Foods, the Humber-side fish processor and machinery sales company which came to the USM in July last year, reports pre-tax profits up 97 per cent at £2.01 million for the six months to September and earn-

ings per share up 78 per cent at 2.15 pence.

Hughes has bought 11 new companies in the past half year, mostly in the fish and frozen food sectors, processes up to 60,000 tonnes of frozen cod and haddock a year for Ross and Findus, and is about to launch into fishing to ensure continuity of raw material supplies. "Cod sells at around 20 pence a pound off the boat and around £1.50 a pound in the shops", says chairman John Hughes. "We want to capture the whole of that margin."

He has bought two stern trawlers in the past couple of weeks, and in the New Year they will begin fishing for cod and other staple UK-consumed fish in the deep waters west of Iceland and off Greenland, and for more exotic species off the Falklands, with an eye on the Japanese market.

Turnover rose 67 per cent in the half year to £21.9 million, borrowing is 10 per cent of capital.

**Royal Navy gets
new Sir Galahad**

SIR Galahad, the £40 million logistics landing vessel to replace its namesake destroyed in the Falklands war, was handed over to the Royal Navy yesterday.

She is the first ship completed by Swan Hunter shipyards on the Tyne since it was privatised two years ago.

Hogg agencies chip in £1m

THE BUILD-UP of a network of a chain of 93 estate agencies in just over a year by Hogg Robinson, the travel and financial services group, has contributed more than £1m to profits.

In its new guise as a freshly demerged company, floated off from its insurance broking parent group, Hogg Robinson revealed yesterday that pre-tax profits in the six months ending 30 September were £8.07m, an increase of 34 per cent on last year's figures. A dividend of 1.8 is to be paid.

Brian Perry, chairman, said the acquisition programme started in September 1986, since when the group had acquired 93 branches. These contributed profits of £1.13m after start-up costs.

"We have delayed building our chain of estate agents as a result of the demerger process," said Mr Perry. But capital of £35m raised in the course of the demerger from the insurance broking parent company had enabled the group to pay off loans for previous acquisitions.

John Kermode, marketing director, added that the group was on target to build up its estate agency network to 150 branches by next summer.

Profits of Hogg Robinson's extensive travel operations rose

By John Moore

from £4.78m to £5.95m. "This represents a good performance from the retail side, where we include the results from 21 branches purchased last year," said Mr Perry.

Transport activities saw profits rise from £1.1m to £1.26m. Performance of GFA, which has freight agency and baggage handling contracts with the Government, was hit as a result of the reduction in its traffic to the Falklands.

The group's road retail operator, Continental Cargo Carriers, based in the Netherlands, is seeking to expand by opening up new traffic routes.

Mr Perry said financial services operations saw profits more than doubled at the halfway stage from £348,000 to £767,000. General personal insurance and the more specialised military insurances produced good results.

"All of our companies are trading satisfactorily and are seeking growth organically and by acquisition," said Mr Perry.

But he warned: "Due to the seasonal nature of certain of our activities profits for the first six months form the larger part of those for the whole of the year."

Heart risks for women smokers

By Dr K C Hutchin
Medical Consultant

THE RISK of fatal heart attacks in cigarette smoking women is more than 500 per cent the risk in non-smokers, says a survey in the New England Journal of Medicine.

Doctors at Harvard Medical School conducted a study covering 119,404 female nurses, aged 30 to 55. All were initially free from coronary heart disease.

During the six-year follow-up, 65 women died of coronary heart disease and 242 had non-fatal heart attacks.

The survey showed that the number of cigarettes smoked daily was positively associated with the risk of fatal heart attacks, due to coronary heart disease, which were 5.5 times greater in those who smoked about 25 cigarettes daily, as compared with non-smokers.

The risk of non-fatal heart attacks was 5.8 times that for non-smokers.

Even light smokers, who averaged only one to four cigarettes daily were shown to be at greater risk than non-smokers.

Those who smoked five to 14 cigarettes a day were three times as likely to develop fatal coronary heart disease.

Little change in university intake

Government efforts to open universities to everyone are having little impact, according to figures published yesterday.

A joint survey of universities and polytechnics showed 92 per cent of undergraduates were under 21, and 88 per cent had A-levels, despite attempts to encourage adults and people without formal educational qualifications to study for degrees.

Jail sentence on corporal who bullied recruits

AN ARMY corporal was sentenced to six months' imprisonment and ordered to be dismissed the Service yesterday after admitting that he ill-treated young recruits.

Paul Williams, 24, from No 1 Training Regt, Royal Engineers, was also ordered to be reduced to the ranks. The sentence is subject to confirmation.

He pleaded guilty at an Alder-shot court martial to four charges of ill-treatment and one of assault at the barracks in Hawley, Hampshire, in May and June this year.

Major Steven Winter, prosecuting, said Williams punched Sapper Colum Cooper, 17, on the head because he made a mistake during a weapons drill, and hit Colin Neave, also 17, on the back with the butt of his rifle because he moved after being told to lie flat during a night exercise.

The sapper punched on the head went to hospital complaining of ringing in his ears.

Williams shut another in a locker because his boots were not clean.

Sentence 'excessive'

Mr Ian Pearson, Williams's solicitor, said he would be appealing on the grounds that the sentence was excessive.

Williams is to go to a civilian prison.

An Army spokesman said: "This reaffirms our line that bullying will not be tolerated, and where it is brought to our attention it is dealt with strongly and appropriately.

"The sentence shows that the Army's legal process takes this sort of matter very seriously."

Williams, from Crickhowell, Powys, joined the Army in 1979. His adjutant, Capt Nigel Montague, said he was an extremely efficient instructor whose conduct had been regarded as excellent before the allegations of ill-treatment.

New comet on the horizon

By Our Science Correspondent

A new comet, the brightest since Halley's, has appeared and will be visible for the next fortnight.

The Bradfield Comet, named after its Australian discoverer, can be seen with binoculars low in the sky above the western horizon as soon as it gets dark, near the bright star Altair.

Black mayor dies

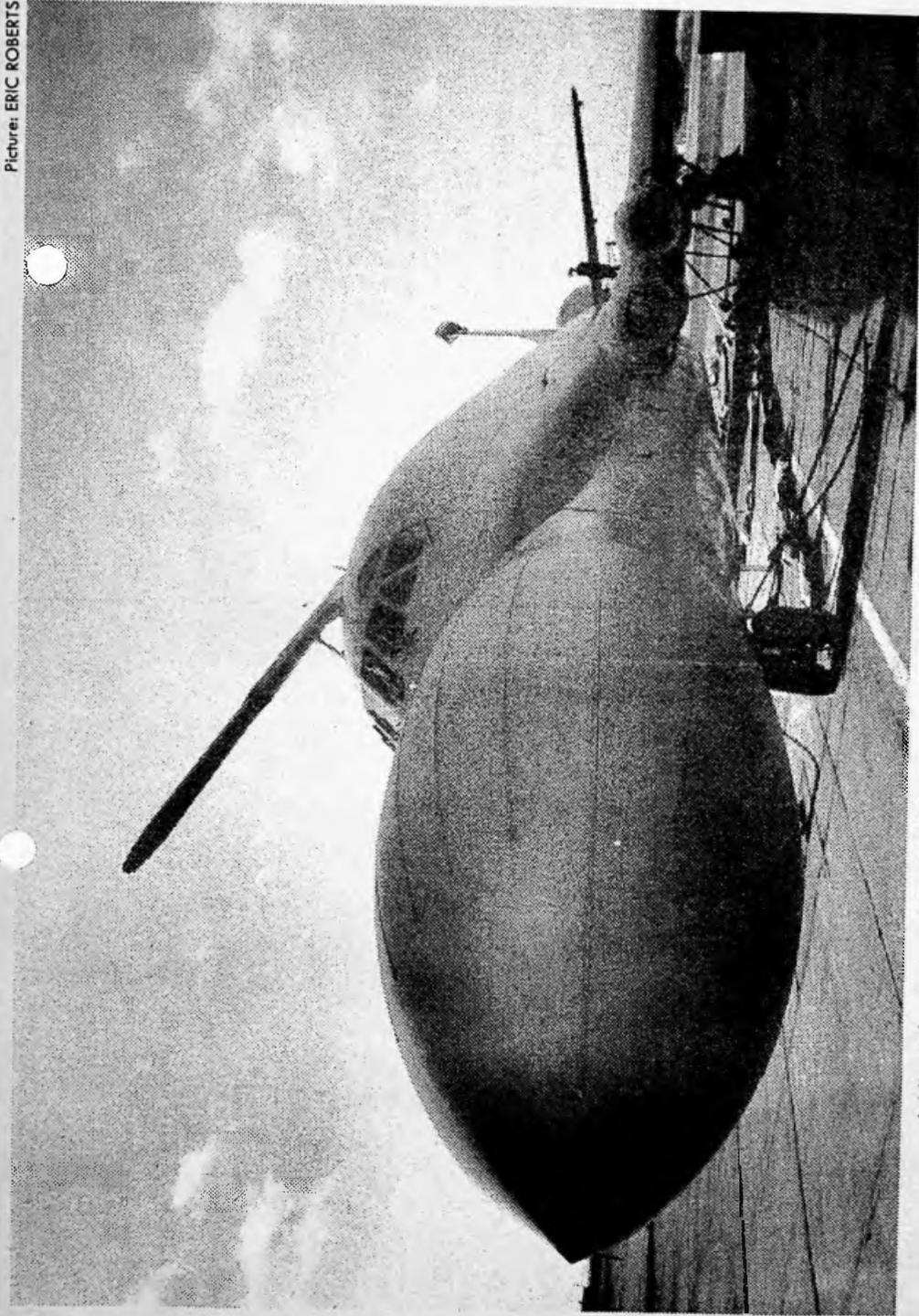
By Our New York Staff

Mr Harold Washington, 65, first black mayor of Chicago, died suddenly from a heart attack yesterday. A Democrat, he had been mayor since 1983.

Gibraltar talks

Gibraltar's Chief Minister, Sir Joshua Hassan, and his deputy are due in London today for talks with Sir Geoffrey Howe, Foreign Secretary, before they meet Spain's Foreign Minister in Madrid tomorrow. There is speculation that the ministers may strike a deal on joint Anglo-Spanish use of the Rock's airport, against the wishes of the local population.

Picture: ERIC ROBERTS



£1,000m Nimrods await fate

By Adela Gooch
Defence Staff

ABOUT £1,000 million of taxpayers' money lies idle on an outer runway at RAF Waddington, Lincolnshire in the shape of six Nimrod aircraft while their replacements take off and land around them.

The Nimrod was to provide Britain with an advance early warning radar capability and thousands of jobs, but last year, after numerous problems, the Government scrapped the project because it decided that their electronics could never be made to work properly.

The role envisaged for the 11 Nimrods would, instead, be taken by the American E-3A AWACS aircraft, six of which have been ordered at a cost of £115 million each with an option on a seventh.

Meanwhile, the discarded Nimrods await their fate. In addition to the six at Waddington, which was to have been the fleet's base, there are three at RAF Abingdon, in Oxfordshire, and one at RAF Finningley, near Doncaster.

What will happen to them is still undecided. The Ministry of Defence says they are being maintained at "minimum cost."

Power humidifiers have been installed in the interiors to stop them rotting. Their silver grey outer shells, the familiar shape of the De Havilland Comet of

A Nimrod standing idle at RAF Waddington, near Lincoln, its future still undecided.

the 1950s, have been repainted a dull brown, the windows covered over.

The GEC electronics which could never be made to work and brought about the project's downfall, have been removed from the ugly bulbous nose and tail superimposed on to the aircraft and stored elsewhere.

The Ministry of Defence says they could be cannibalised to provide spare parts for other aircraft or converted into flying tankers for airborne refuelling. With relatively minor modifications they could serve as training aircraft for engineers and crew or be handed over to the MOD's extensive research department.

No agreement on defence costs

Britain and Hongkong failed to reach agreement on sharing the colony's defence costs in the latest round of talks in London.

British officials said no date had been fixed for a fourth round, but denied that discussions, in which Hongkong is questioning the size of its share, are deadlocked.

This time last year the veteran water colourist Algernon Asprey, a fine example of the species *pictor Britannicus*, could be sighted at 52 degrees latitude, 58 longitude, deep in the Southern Hemisphere.

It was high summer in the Falkland Islands and the poor creature, 8,000 miles from his natural habitat (Magnolia Cottage, in Shamley Green, Surrey) was frozen to his septuagenarian bones. He was about to disappear into the *camp* (outback) of the islands and, like Captain Oates, was likely to be gone some time.

He had with him his easel, brushes and water colours, and 60 years' experience of surviving in the merciless climate of London's art world. As the name implies, he is a member of the famous Asprey *genus*, noted for its outstanding contribution to jewellery design. He promised that he would be popping up in Europe again before too long (and this he has duly done). He then donned his water-proofs and yomping boots, and was gone.

Before he set off in the general direction of Bluff Cove, he gave an impromptu preview in the lounge of Port Stanley's Malvina House Hotel, an ironically named venue for such a patriot. He lovingly

Tumbledown recaptured



Asprey: "No one has done the environment in which they live."

unfurled a landscape, or at least the beginnings of it — treeless undulations of land beneath a huge grey wash of sky, far more beautiful than it sounds.

In its completed state, it is joined by 27 more of Asprey's

paintings of the islands at an exhibition which opens in London tomorrow. It will be seen by, among others, ex-governor Sir Rex Hunt, now also nesting sedately in the Home Counties. Coincidentally, it comes just days after the Falklands made another of their periodic forays into the news as the General Assembly of the United Nations humiliated Britain by urging London to talk to Argentina on their future. This snubbing by the UN has become an event almost as regular as the migration of the Arctic tern.

The artist's self-given brief was to go around the place and paint the spots which for two sudden months meant only danger and death in a distant remnant of empire: Stanley, Goose Green, San Carlos, Bluff Cove and the rest. As such, Asprey might fairly be considered to be a war-and-peace artist. War, because it is those beleaguered settlements which provide the theme of his exhibition, and peace because he chooses to show them as they are in their

normal state, without the clamour of invasion. The result is a sort of romantic realism, desolate and homely all at once.

Already several of the paintings have been bought, at about £1,000 each: the present governor Gordon Jewkes has purchased one of Port Stanley; the Falkland Islands Development Corporation a view of Tumbledown Mountain from Moody Brook; and the Scots Guards (in which Asprey served as captain for most of the Second World War) one of Fitzroy.

It was the old soldier in him, quite as much as the artist, that made him roam the blanket peat for three months, painting mitten-handed in the lee of a Land-Rover. "As one who served in the war," he says from his hibernation in Surrey, "I felt I ought to pay tribute to those fine young soldiers of ours who fought such a courageous campaign . . . also, there has been plenty of wildlife painting of the Falklands, but no one has really yet done the homes and the environment in which the people live. While I was there, I painted 15 different settlements, which is probably more than many of the islanders have been to themselves."

He hopes the exhibition will attract the new generation of Falkophiles — the soldiers who have come to know the islands through their tours of duty there since the conflict. It is certainly easier on the eye than the huge garrison at Mount Pleasant.

I cannot help wondering whether it will be seen by one particularly English couple of English tourists (these, by the way, can still only be counted in dozens rather than hundreds) who were also there during the "summer". I bumped into them shortly after my meeting with Asprey; they were leaning on the horizontal wind, admiring the sweep of the terrain through tear-blown eyes.

"What do you think of it?" I yelled.

"Lovely! Must be gorgeous in the summer."

Alan Franks

"I felt I ought to pay tribute to those fine young soldiers of ours . . ."

Daily Telegraph 24.11.87

BT to lose call boxes monopoly

By George Jones
Political Correspondent

BITISH TELECOM is to lose its monopoly on the provision of public telephone boxes, the Government announced last night.

Mr Butcher, junior Trade and Industry Minister, announced that the Government had decided that call-box users should have more choice and that BT must now face "the spur of competition".

The decision to introduce competition follows mounting criticism of BT's record in maintaining its nationwide network of 79,000 call boxes.

Dissatisfaction over out-of-order phone boxes was a factor in the row over BT's performance which led to the resignation of its chairman, Sir George Jefferson, in September.

Vandalism blamed

In September a report by OFTEL, the regulatory body for telecommunications, said that 38 per cent of BT phone boxes in London and 21 per cent outside were out of order. BT has blamed vandalism and theft for half the £39m loss it made last year on the service.

The Government and OFTEL are looking at ways to promote competition. Three options have been identified:

- Allowing Mercury, the only licensed telecommunications competitor to BT, to provide a public call box service;

- Liberalising rented pay phones for installation in shops, restaurants and other public places. At the moment their provision in these establishments is strictly regulated;

- Licensing independent operators for services using BT or Mercury exchange lines.

There is a clause in Mercury's licence—so far not activated—which would enable it to operate call boxes.

C & W just ahead at £165m

MERCURY Communications was involved in a fresh clash with British Telecom yesterday over telephone connections as its Cable & Wireless parent announced interim profit figures that failed to excite the market.

Independent arbitrators have been called in to settle the latest wrangle between the rival telephone operators, it was disclosed, as John Butcher, junior industry minister, confirmed that Telecom will lose its telephone box monopoly, opening

the way for Mercury to operate a rival service in a business that last year lost Telecom £31m.

C & W pre-tax profits in the six months to September 30 came out at £165m, only £5m ahead on the same period last year with unfavourable currency movements and a high capital spending programme adversely affecting the results.

There is a 12 p.c. increase to 2.3p in the interim dividend but shareholders will have to wait until March 31 for their cheques.

Washington pays up to save UN

By Our United Nations
Correspondent

A decision by America, the UN's largest single cash contributor, to pay \$90 million (£51 million) means the 6,500 New York staff will receive their Christmas pay. Earlier, UN officials had warned that the organisation faced insolvency.

Washington has already paid £6 million, but still owes £63 million for this year plus £83 million for 1986.

Navy egg search

Endurance sailed for the Falklands yesterday after a £15 million re-fit to handle Lynx helicopters. Her duties will include a search for 300 king penguin eggs which will be taken to Sea World in San Diego, California.

Hughes Foods

HUGHES Food Group, the acquisitive fish and food processing group, almost doubled pre-tax profits from £1.02m to £2.01m in the six months ended September on turnover £8.85m ahead at £21.95m.

The improvement reflects continued organic growth from the group's existing other than cold storage which had a disappointing half—and the first benefits from recent acquisitions.

With more still to come from acquisitions the board is confident for the second half and expects a successful full year outturn—£2.01m in 1986-87.

Earnings per share rise from an adjusted 1.21p to 2.15p, and the group is paying an interim dividend of 0.25p on April 20.

Daily Mail 24.11.87

Falklands factor at Hogg

WHAT, YOU may ask, does travel, transport and financial services group Hogg Robinson have to do with the Falklands? Not as much as it used to, is the answer.

Hogg has handled the Government Freight Agency since 1870. And thanks to the disagreement with Argentina, the transport division has been gainfully employed ever since provisioning Fortress Falklands. But trade is falling off, says chief executive Brian Perry. Now Hogg is pinning its hopes on a new joint venture providing fuel to the Falklands fishing fleets.

Still, the group is in good shape following its demerger from the insurance broking arm. The TSB has been seen off for the time being. And half time profits are up 34pc at £8.07m. Travel profits improved 24pc to £5.95m, with a string of further acquisitions in the pipeline.

Earnings were lifted 1.73p to 10.29p and there is a dividend of 1.80p. The shares closed 9p off at 199p.

SIMON PINCOMBE

Talks inevitable, Falklanders told

By Our Port Stanley
Correspondent

Mr Dale Campbell-Savours, Labour MP for Workington, visiting the Falklands in a Parliamentary delegation, has warned, "One day there will have to be dialogue between the people of the Falklands and the Argentinians."

The islanders never again wanted to see Argentine soldiers "strutting down the promenade," and that would never happen under Labour. Possible under a Labour government was a "condominium or United Nations trusteeship" in perhaps 20 years' time.

Thinking about the year 2000

MRS MARGARET THATCHER has more or less mapped out her plans for the course of British politics until the years 1992-93, so far as events are under her control. She has begun to think about what to do after that and is already looking for suitable ways for Britain to mark the second millennium.

The Prime Minister appears more strongly opposed than ever to attaching sterling to the exchange rate mechanism of the European Monetary System and in economic policy is seeking the maximum freedom of action.

She is opposed to any fundamental changes in western defence policy after the likely superpower agreements on the reduction of nuclear weapons and believes that Britain is still a global power.

At the meeting of the European Council in Copenhagen next week she will seek an unbreakable guarantee that farm surpluses will be reduced and that spending on the common agricultural policy will be cut back. She is also canvassing a new proposal which, if adopted, would enable existing farm surpluses to be written off overnight by national governments and the common agricultural policy to start afresh with a clean slate.

Those were some of the main points to emerge from an interview with the Financial Times, on Friday.

Mrs Thatcher denied categorically and repeatedly that there was any exchange rate target for the pound, whether against the D-Mark or any other currency or basket of currencies.

"At the moment," she said, "everyone is geared to the D-Mark, save us. The DM at the moment is slightly deflationary. That means that the whole of Europe is geared to a slightly deflationary policy. Now, we have not been so geared and we have had a greater degree of freedom in relation to both the dollar and the D-Mark and I just think that I am grateful for that."

She rejected completely the notion that the pound was tied, at least unofficially, to a rate of just under or around DM3. "There is no specific range," she said. "We are always free."

Present British exchange rate policy, she argued, was quite different from "actually getting yourself onto graph paper and saying 'I live within these few boxes', and then letting people test you as you come up to a top... We are not confined to any particular limits and I do not like us to be, because to do that is to tempt people to have a go and you cannot beat a speculator except over a short period."

The Prime Minister was reminded that in an interview published in the Financial Times on November 19 last year she had said that a principal reason why Britain could not become a full member of the EMS was that the domestic economy was still

too weak and might have to come out again under speculative pressure.

She replied that the economy today was certainly strong, but added that, from her experience of recent times, she thought: "We have been freer and perhaps been able to be more helpful than we could have been, had we been on the exchange rate mechanism."

It was one thing to run your exchange rate "near to something, near to one particular band, for a period if it suits you - everyone knows that you are not constrained by that band and you can come off it today or tomorrow if you wish."

Mrs Thatcher was also sceptical about the possibility of a more managed international exchange rate system working because, she said, no such system "can be a substitute for sound running of economies." It would work "only when you are all running your economies in a similar sound way." "Sound" was a word she used repeatedly throughout the economic section of the interview.

As in her speech to the Lord Mayor's banquet in London last Monday, she again called for stimulative action from West Germany and Japan. "No-one is entitled to have a balance of payments surplus entrenched in the way in which they run both their economy and also their society - or if you like to put it - their culture, because if that were to be so, then when the US deficit goes down, it means that the rest of us would have to carry a bigger proportion of the can than we should."

On defence policy the Prime Minister reaffirmed her view that, after a superpower agreement on the elimination of intermediate nuclear forces and a possible agreement on the reduction of intercontinental ballistic

missiles, "There must be no further nuclear weaponry taken out of Europe before we get the Soviet Union much further nearer to us on conventional weapons and before we see whether we can in fact get a verification system and the Soviets agreeing to eradicate their chemical weapons because we have eradicated ours."

Mrs Thatcher dismissed completely any suggestion of an American military withdrawal from Europe. "The frontier across Germany," she said, "is the frontier of freedom for the US as well as for Europe."

She also argued that British defence policy was fully supportive of the US around the world, and not just in the Nato area. "We had the best minesweepers and they are busy sweeping mines in the Iranian Gulf... We have troops on Belize, Cyprus, Sinai over to Hong Kong, in Africa, in the Gulf, indeed we have troops in one form or another - some as military advisers and trainers - in 30 countries in the world and of course in the Falklands, and that means that we are still a global power and we do our bit."

The presence of the troops in Belize, she went on, demonstrated to the US how Britain understands what Americans feel "about some of the threats from Central America... It keeps a stable democracy there right on the Central American front."

Asked whether there was still a special relationship between Britain and the US, the Prime Minister replied: "Very much so."

She gave some credit to France for also taking part in defence activities outside the Nato area. Then she added: "The best possible thing of course - which I cannot see happening - would be for France to rejoin Nato, militarily integrated."

In a reference to recent moves

towards closer defence co-operation between France and West Germany, she said: "What I think that we have to watch is that there do not grow up sub-structures in Europe which could have unwittingly, unintentionally, the effect of undermining the links across the Atlantic Alliance... I think it is important that those (Franco-German) arrangements do not take on wholly a bigger life of their own."

Mrs Thatcher's comments on what she clearly regards as an undisciplined approach to expenditure by the British Ministry of Defence were expressed largely in mime: a sharp indrawing of the cheeks and an extended out-drawing of breath. She said quietly: "There was something called Awacs and Nimrod."

There was a warning for the future. "As I am constantly saying to our defence people, just make certain that you do not waste anything, and you will just about get the same amount out as you have been getting in the past."

On the European Community and the key meeting of the heads of government in Copenhagen next week, the Prime Minister argued that from her point of view agriculture, coupled with Community financing, were "just about the long and the short and the tall of it."

The basic point is that the Community is now up against the limit of its permitted expenditure and that Mrs Thatcher will not agree to an increase until existing policies are radically reformed, especially on agriculture. The British Government is seeking firm and binding regulations that are automatically applied to reduce surpluses. "Unless we get that," Mrs Thatcher insisted, "there will be no progress."

If there were no progress, she went on, there would be no

increase in the Community's financial resources. Spending would have to be determined on a monthly basis while the negotiations were continued until the next European Council.

There are two possible approaches that the Prime Minister says that she can support. One, being canvassed by the European Commission, is to apply a system of "stabilisers" to all agricultural products. Stabilisers mean setting production ceilings and progressively reducing the subsidy if the ceilings are exceeded. If adopted in an enforceable way, they could result in the surpluses being reduced to an agreed strategic level by 1992, a year that Mrs Thatcher regards as "exciting" for a number of reasons.

However, she has an alternative and more radical proposal that she is understood to have put to Mr Jacques Chirac, the French Prime Minister, yesterday.

It is what she calls the "clean slate" approach on surpluses. It amounts to the member states agreeing now to write off their existing surpluses now, and to do so through their national budgets rather than through the common agricultural policy.

She said: "Each of you agrees on your national budget to take and accept the responsibility of a clean slate. Each of you writes down what we have got and takes responsibility for disposing of it without the writing down or costs of the disposal coming on to the CAP."

Such an approach, she argued, would be "much fairer to countries like Spain and Portugal because, after all, the surpluses are not their fault." She herself would be prepared to write down the "quite considerable" British surpluses. But she wondered how many other countries would be ready to accept such a speedy

solution that bypasses the traditional workings of the common agricultural policy.

On domestic policy the Prime Minister showed some anxiety about inflation. She found it "worrying" that over the last four years "it seems to have fluctuated between about 3 and 5 per cent." The aim was still to get it down further and the Government had used higher interest rates in August as a sign of its intent.

She also claimed that inflation was unlikely to go on being fuelled indefinitely by such factors as higher house prices in the south east. The process, she said, should be "self-correcting". "There is a great incentive to companies now to move further north because salary-for-salary their people will have a much higher standard of living...It may take three, four, five or six years...the Birmingham area is not very far away; they might go

further still."

Mrs Thatcher was adamant that there would be no abolition of mortgage tax relief. "I think you may take it," she said, "that it is pretty well out..."

The reasons why she regards the years 1992-93 as potentially so exciting are manifold. The internal market of the European Community is due for completion by 1992, as well as the overhaul of the CAP even by the slower route. "It is just very fortunate that the next year you should get the Channel Tunnel open and, really, as far as we are concerned, (Europe) should become a much greater reality."

There may also have been developments at home. In previous interviews with the Financial Times, Mrs Thatcher has given her views on the state of domestic politics and the opposition parties. This time there was a lengthy pause before she said: "Do you know, I have not really given that very much attention because I am so much more concerned to carry on with our own policies, to get those well ahead... and then to start on the next Parliament."

She thought that British opinion might have turned subconsciously against coalitions because of what it saw on the continent.

Being coalition-free, she claimed, "gives us a freedom of decision, decisiveness, leadership, that others are not free to exercise."

She went on: "We have got really enough to do within four years now and quite a lot that comes on next, and then, almost every western country is going to think of trying to get some special attainment going by the year 2,000...you have got to make it some kind of target. It is a natural target."

Asked what the attainment would be, she said: "I do not know. That is what all of us are trying to think of now. It will be something that involves everyone, every kind of small town and village."

To the question whether she would still be Prime Minister in 1993, she replied: "Well, one would like to be, but it does not wholly depend on me. At the moment we have got past one milestone: you know, you see them stretching out before you, and each one gets more exciting."

Mrs Thatcher ended in full flood with a long statement of her belief in restoring the values of the Victorian age. The prosperity of the south was moving north - to Manchester, Nottingham, Bradford.

There had been a civic pride in the past that had led the city fathers to say that prosperity and beautiful town halls were not enough. They had gone on to set up libraries, orchestras and art galleries. They were "almost city states - a complete ideal." That was what she wanted to happen again.

W H ALLEN, Bedford, part of NEI-A.P.E., has secured an order through its Sydney-based Australian associate, NEI Power Engineering, to supply five diesel engines to two power stations of the Solomon Islands Electricity Authority, in a contract worth £1.2m. Two nine-cylinder Allen type S37 engines will drive 2,800kW alternators in Lungga power station on the island of Guadalcanal, and three nine-cylinder Allen type S12 engines are required to drive 1,200kW alternators in Noro power station, New Georgia. Shipment is scheduled towards the end of this year and commissioning during April and May 1988. W H Allen has obtained orders for five further type S12 engines and engine driven alternator sets - for power stations on two other islands, Papua New Guinea and the Falklands; for a cable-laying vessel; and for a hospital in the UK worth around £1.2m in total.

Daily Telegraph 23.11.87

.22 keeping Eley bang on target

BIRMINGHAM has a long and famous tradition of making its mark in the exacting world of shooting. Enthusiasts seeking the perfect ammunition to hit their targets with unerring accuracy head for the company whose standards must come close to perfection — Eley, at Witton.

The development of their Tenex .22 rimless bullet in the 1960s has helped a host of countries, including many behind the Iron Curtain, to win international championships.

Competitors travel to Witton with their guns to sample batches of cartridges — made in lots of 50,000 — until they find one that suits their particular firearm, and put in orders for a supply to use in the next ranked shooting competition, which is almost always at world shot level.

Elfed Lewis, managing director of Eley, explains: "When I joined this company I was surprised at the very fine attention to detail paid by shooters. They get very upset if they score only 598 points out of 600."

The export market in Tenex is worth about £2 million a year. It is above all an accuracy product in a market which demands a constant standard.

The cartridges have been exported to 70 countries since their first success in the Tokyo Olympics, when Dr. Lazlo Hammerl of Hungary won a gold medal.

Eley must be one of the few companies in Britain with a regular order from Albania. Other markets are in Russia and America.

During this year's European championships more than 80 per cent of the competitors used the firm's product.

The Bulgarian ladies' team set two new world records, and last year in the world championships, five competitors scored 600 points in the 50-metre prone rifle event using Eley's rimless bullet.

Elfed Lewis believes that no other company's ammunition has scored 600 in an international competition.

Apart from rigorous quality control, the chemical consistency of the propellant powder, the weight and dimensions are crucial.

Mr Lewis says: "Our biggest competitor is a German company. There are others, but they cater for a wider market interested in shooting at tin cans."

The actual production area is out of bounds to visitors and production has an element of secrecy for commercial reasons.

Recently, Eley spent £500,000 on modernising its production equipment.

The company was founded in 1828 by the Eley brothers in London where they made shotgun cartridges. They later moved to Birmingham and the company was bought by George Kynock, the founder of IMI.

It operated in Birmingham until 1885 but after an explosion, the city authorities ordered the operation into the countryside to lessen the dangers. Eley is still in those "country" premises — now surrounded by houses and forming part of the inner city. It still makes shotgun cartridges, which is a growth industry as more people take up clay pigeon shooting.

RAF man is tipped as Defence Chief

By Our Defence Staff

AIR CHIEF Marshal Sir David Craig, Chief of the Air Staff, has been tipped to succeed Adml Sir John Fieldhouse as Chief of the Defence Staff towards the end of next year.

Sir David, 58, is due to hand over command of the RAF next October to Air Chief Marshal Sir Peter Harding, 53, Commander-in-Chief of Strike Command and Nato Commander, UK Air Forces.

Sir Peter will be succeeded at Strike Command by Air Chief Marshal Sir Patrick Hine, the former Vice-Chief of the Defence Staff.

British spirit 'lost in space'

TECHNOLOGY

Roger Highfield

BRITAIN would have lost the Falklands if the Government had taken the same attitude to the conflict as it does to space research, television personality Prof Heinz Wolff (right), of the Brunel Institute of Bio-Engineering, told the Silver Jubilee Symposium of the Research and Development Society in London.

The Government's claim that industry should play a greater role in funding an

ambitious European space programme was "like the Government saying the Falklands would only be defended if the arms manufacturers paid for the war. We would have lost."

Britain's withdrawal from the European space programme meant "a defeat just as serious as if we had failed to defend the Falklands".

By the year 2012, he said, we will have difficulty in motivating young people because space had "a romantic and inspirational angle".

"All of the major stable civilisations had a 'public works'



programme — such as the pyramids, the Great Wall of China, and Stonehenge — which must have consumed a large amount of the GNP at the time. They gave a common objective to the technologists of the time."

Over 3 cups of coffee a day 'health risk'

By Dr K. C. Hutchin
Medical Consultant

PEOPLE who drink a lot of coffee are more liable to have symptoms of both physical and mental illness, according to a leading article in the current issue of the British Medical Journal.

Caffeine, present in coffee, tea, cola, cocoa and chocolate, is taken regularly by nearly everyone from childhood.

A large caffeine intake may raise the cholesterol in the blood and it is now generally accepted that this is a high-risk factor for coronary heart disease and heart attacks.

In moderate amounts, caffeine can elevate the mood and improve performance, both physical and mental, but students who are heavy coffee drinkers tend to have psychosomatic symptoms and poor academic performance.

In the general population excessive amounts, that is, more than three cups a day, may cause anxiety states and induce insomnia, lethargy, poor concentration, headaches, irritability, shaking, nausea and diarrhoea.

The effect of caffeine may be accentuated in pregnant women or in those taking the pill as oral contraceptives may double the time taken to eliminate caffeine from the system.

Although children do not usually drink coffee, the caffeine in cola drinks and chocolate may affect them and cause behavioural problems.

Boiled coffee may contain five times as much caffeine as filtered or percolated or instant coffee.

The article concludes: "Whether the symptoms of ill-health associated with heavy caffeine consumption are the cause or the effect is not clear, nor are the implications for most moderate caffeine users.

"Many advocate prudence, especially for those with heart disease, raised blood cholesterol, anxiety and psychiatric disorders, and in pregnancy.

"Although one cannot be complacent about the chronic use of drugs, caffeine in moderation appears benign compared with alcohol or smoking as a drug of addiction or a health hazard."

Britannia in for repairs after a £19 m refit

The Royal Yacht Britannia was being repaired yesterday — after a £19-million refit over 10 months by the firm, Devonport Management. She returned to service on Nov 3.

She returned to Portsmouth on Nov 14. Cracks were noticed around some port-holes

A spokesman for the naval base said the defects were what would normally be expected after a refit and sea trials.

Talks inevitable, Falklanders told

By Our Port Stanley
Correspondent

Mr Dale Campbell-Savours, Labour MP for Workington, visiting the Falklands in a Parliamentary delegation, has warned, "One day there will have to be dialogue between the people of the Falklands and the Argentinians."

The islanders never again wanted to see Argentine soldiers "strutting down the promenade," and that would never happen under Labour. Possible under a Labour government was a "condominium or United Nations trusteeship" in perhaps 20 years' time.

FISHING NEWS
20 November 1987

Falkland licences cut

BRITISH firms applying for licences to fish valuable squid stocks in Falklands waters have been disappointed by the number they have been allocated by the Falkland Islands Government.

Over 500 applications were received for the first six months of 1988 but, for conservation reasons, under 200 have been offered. The Falklands office in London would not give a breakdown of the licences allocated, saying it would wait until all those offered licences had confirmed their acceptance on December 4.

UK companies like Marr and Witte Boyd have

exploited the *Loligo* squid stocks since the Falklands first set up its 150-mile fisheries zone in February this year. Now they have been told they will get fewer licences in 1988.

Witte Boyd director Alan Johnson told *Fishing News* that his firm had received 25 licences — seven less than for this year. "On conservation grounds the reduction is not unreasonable, provided all nations have been treated on an equal basis," said Mr. Johnson. But he added that the company was disappointed over the licence being charged.

The firm put this vessel into the Falklands fisheries in a joint venture with a Falklands company which is her biggest shareholder.

Although registered as a Falklands ship, *Lord Shackleton* has to pay £170,000 licence fee for the first six months of 1988.

"This represents a horrendous increase over last year's licence fees," said Mr. Johnson. He said it was double the fee projected when the *Lord Shackleton* venture was originally discussed.

Puzzling

A spokesman for Marr (Falklands) Ltd. said: "It's all a bit puzzling at the moment and we are trying to work out exactly what the situation is. As it stands right now, we have been offered a much reduced number of

licences and we have until December 4 to accept.

"What is not clear is why the number has been reduced and whether the treatment is equitable. If the reduction is for conservation reasons and applies equally across the board, so be it. But if it is not for conservation and the treatment is not equitable then, in view of our substantial commitment to the Falklands fishery, we shall obviously have some questions to ask.

"A particularly strange feature is that it seems our joint venture vessel, *Vestraal*, will have to pay a licence fee — which will make the Falklands the only managed fishery in the world where the home fleet also has to pay for licences!"

Argentine navy recommends the

'Angel of Death' for promotion

IN THE week in which Amnesty International criticised the Argentine government for dropping prosecutions against alleged military torturers, Lieutenant Alfredo Astiz, the so-called "Angel of Death", has been listed for promotion by the Argentine navy.

Lieutenant Astiz was cleared on a technicality by the Federal Appeals Court a year ago on charges of kidnapping and wounding Dagmar Hagelin, a 17-year-old Swede presumed to be among some 9,000 people killed by the military during the 1976-82 "dirty war". He is alleged to have shot her in the back during the abduction.

Human rights organisations also hold him responsible for the disappearance in 1977 of two French nuns.

He is better known in Britain as an officer of the occupation force that briefly held the British-administered South Georgia islands at the start of the Falklands war. He was captured by the task force and held on Ascension Island and at Chichester barracks before being repatriated.

The 36-year-old career officer is a beneficiary of Argentina's Law of Due Obedience, the final version of which was approved by Congress in June. It granted immunity to all but the most se-

By Harvey Morris

nior military officers on the grounds that they were only following the orders of the military regime. His promotion to commander is virtually assured, since it does not require the authorisation of the civil authorities. Argentine sources said President Raúl Alfonsín, a former human rights activist, is unlikely to intervene for fear of provoking in the navy the kind of barrack revolts mounted by middle-ranking army officers last Easter against "dirty war" trials.

20 NOV 1987

Press Cuttings
from Broad Street Associates

 THE INDEPENDENT 

Lieutenant Astiz was cleared of the Hagelin kidnapping charge last December on the grounds that the statute of limitations in the case had expired. He was jeered as an assassin by human rights campaigners as he left the court. He also escaped sentence after a former detainee, Carlos Lordskipanidse, appeared before the Federal Court in February to say that Lieutenant Astiz had tortured him at the Navy School of Mechanics in Buenos Aires. The officer's co-defendant, Juan "Piranha" Azik, was accused of administering electric shocks to Mr Lordskipanidse's 20-day-old-baby.

Lieutenant Astiz's former commanding officer, the military junta member Admiral Emilio Massera, was sentenced to life imprisonment in 1985 for crimes which included 83 counts of murder and 267 counts of torture. Massera was responsible for turning the School of Mechanics into a torture centre for alleged leftist subversives.

In a report on Wednesday, which praised the fairness of the trial of Massera and his fellow junta members, Amnesty cautioned that human rights advances in Argentina would be undermined by the passage of the Due Obedience law.

Victims critically ill with burns

TWO OF the victims of the fire were critically ill last night suffering from extremely severe burns within the lungs caused by the inhalation of superheated gases.

They are on ventilators in intensive care at University College Hospital within half a mile of King's Cross. One, believed to be a woman in her 20s, has burns covering 70 per cent of her body. The other, believed to be a man in his 60s, has 30 per cent burns.

Michael Brough, consultant plastic surgeon at the hospital, said yesterday: "These two patients give us cause for great concern.

"They have very intense flash burns. The worst I have ever seen. The number who died before reaching hospital show how severe the explosion was."

Within a few hours 14 victims of the fire arrived dead at the hospital, another died shortly after arrival.

Five men and two women were admitted to hospital with deep burns on hands and face.

"Only one of the patients has any signs of clothing catching fire showing that the burn occurred as a flash of exploding gas. The burns are similar to those sustained by soldiers in the Falklands war," said Mr Brough.

"The two patients on ventilators have very severe internal burns in the lungs. The burns have destroyed the normal gas exchange but loss of fluid, which disturbs the balance of substances in the blood, is probably more serious at the moment. Their kidneys may fail and then they will have to be put on dialysis."

By Oliver Gillie
Medical Editor

If these problems can be controlled, then Mr Brough expects the lungs to regenerate within about 10 days.

But the burns were so severe that he did not rule out lung transplantation. Two of the other patients, one a policeman who was directing passengers at the top of an escalator, had operations on their hands yesterday. The policeman has not yet said what happened because burns to mouth and throat make speech difficult.

"We excised the burnt tissue from the back of their hands and grafted new skin from the thighs onto the hands," said Mr Brough.

"It is important to operate at an early stage to prevent healing which will limit movement. Four surgeons were working at the same time, two on each hand. Both patients have done extremely well."

Two more patients will have their hands operated on tomorrow and two more on Saturday. One of the patients is a professional musician, a guitarist.

"They are all conscious and understand what has happened," said Mr Brough. "We had to explain to them that they were extremely lucky to be alive."

Two of the patients in intensive care have disfiguring burns to the face and will have operations on their eyelids in the next few days in order to prevent contraction of the skin which if left would eventually cause blindness.



Angela Rumbold: 'Over my dead body'

Angela's brick

AMID the outbreak of chalk throwing expected in the Commons at today's launch of the Education Bill, much attention will be focused on the nimbleness of Kenneth Baker's deputy, **Angela Rumbold**, the Minister of State.

Mrs Rumbold, who has enjoyed a meteoric rise since being plucked off the back benches two years ago as a junior environment minister, has a reputation for departing from the authorised script.

A former colleague recalls: "There was a saying that it was important to be the last officer to brief her before a meeting because she would repeat what she had just been told. When she's prepared and calm she's very good, but if she's rattled she can say wild things. A lot will depend on the quality of the Opposition."

There is a touch of the poacher turned gamekeeper about her. She made her mark representing the teachers' employers as chairwoman of the Association of Metropolitan Education Authorities; earlier she headed the Kingston-upon-Thames education committee. The latter body distinguished itself during her tenure by being the only LEA to refuse to divulge its curriculum arrangements to the Department of Education. There is now wry speculation whether Kingston will co-operate with Mrs Rumbold's new directives.

Since those days her liberal instincts have often deserted her. She is now unashamedly dry, perhaps from the forma-

tive experience of having been Nicholas Ridley's PPS. A hanger and flogger, she was a co-founder of Women for the Bomb and vice-chairwoman of Women and Families for (Nuclear) Defence.

Breezily brisk but known for her withering put-downs, she is married to a solicitor — she read law and art history. Her father is the eminent mathematician, Harry Jones, a strong influence who dissuaded her from becoming a journalist.

She swept into Parliament in 1982 by capitalising on the Falklands factor, winning Mitcham and Morden by 4,274 votes in the first byelection gain by a ruling party for more than 22 years.

Appointed to the DES last year by Mrs Thatcher just as she and her husband were boarding a plane from Nairobi to London ("Oh good," Mrs T told her by phone, "then you can be at your new desk in the morning") she began the job by publicly slagging off the department. "Show them a problem and they just set up yet another committee or working party," she said.

Since then she has executed a mostly synchronised double act with Kenneth Baker, first perfected when they were together at Environment. She did not, however, support the imposition of the teachers' pay settlement and has said privately that reform of A levels — a logical extension of GCSE — would be "over my dead body".

Stuart Wavell

UN resolution on Falklands discounted

By Tom Lynch

THE UNITED NATIONS resolution calling on Britain and Argentina to enter into talks on the Falklands Islands - which was passed by 114 votes to five on Tuesday - was phrased in such a way as to "fudge the differences" between the two countries, Mr Tim Eggar, the junior Foreign Office Minister, told the Commons at Question Time yesterday.

"It is not possible when differences are so fundamental, and the difference is that we do not regard the sovereignty of the Falkland Islands as a matter of negotiation," he said.

He rejected a charge by Mr Dennis Canavan (Lab, Falkirk West) that the fact that the US and other allies voted with the majority against the UK was a "humiliation".

UN vote backs Argentina

By Our United Nations
Correspondent in New York

The UN General Assembly last night again threw its support behind Argentina by endorsing a resolution calling for talks with Britain over the sovereignty of the Falklands.

There were 114 nations voting in favour, five against, and 36 abstentions. The four countries voting with Britain were Belize, Gambia, Oman and Sri Lanka.

Falkland debate plea

New York — Britain yesterday mounted its annual offensive against a UN resolution, supported by an overwhelming majority of states, that calls for talks with Argentina on the future of the Falklands (Charles Bremner writes).

“Refrain from supporting the empty ritual that this resolution has become,” pleaded Sir Crispin Tickell, Britain’s Ambassador, as the UN began debating the resolution. Last year only Belize, Oman and Sri Lanka voted with Britain, which argues that the resolution constitutes a thinly disguised demand for negotiations on sovereignty.

Britain heading for UN censure

From Jane Rosen
in New York.

Britain faces another massive diplomatic defeat on the Falklands today, as the UN General Assembly prepares for its annual vote on an Argentine resolution calling on the two countries to negotiate the future of the islands.

Although Britain's two senior envoys, Sir Crispin Tickell and Mr John Burch, have been lobbying strenuously against the resolution, the fact is that most UN delegations oppose the British position.

Aside from the nonaligned and the Soviet blocs, which have automatically supported Argentina since the Falklands war, even Britain's friends have come to believe that the only way to resolve the dispute is through bilateral talks.

Yesterday, as the Assembly began a two-day debate on the resolution, it appeared that both Britain and Argentina were seeking to avoid the confrontational rhetoric that has marked their previous statements.

The British Ambassador, Sir Crispin Tickell, said Britain "wants better relations" with

Argentina and has been "encouraged" by its recent indirect talks with Buenos Aires on the conservation of fisheries in the Falklands waters.

At the same time Sir Crispin left no doubt that Britain would continue to insist on self-determination for the islanders.

While the Argentine Foreign Minister, Mr Dante Caputo, reiterated his country's claim to the islands, his tone was relatively moderate, possibly because — as a number of UN members remarked — he is running for President of the UN General Assembly next year.

Last year, 116 UN members voted in favour of the Argentine resolution, Britain and three small countries voted against it, and 34 countries abstained.

Yesterday, Sir Crispin appealed for more abstentions this year. "Refrain from supporting the empty ritual that this resolution has become," he told the Assembly. "Leave it to the two parties concerned to work, quietly but with determination, towards the improvement of their bilateral relationship."

Argentina bans Falklands flight

By Our Diplomatic Correspondent

Argentina has banned a Falklands aircraft from flying from Chile to Port Stanley, it was disclosed yesterday as the United Nations prepared for its annual debate on the islands.

The pilot of the Britten-Norman Islander, bound for the Falklands' domestic air service, intended to avoid Argentine air space. But the Chilean authorities would not let him leave without Argentine approval.

● The Argentine Foreign Minister, Senor Dante Caputo, last night walked out of the UN General Assembly shortly before Britain's case was presented in the Falklands debate.

Daily Mail
17.11.87

Lord of the Fleas

EX-FIGHTER pilot Bob George once had enemy aircraft in his sights. Now he's tracking a much smaller target — the flea.

Flea fanatic George, 66, has been obsessed with the tiny creatures for years. His fellow entomologists (studiers of insects) call him 'Lord of the Fleas'.

'I never get tired of studying their population movements, breeding habits and variety of habitats,' said the retired biology teacher. He has already spent more than 20 years compiling a guide to Britain's highly mobile flea population and plots their movements on a constantly updated map. The native British flea

is virtually extinct as a human parasite and is usually found on dogs and badgers.

The cat flea, which experts claim can pass on the killer diseases of plague and typhus from infected animals to humans, fortunately detests human blood and so won't linger if it should give you a nip.

British troops who captured the Falkland Islands were helpless to halt the advance of vicious Argentinian cat fleas. A pest control firm eventually tracked them down to a shepherd's hut once used as a lookout post by Argentinian soldiers.

MARK WILDER

Stalking the corridors of power

THE earnest young man in the horn-rimmed glasses crouched forward on the edge of the club chair and argued his point with a delicate mix of passion and authority.

He was winning too—anyone could see that. The Minister, grey haired and pensive, frowned hard at the sheaf of papers. Any minute he would say: "Yes, I see, you have a point. I will advise the Prime Minister at once . . ."

It's a picture worth £100,000 of any multinational company's money—and it appears in the discreet but expensive brochure advertising that service at that sort of price from one of the better known firms of parliamentary lobbyists.

Image

Of course the brochure describes the firm as "public affairs consultants"—the word lobbyist has unfortunate connotations involving whippersnappers in dark corridors, champagne and dancing girls.

In short it has just the image that goes with the party P&O laid on last week to tempt MPs to stay for an all night sitting on the Felixstowe Docks Bill—and which they had to cancel amid a blaze of the most regrettable publicity.

As it turned out, the party

The lobbying business has become one of Britain's fastest growing industries. JOHN PASSMORE looks at the people who put pressure on our politicians.

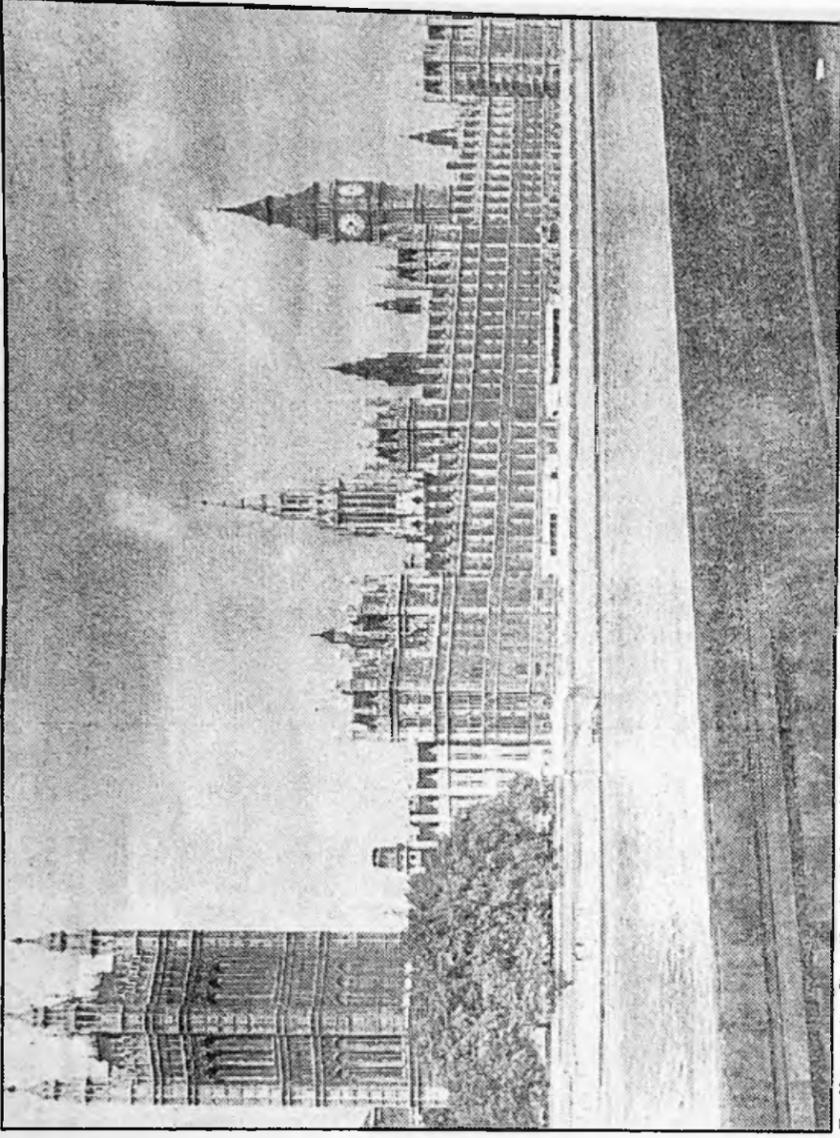
painting of the Palace of Westminster which hangs in his boardroom and insisted: "There's a lot of nonsense talked about lobbyists."

The way he sees it his clients—36 organisations ranging from the Music Copy-right Reform Group to the Midland Bank—have a right to put their views to Parliament and a right to present them in the most effective way.

To some MPs, he represents a bogus profession which seeks to influence the people's representatives over free lunches.

Chat

But then the lobby industry has never totally recovered from its atrocious start. Ten years ago, when it was just getting off the ground, Bristol Channel Ship Repairers called in a firm to help fight off the then Labour Government's nationalisation plans.



Parliament: after the initial lobbyists' invasion, things are now done in a more sophisticated fashion.

The lobbyists invaded the Houses of Parliament like a conquering army. MPs couldn't sit in their own bars without one of them plonking down in the next seat, oozing gin and persuasion.

There were even allegations that a blonde model was forced on one MP—and although this was later disproved, the point was that the situation had got so bad people were prepared to believe it. In the end the Speaker had to order an inquiry to give the members some peace.

Things are done in a more sophisticated fashion nowadays. Ian Greer again: "Our chaps are former civil servants and former party officials and so we know 90 per cent of the members. We might pick up the phone and say 'We're representing X and we know it's a subject of interest and we'd very much like to have a chat.'"

"It could be convenient for both sides to get together over

lunch either at Locketts (the restaurant opposite the House) or in our own board-room where we're also on the division bell."

And he added almost automatically: "I think it's a great disservice to suggest that a member would be prepared to change his views for a glass of claret and two lamb cutlets."

Devalued

However Labour MP Max Madden is not so sure: "It's tragic to see the young MPs being corrupted—and the free lunches are just the beginning. There are shooting parties and fishing trips and jaunts on the river and the next thing is a consultancy post."

A parliamentary consultancy can be worth anything up to £10,000 a year to an MP—with maybe secretarial help and even a car thrown in, according to his standing. Officially his job is to lobby from the inside and keep his employer posted on events in the House—but it's through his

parliamentary privileges that he really earns his money.

The reason is that the outside lobbyist has no more rights than any other member of the public. Even his pass to collect his regular consignment of Hansard from the sales office in the basement gets him no further than anyone else could go if only they knew the way.

So if the lobbyist wants to host a Commons lunch for his client to meet MPs in situ, then it's the consultant who uses his position to book the private dining room and pay the £200 deposit.

But it's not a job open to just any MP. The consensus among the lobbyists is that to be represented by one of the "ren-tarnmouth" members is death to any campaign, while others have devalued themselves by accepting what some regard as an indecent number of contracts, so that they become according to one lobbyist, "Everybody's Man."

SIR GORDON REECE



Age 55. Denies that he lobbies at all. He is a "private individual" who "advises" European and American companies on their public relations. The former adviser to Margaret Thatcher, he was credited with softening both her voice and her hairstyle and producing her first two General Election victories.

A regular Christmas visitor to Chequers, any observations he might make about those companies would undoubtedly justify his salary which is as secret as its various sources.

Known in the past to have worked for Dr Armand Hammer, the oil magnate

MICHAEL GRYLLS

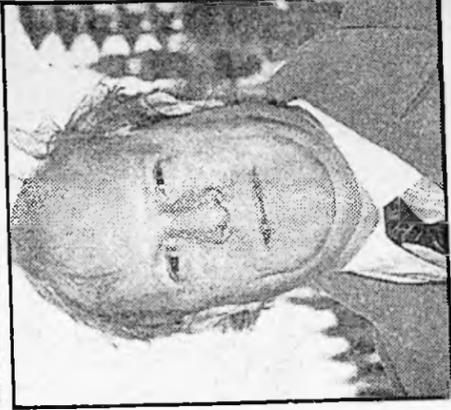


Age 54. Conservative MP for Surrey North East. Consultant to: Sterling Winthrop (drugs), Digital Equipment, Institute of Directors, Association of Authorised Public Accountants, London Equitable Estates, Grindley's Bank, Bywater Group, Unitary Tax Campaign, Humphreys and Glasgow (building), OMEC (publishing).

The number of consultancies a matter of "personal judgement". Insists he is helping industry and Government to keep in touch.

Accuses critics of jealousy and will not discuss consultancy fees.

DOUGLAS SMITH



Age 52. Managing Director, Political Communications. Chairman, Government Advisory Group of the Institute of Public Relations. Ex-Daily Mirror and Conservative Central Office.

Salary: approx £40,000. Clients include National Policy for British Airports, Lincs Beds, Humberside against Nuclear Dumping, British Franchise Association.

Claims: "The vast majority of MPs welcome our information and liaison. This can only lead to better bills and better legislation."

THE MEN WHO WORK THE SYSTEM

Army snubs Falkland film plea by BBC

ARMY chiefs have refused to help make a £1 million BBC film about the Falklands war.

They are unhappy with the script for Tumble-down.

Senior officers in the Ministry of Defence have now told the BBC it must make the film without Army advice or facilities.

Project

The BBC says the project will go ahead and claims it will 'shock the public'.

It was stung by the earlier row over Ian Curteis's Falklands Play and hoped to win approval for the latest project based on the experiences of a Scots Guards officer.

A senior Scots Guards officer, Lieut. Col. Michael Whiteley, added: 'The BBC was told that we didn't go along with the way the war was going to be portrayed. We said we couldn't stop it, but there was no way we were going to assist.'

Alfonsin throws down challenge to opponents

BY TIM COONE IN BUENOS AIRES

LIKE the ringmaster of an unruly circus, President Raul Alfonsin re-emerged into the public limelight at the weekend to reassert his leadership and prestige, which has been on the wane since his party's electoral reverse in the mid-term elections last September.

In his sixth press conference (from which the foreign press was expressly excluded) in almost four years of office, President Alfonsin appeared confident and fit. Cracking a verbal whip at his critics and challenging his political opponents to come up with practical alternatives to his Government's economic policy which has come under a barrage of criticisms in recent weeks, he praised his economic minister and advisers saying "we have a first-class economic team . . . and I hope to be accompanied by them until the end of my mandate."

He threw out a challenge to industrial leaders to present an alternative economic project.

In the past week, leaders of the Argentine Industrial Union have sharply attacked new tax legislation proposals, and Peronist opposition leaders have said they will try to block the measures in the Congress.

President Alfonsin warned that if the tax measures are not approved "the fiscal deficit will have to be reduced anyway by other means, and you can be sure that they will not be so equitable, and will some way have to hit consumption through tariff increases."

He also confirmed that Argentina had been close to a de facto



Alfonsin: aiming to reassert himself

moratorium on its foreign debt the week before last. He said that in return for a waiver on its standby loan the International Monetary Fund had demanded that Argentina make a further devaluation of its currency and impose still tighter monetary control.

He said this was unacceptable "because it would start a recession" and that the Central Bank president had been sent to Washington to explain that "Argentina was not going to break negotiations... but that it was simply going to stop paying, as its reserves were very low." The IMF approved the waiver the following day.

Argentina 'will not freeze debt'

Buenos Aires (Reuter) — President Raul Alfonsin of Argentina told a weekend news conference that he once considered a freeze on payments of his country's \$54 billion (£30.6 billion) debt but had discarded the idea.

He said: Argentina was not thinking of declaring a unilateral moratorium on the debt."

President Alfonsin said the International Monetary Fund's reluctance to grant new loans to Argentina had once prompted the government to consider a suspension on debt payments, although he did not specify when.

He also said he would not bow to pressure from political opposition leaders and trade unions to replace Señor Juan Sourrouille, the economy minister, adding that he hoped his present cabinet would stay on until his term ended in 1989.

UK leads field in international Emmy stakes

LOS ANGELES (Nov 11): Finalists in the International Emmy awards, administered by The National Academy of Television Arts and Sciences, are dominated this year by nine programmes from the UK. Canada is second in line with five and Australia, Italy and Sweden have produced one finalist each.

In the drama category, the finalists are Yorkshire Television for *The Christmas Story*, Network Ten in Australia for *Vietnam*, RAI, Italy for *The Octopus* and Channel 4 Television for *Porterhouse Blue*.

In the popular arts category, the

nominees are the BBC for *Alas Smith And Jones*, Yorkshire Television for *Room At The Bottom*, Sevriges Television/SVT2 for *The Prize* and HTV Limited for *The Little Match Girl*.

The documentary category finalists include Granada Television for *The Sword Of Islam*, Societe Radio-Canada for *Le Coeur d'un Autre* and Yorkshire Television for *The Falklands: The Untold Story*.

In the performing arts category, the nominees include Thames Television for *Maya Angelou In Performance* and *The Belle Of Amherst*, and Primedia Productions/CBC for *Onegin*.

Children's programmes honoured are *Down At Fraggle Rock* from CBC, *It's Late: Degross: Junior High* and *L'Homme Qui Hantait Des Arbres* from Societe Radio Canada.

Winners will be announced on Nov 23 at ceremonies that will be chaired by ABC Television Network executive vice president Mark Goodson. Also being honoured during the festivities are Jacques-Yves Cousteau, who will receive the Founder's Award from the International Council, and Jeremy Isaacs, chief executive of Channel 4 Television, who will receive the Directorate Award.

Falklands sailor wins 'stolen log' libel case

FORMER Royal Navy officer Narendra Sethia was yesterday awarded £260,000 damages by a High Court libel jury over newspaper allegations that he stole a vital log book from HMS Conqueror, the submarine which sank the Argentine cruiser General Belgrano during the Falklands conflict.

After a three-week trial, the jury took just over three hours to reach their verdict and award damages against Associated Newspapers, publishers of *The Mail on Sunday*, and the newspaper's crime correspondent, Mr. Chester Stern.

Mr. Sethia, a lieutenant on the Conqueror when it sank the Belgrano in May, 1982, complained that a 1985 *Mail on Sunday* article had libelled him by suggesting he was to be prosecuted for stealing the Conqueror's missing control room log.

The newspaper and Mr. Stern, whose by-line appeared on the article, denied libel.

Mr. Patrick Milmo, QC, for Mr. Sethia, said detectives who interviewed his client had accepted his word that he had not taken the log.

FISHING NEWS
13 November 1987

Fuelling Falkland fleet

STANLEY Services, the joint venture company formed to provide fuels to the Falkland Islands and bunkering services to fishing vessels operating in the Islands' waters, has signed an exclusive three year contract with a consortium composed of Greek and Japanese interests.

The consortium will provide a full range of bunkering services from January 1.

Peter Tween, director of Hogg Robinson and of Stanley Services, said in announcing the contract: "In reaching our agreement with this consortium we have given due regard to the service provided by its members in past years and believe that this is the best guarantee that fuel can be made available to all vessels operating in the area during the forthcoming fishing season."

Stanley Services is a joint venture company formed earlier this year.

Falklands officer 'breached guidelines'

An Army officer who was allegedly attacked by a sergeant dressed himself in combat gear and yelled "emergency" outside his assailant's quarters, a court martial was told yesterday.

Lieutenant-Colonel Peter Pain tracked down Acting Sergeant Gordon McDonald to his cabin and rapped on the door, shouting that an emergency had been declared.

Earlier in the evening, the colonel had been punched and kicked by Sergeant McDonald after he had been allegedly abusive towards the sergeant when he pestered Captain Karen Littleton, an army doctor, for a dance during a cocktail party.

On the third day of a court martial at Aldershot, Hampshire, the hearing was told that Colonel Pain had breached army guidelines by talking to McDonald after the incident. Sergeant McDonald, aged 31, a master chef with the Army Catering Corps, denies drunkenness and assault.

Warrant Officer Stephen Woods, a defence witness, said that at 3am the morning after the party, Colonel Pain knocked on his door demanding directions to McDonald's quarters. "He was banging on the door of Sergeant McDonald's cabin and was shouting for everybody to come outside.

The hearing was adjourned,

Mrs Thatcher and the Enniskillen motive

Sir.— In the nationalist hysteria which followed the Argentinian invasion of the Falklands, the Guardian showed great courage in telling us the cold facts that most of us did not want to hear. Is it too much to expect that it will allow me to do the same in the wave of hysteria which is, even as I write, sweeping the country in the wake of the Enniskillen bombing?

There is an obvious motive for the attack. Mrs Thatcher herself unwittingly provided it in her statements to television reporters. The Remembrance Day ceremony "commemorates not just those who died in the two world wars, but also those who fell in many, many other conflicts" including, presumably, those who died fighting the IRA. She said countries should be allowed to honour their dead in peace. Is this not the same demand that the IRA has often made? Yet the ceremonies they conduct over the

coffins of their dead comrades are routinely disrupted by attacks of the British security forces; and many people have been seriously injured in such attacks.

I doubt that the IRA's attitude to these attacks is any different from our anger at the Enniskillen bombing. It is therefore not surprising that some Republicans may have seen the ceremony as a legitimate target. That does not, of course, excuse the attack.

What the bombing shows above all is that decades of armed conflict have bred an intense bitterness which corrodes the human soul. The longer it continues, the more bitterness increases, and the more savage and brutal the attacks become. We cannot allow the cycle of violence to continue indefinitely; we must find a political solution.

A recent report from the Policy Studies Institute on discrimination against Catholics in

Northern Ireland shows that the political course followed by successive British governments over the last 15 years has made no progress towards solving the underlying causes of the violence. Surely then, it is time for a change of policy.

We should remember that the majority of people in Co Fermanagh have always resented being part of the United Kingdom. This is true of vast areas of Northern Ireland. It is mainly in these areas that the IRA operate.

There is no point in us forcing them to remain part of the UK against their will. Applying the principle of self-determination and redrawing the border would eliminate most of the IRA violence.—Yours faithfully,
R. A. McCartney.
Farnborough, Hampshire.

Sir.— The slaughter at Enniskillen has focused attention on security in Ulster. The question must now be asked: does the

Irish government have the ability and commitment to honour its pledge of "the tightest possible security," made at the signing of the Agreement.

The recent farce of the O'Grady kidnap case throws doubt on Dublin's ability. A small gang of terrorists escaped three times from the cream of the Republic's security forces. An unnamed RUC source described the Garda's handling of the case as "sheer bloody incompetence."

In August a British soldier, Thomas Hewitt, was shot dead in Beleel by an IRA gunman sitting on a hill just over the border. The shots were fired 200 yards away from a permanent Garda position. So far no one has been charged with murder.

When Peter Robinson of the Democratic Unionist Party took a small army across the border to invade Clontibret, it took the Irish police 45 minutes to send five men.

And if the ability is limited, the will to defeat terrorism is as weak. Within a few days it will be the second anniversary of the Anglo-Irish Agreement. Extradition so often promised is still not in place.

It is difficult not to believe that Charles Haughey is not cynically using it as a bargaining tool to free prisoners accused of pub bombings and to destroy the Diplock court system. All the smooth talking does not change the fact that the Enniskillen bombers can still count on safe haven in the Republic.

Dublin's financial commitment to beat terrorism was reduced during the last budget; Garda overtime was cut by one-third and equipment expenditure pegged well below inflation.

Are 11 more victims enough to convince the British Government to reassess the situation, or does it require more evidence.
John Livingstone.

168 Kings Street, London W6.

Falklands impasse

THE UN Secretary General, Mr Javier Perez de Cuellar, said yesterday he had been unable to help Argentina and Britain negotiate an end to their differences over the Falkland Islands. While both parties had shown "commendable restraint" in the past year, he regretted that conditions did not yet exist for talks. An Assembly debate starts on Monday. — Reuter.

Sergeant denies assaulting colonel

By Andrew Morgan

Pressures of work caused a senior British Army officer at a celebration party in the Falklands to swear at a sergeant who later allegedly assaulted him, a court martial was told yesterday.

It was claimed that Acting Sergeant Gordon McDonald struck Lieutenant-Colonel Peter Pain, then commanding officer of the British Military Hospital in the islands.

Captain Richard Austin, for the prosecution, said that Sergeant McDonald, a senior cook with the Army Catering Corps, assaulted Colonel Pain at the Hillside Camp, where officers and NCOs shared a common mess.

He told the court martial at Aldershot in Hampshire that during a cocktail party on June 13, Sergeant McDonald approached Captain Karen Littleton, a doctor in the Royal Army Medical Corps, with whom Colonel Pain was standing at the bar, and asked her to dance. She declined and Colonel Pain allegedly swore at the NCO.

The court was told that both men went to a foyer where the sergeant allegedly hit the officer in the face then kicked him. Sergeant McDonald denied two charges of assault, causing actual bodily harm, a civil offence, and drunkenness, a military charge.

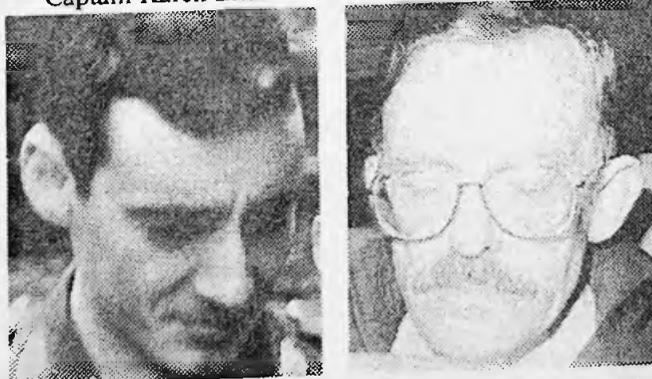
Colonel Pain told the court that he had drunk seven or eight glasses of wine and could not recollect being abusive to the sergeant.

He told the court that he had been under pressure because he had just been told to cancel an exercise to combine a civilian and military hospital into a newly-built civilian hospital on the islands.

The hearing was adjourned until today.



Captain Karen Littleton arriving at the court martial.



Acting Sergeant Gordon McDonald (left) and Colonel Pain.

MoD took no action over N-sub stories

By Richard Norton-Taylor

A senior Ministry of Defence official acknowledged in the High Court yesterday that no action had been taken against the media for disclosing details of the performance of nuclear submarines in articles said to be based on extracts from the diary of a former naval officer.

Lieutenant Narendra Sethia, who served on HMS Conqueror, which sank the Argentine cruiser the General Belgrano during the Falklands conflict, claims that he was libelled by the Mail on Sunday in an article allegedly suggesting he stole a log from the Conqueror.

Mr Nick Bevan, an assistant secretary at the ministry, was questioned for two hours by Mr Patrick Milmo, QC, counsel for Mr Sethia.

The court heard that according to Mr George Younger, the Defence Secretary, Mr Sethia's diary contained information which if published was likely to cause 'unquantifiable damage' and 'could seriously prejudice UK intelligence gathering.'

Mr Milmo read extracts from articles in newspapers, including the Guardian, from televi-

sion programmes, and from books, all of which referred in detail to the diary.

He also referred to two books on the Falklands conflict in which Commander Christopher Wreford-Brown, the Conqueror's commander, gave details of the submarine's performance in action and to a copy of Navy News, an official magazine, which disclosed operational details about Britain's nuclear submarines.

The ministry classified the diary several months after extracts from it first appeared in the Guardian.

Mr Milmo told Mr Bevan that he could readily think of an example where the Government had made "exhaustive" efforts to prevent a book being published in Britain.

Mr Michael Hill, QC, for the Mail on Sunday, argued later that there was no difference between Mr Sethia's taking the Conqueror log and his receiving information from the log to put in his diary.

The hearing is expected to end this week. Mr Sethia has also begun litigation against the Observer and Sun newspapers.

Britain seeks French support in Falkland vote

By Andrew McEwen
Diplomatic Correspondent

With a week to go before the annual United Nations vote on the Falklands, Britain is lobbying hard to avoid a repetition of last year's crushing defeat.

France is expected to come under discreet pressure to repay diplomatic debts it has incurred to Britain. Last

November it was among 116 nations which voted for Argentina by supporting a resolution calling for talks between Buenos Aires and Whitehall.

But since then Britain has helped France to ride out diplomatic pressure stemming from its nuclear tests on Mururoa atoll and from the controversial referendum in New Caledonia, in which

French settlers defeated demands from the ethnic Kanaks for independence.

Britain's decision last April not to sign protocols to the Rarotonga Treaty, designed to make the South Pacific a nuclear-free zone, was prompted by a wish to avoid offending France.

Britain's second overture was its abstention in the UN

Decolonization Committee's recent vote on New Caledonia. Paris showed its anger when the committee originally voted last year to include the French territory in its list of countries to be decolonized.

Britain could have used the New Caledonia follow-up vote this year to rebuke France for its support of Argentina last November, but refrained.

Pictures: KENNETH MASON

Snubbed NCO 'attacked colonel at dinner dance'

By Guy Rais

A MASTER COOK in the Army Catering Corps who asked a woman captain to dance during a party to celebrate the Falklands victory, faced a court martial yesterday for allegedly assaulting her commanding



Lt-Col Peter Pain.



Sgt Gordon McDonald

officer.

Acting Sgt Gordon McDonald's dance request was refused by Capt Karen Littleton at the party at Hillside camp, Port Stanley, the court was told.

But his pride was hurt more severely by Lt-Col Peter Pain who told him, in abusive terms, to move on.

Sgt McDonald responded by punching the colonel in the face and kicking him as he lay on the ground, said Capt Richard Austin, prosecuting.

Lt-Col Pain was left with a bruised jaw, cut lip and aching back. He was examined by Capt Littleton, an Army doctor.

Combined mess

Sgt McDonald pleaded not guilty to assaulting Lt-Col Pain, occasioning him actual bodily harm. He also denied being drunk.

Capt Austin told the Aldershot court martial that the cocktail party and dinner dance was held at the combined officers' and senior NCOs' mess of the Royal Army Medical Corps to celebrate the fifth anniversary of the Falklands victory.

Lt-Col Pain, then commanding the British Military Hospital in the Falklands, was at the bar with Capt Littleton when the sergeant approached and asked her to dance.



Capt Karen Littleton who refused an invitation to dance at a party to celebrate the Falklands victory.

Self defence

"Sgt McDonald said the colonel told him to piss off. That annoyed him and he crouched down and fell over at the colonel's feet as he was entertaining senior guests," Capt Austin said.

Lt-Col Pain asked Sgt McDonald to move into the foyer to discuss his behaviour in private. When both were outside the sergeant, without provocation, attacked the colonel.

Capt Austin explained that Sgt McDonald might claim that the blows were struck in self defence because he believed the colonel was going to hit him first.

Lt-Col Pain told the court he was in civilian clothes at the function with several VIPs.

"I was conscious of a mild disturbance in the crowd in front of me. I looked up and saw Sgt McDonald coming towards me," he said.

"He crouched down in front of me and fell backwards. I was concerned because it appeared to me he had fallen over in drunken fashion."

Badly treated

The colonel said he signalled with his hands to Sgt McDonald to go into the corridor.

Once outside the sergeant, whom he did not know, appeared round the corner and struck him on the left side of his face—"a blow I was not expecting".

The colonel said he had drunk about seven glasses of white wine that night, but was not drunk.

Cross examined by Mr Ian Pearson, for Sgt McDonald, he denied that drinking had made him aggressive.

Asked about the dance request, Lt-Col Pain replied: "I have no recollection of it, but I have been told it took place."

He agreed it would have been an unusual remark for a lieutenant colonel to tell a sergeant to "piss off," but could not remember saying it.

The hearing was adjourned until today.

Tackling the flaws found in Falklands

PURPLE WARRIOR is the most elaborate training exercise undertaken by Britain's Armed Forces. It took a permanent planning group of 12 officers two years to plan, and when completed on 21 November will have cost more than £7m.

None of the commanders believe this to be money wasted. They argue that Purple Warrior is tackling one of the most critical aspects of combined services operations: who is in charge of what, and when. In military terms it is called "Command and Control".

A special group was set up to devise guidelines on Command and Control after the Falklands War, which exposed numerous flaws, particularly in the transfer of command from the Navy to the Army after landing at San Carlos.

The group's solution was an overall Commander-in-Chief, based at Fleet Command, Northwood, with a naval Joint-Force-Commander (JFC) on scene with the taskforce. The JFC hands over authority to an Army commander, but only after the landing is completed, air superiority established, and air and beach-heads secured.

The Ministry of Defence believes that if Purple Warrior proves this system works the exercise will have achieved much.

Strange meeting as Nato paras drop in

Warsaw Pact's top brass enjoys a rewarding day on Scottish manoeuvres, David Fairhall reports.

By the vast standards of Soviet manoeuvres it must have seemed rather small beer — a battalion parachute drop, a handful of royal marine helicopters, and a single big landing ship beached in the bay — but there could be no doubt that Colonel Mikhail Kutenko was enjoying himself.

The moment the British paras had landed he led the other Warsaw Pact observers in a spirited interrogation of their commander, Brigadier David Chandler.

From what height did the paratroops jump? How much did their packs weigh? How many rounds of ammunition did each man carry? Might he inspect one of their trenching spades? And, finally, could a Falklands veteran like Chandler match his own record of 500 jumps?

"Don't worry, you're still a youngster," said the Brigadier.

So far, this first British experiment in East-West "confidence building," in which 34 foreign military observers have turned up in Galloway to watch an amphibious exercise under the terms of the 1986 Stockholm Document, must be rated a considerable success.

The second Russian observer, Colonel Viktor Kozhin, was admittedly much more circumspect when he met the amphibious force commander, Commodore Jeremy Larken but he nodded agreement when Commodore Larken suggested that perhaps both sides tended to exaggerate their military capabilities.

Another of the 12-strong party of Warsaw Pact observers, the Hungarian Major General Istvan Zsemberi, said the British officers had been "very correct and open." All questions had been answered and he had the impression that the British intended to fulfil all the requirements of the Stockholm Document.

That is certainly correct as far as the Ministry of Defence and the Foreign Office are concerned.

At a dinner for the foreign observers in Stranraer last night the armed forces minister, Mr Ian Stewart, said that the occasion would make a useful contribution to peace. British military accepted the value of the "confidence building and security measures" laid out in the 1986 agreement, if only because they looked forward to taking a close look at the Soviet forces.

Beyond that, the agreement sets important precedents for the verification of nuclear arms control.

All signatories had to be invited to witness the amphibious phase of this week's exercise Purple Warrior in Scotland because it involves more than 5,000 marines and paratroops practising the command and control of possible tri-service operations outside the Nato area. It is an unusually big exercise in domestic terms.

Symptomatic of the rapid decline of Britain's merchant marine — even in the short period since the Falklands war — is the fact that nearly all the ferries chartered for Purple Warrior, at a cost of more than £6 million, are flying the Danish or West German flags.

The Falklands triumph and Westland precipice

In the second of three extracts from his book, 'Mrs Thatcher's Revolution', **Peter Jenkins** looks at the high point of the war in the Falklands, when victory was turned into vindication of Tory policies and, below, the crippling events of the Westland crisis



The Falklands war linked the public's image of Mrs Thatcher with a powerful image of success

The Argentinian invasion of the Falklands, those remote and unimportant islands, threw the nation into a patriotic fit. Parliament set the lead. When news of the invasion was first rumoured, this commentator failed totally to grasp its significance.

It seemed to me then, and it seems to me now, extraordinary that it should be supposed that Britain could be responsible for 1,800 people and their 600,000 sheep in the remoteness of the South Atlantic. That we should hold ourselves responsible was honourable, noble in the extreme, but foolhardy.

The defence of the Falklands had for some time rested on bluff. Now that that bluff had been called, the proper course was to seek to discharge our responsibility to the islanders as best we could through negotiations to guarantee their status as British citizens or to repatriate and compensate them as need be. It was preposterous, it seemed to me, to assert their absolute right to self-determination. Rights could not exist without the means of upholding them, and it was unrealistic to expect Britannia to rule the South Atlantic in the year 1982.

Karl Marx had said that history repeated itself as farce, but then had gone on to say that when it repeated itself for a second time it did so as tragedy.

Suez had been a post-imperial farce, a tilting at windmills; but now, it seemed, young lives were to be sacrificed tragically in the Quixotic cause of making a world safe for South Atlantic sheep-shearers.

The Prime Minister's intention

from the beginning was to get the islands back and undo the humiliation which had been done. The Foreign Office was in such disrepute as a result of the invasion that it was, literally, *hors de combat*; a peace strategy never really received a hearing. Nevertheless, the Cabinet was from the outset united on the total war objective. The services had many options but no clear plan.

As the Task Force approached its destination, the options narrowed until the only choice was between all and nothing. Her military strategy achieved its goal.

Perhaps no people were more surprised than the British, accustomed to being told they did not know how to run a motor car factory. By jingo, they knew how to launch a Task Force. The point was not lost upon the Prime Minister in her heady hour of victory.

"It took the battle in the South Atlantic for the shipyards to

adapt ships way ahead of time; for dockyards to refit merchantmen and cruise liners, to fix helicopter platforms, to convert hospital ships — all faster than was thought possible; it took the demands of war for every stop to be pulled out and every man and woman to do their best."

And on she went: printing money was no more. "Rightly, this Government has abjured it. Increasingly this nation won't have it... That too is part of the Falklands Factor."

Not only was the Falklands Factor making the trains run on time, it was — it seems — rallying the nation behind the Medium Term Financial Strategy. What has happened is that now, once again, Britain is not prepared to be pushed around. We have ceased to be a nation in retreat. We have instead a new-found confidence — born in the economic battles at home and tested and found true 8,000 miles away.

War is a celebrated midwife, but it is improbable that the loss and recapture of the Falkland Islands in 1982 will prove to have been the rebirth of Britain, or the apotheosis of Thatcherism.

What it may have done, however, is to help link in people's minds their image of her with this powerful image of success. She was a winner. Luck was on her side. What she said she would do, she would do. She was a sticker whose determination paid off. What had worked so brilliantly abroad would work at home. And she was quick to reinforce these thoughts in people's minds: "I think people like decisiveness, I think they like strong leadership," she told an interviewer. In this way the Falklands Factor became the Thatcher Factor.

Blow to Harrier sales hopes

From Michael White
in Washington

Britain's Harrier jump-jet stands to lose its most important overseas market under an American budget-reduction plan which would end its production as the Marine Corps' primary attack plane.

The plan, which was hammered out by both Democratic and Republican leaders over the weekend, would envisage the abandonment of a \$564.2 million programme in the 1988 fiscal year whereby McDonnell Douglas would have built a further 32 of the AV-8B Harriers under licence from British Aerospace.

It was one of a very few decisions which the leaders of the armed services committees in both houses of Congress could agree upon in their attempt to reduce the Pentagon's \$289 billion programme. Even that sparked a furious response from the Marine commandant, General Alfred Gray, as well as from Republicans.

The Harrier was chosen because it did not rank as enough of a priority, but the decision,

if upheld, would effectively end the production run halfway through the programme of 328 Harriers the Marines had intended to buy.

The move is redolent with irony, not least for Britain. Mrs Thatcher and the Chancellor of the Exchequer, Mr Nigel Lawson, have been urging Washington in public and private to take decisive action to get its federal budget deficit under control. But the Harrier was not what they had in mind.

As recently as Friday — hours after the decision was reached in private session — the Defence Secretary, Mr George Younger, mentioned it in an enthusiastic speech on US-UK defence co-operation.

Speaking in the American capital on his way home from the Nato defence ministers' meeting in California, Mr Younger emphasised the unanimity among the allies for the imminent Euro-missile pact and cited the Harrier as "a very good example" of the much vaunted two-way street in defence procurement — "very exciting and important

collaborative ventures" — between Britain and the US.

The vertical takeoff fighter, which acquired international fame during the Falklands war, is the single costliest programme in the Marines' weapons budget for 1988. The corps had intended to buy 328, of which 93 have been delivered.

Taking into account those planes ordered in previous years but not yet delivered, a decision to stop production would end the programme at the 180 aircraft mark, American officials calculated for the New York Times.

From the American perspective, the decision and the threat of a rearguard action by Republicans and the Marines makes the Harrier chiefly a symbol of the notorious difficulty Washington now has in making budget reductions.

The Treasury Secretary, Mr Jim Baker, is pushing for a \$30 billion tax reduction for the fiscal year 1988 — which began on October 1 — amid enormous difficulty and growing international impatience.

Strike in Argentina

Buenos Aires — A nationwide strike called by the powerful General Confederation of Workers to protest at the Government's economic austerity programme was widely followed yesterday, halting public services and disrupting private businesses across the country (Eduardo Cué writes). The CGT claimed that the strike was 98 per cent effective.

The action comes as the Argentine Congress is preparing to consider a set of government measures to increase taxes and reform the labour laws.

Tim Coone reports as pressure for economic change grows in Argentina

Alfonsin faces unenviable choice

AN unseasonal downpour gave the Argentine Government of President Raul Alfonsin support from an unexpected quarter during Wednesday's general strike.

The rain, which lasted most of the day, dampened spirits and turned what was expected to be a major trade union protest march upon the presidential palace into a sodden, subdued affair. Only 30,000 demonstrators turned out to listen to the exhortations of the strike organiser, Mr Saul Ubaldini, from under a passive panorama of dripping umbrellas.

But the 12-hour strike succeeded in paralysing the country and in driving home yet another message of the growing unpopularity of the Government's controversial economic policy. Even staff at the presidential palace and airline pilots who had ignored the previous eight general strike calls made by the General Confederation of Workers (CGT) since 1983, joined this stoppage.

Mr Ubaldini, the secretary-general of the CGT, in his most frontal attack on the Government, called for the resignation of Mr Juan Sourouille, the Economy Minister, and announced that the latest strike was simply the start of a prolonged campaign of industrial action against the economic policy. The conditions for a truce, he said, were an immediate moratorium on Argentina's \$54bn foreign debt and a reactivation of domestic demand through rises in real wages.

Such a position, although considered an extreme representation of the Peronist opposition proposals on economic policy, is nonetheless finding an echo even within the ruling Radical



Sourouille: unprecedented pressure

party (UCR). Mr Federico Storani, chairman of the lower house foreign affairs committee in the Congress and a prominent figure in the Radical party with the backing of most of the party's youth movement, said that since the party's September electoral defeat, "there is no longer a blank cheque for the economic team. There is a profound discussion going on ... and the one area where we do have the possibility of changing emphasis is on the foreign debt."

The world stock market crisis is also expected further to undermine Mr Sourouille's credibility. The increasing probability of a worldwide recession following the Wall Street crash last month and a steady rise in interest rates by next year weaken the underpinnings of his economic strategy and make an Argentine debt default ever more likely.

The Government's path out of Argentina's present economic crisis is through a plan of export-led growth over the next five years, supported by fresh finance from the world banking community and stable interest rates. A worldwide recession, with its implications for a downturn in trade and falling commodity and raw material prices, is the worst possible scenario for the success of the plan.

Argentina's falling trade surplus will be reduced further and, together with higher interest rates, will necessitate even higher foreign borrowing to meet its debt obligations. The willingness of the creditor banks, themselves under pressure after the stock market crashes, to extend further loans to Argentina is equally questionable.

Mr Sourouille and Mr Mario Brodersohn, the Finance Minister, are facing unprecedented pressure. Mr Brodersohn last week raised the hackles of provincial governors when he told them that they would not get extra financial support unless the opposition backs a package of tax reforms now awaiting passage through Congress.

At the same time, the central bank began bouncing cheques from banks owned by the provincial governments which are an important source of finance for the provinces. The governors have been further outraged at figures produced by Mr Brodersohn which purport to show that the provinces have been profligate spenders. The governors claim the figures have been deliberately falsified by the Finance Ministry.

Meanwhile Mr Enrique Nosiglia, the Interior Minister, has been called in to smooth ruffled

feathers and to try to keep alive a government proposal to put together a "governability pact" with the opposition parties. Such a pact is considered vital by the Government: from December onwards the opposition parties will hold a majority in the two houses of the Congress and will hold all but two of the governorships of the country's 22 provinces.

Senior economic advisers to the Government warn that failure to approve the reforms will seriously prejudice government finances in 1988.

With the likelihood of the Peronists entering into such a pact now increasingly remote, without a big shift in economic policy, press speculation in the past few days has centred on the possibility of the right-wing party, the Centre Democratic Union (UCD) and its leader Mr Alvaro Alsogaray, being asked to become the lynchpin of the pact.

Together with several of the small regional parties, a UCD-UCD alliance would hold a sufficient majority in the Congress to pass the tax reform laws the Government wants. Mr Alsogaray has made it clear, however, that such a pact would require giving him much greater influence over economic policy. He is a former economy minister in the 1960s and a self-confessed free market guru and admirer of the US system.

For President Alfonsín it is an unenviable choice. To accommodate the trade unions means a rupture with the banks. To muddle through with his present economic team or to strike a deal with Mr Alsogaray, however, implies all-out war with the unions.

Falklands appoints new rep in London

LEWIS Clifton, a third generation Falkland Islander, is the new Islands Government representative in London. He succeeds Alastair Cameron who left the post at the end of September.

Mr. Clifton, formerly the manager of the Falkland Islands Philatelic Bureau and a councillor in the Islands, has represented the Islands at the United Nations General Assembly and has wide ranging political experience.

"The London appointment is a great challenge, not least of all because the Falklands today have the potential to become a viable economic entity," said Mr. Clifton.

He said he expects to fly to the Islands for meetings four times a year. "I want to keep in touch with what's going on at base — the day-to-day runnings of the Islands, FIDC developments, and the people," he explained.



Lewis Clifton — new man at the Falkland government's London office.

Iceatlantic's future undecided as...

PLANT CLOSURE FEARS MOUNT

CONFLICTING statements from the Hughes Group have added to the uncertainty of fish workers at the Iceatlantic factory at Scalloway, which last week seemed certain to close (*Fishing News*, October 23). Details of private meetings held between John Hughes, members of Shetland Islands Council and representatives of Shetland Fish Processors Association were leaked to the press and they sparked off a storm of protest.

Mr. Hughes had announced his intention to stop processing white fish at the Scalloway plant. He declared that he would keep the factory going only if the council would invest money in the conversion of Iceatlantic into a herring and mackerel processing plant, and would withdraw its support for a similar plant proposed for Lerwick. It is understood that these ideas were received

with less than enthusiasm by the councillors. On Wednesday morning last week, the workers at Iceatlantic demanded to know what was going to happen to the factory and to their jobs. Addressing a meeting of workers in the afternoon, manager Jim Ridland said that he had not heard of any proposals to close the plant but promised to obtain more information by that afternoon.

The company responded with a press release which stated that "the current operating situation at Iceatlantic is unacceptable and the performance is not consistent with the overall operations of the group."

It went on to explain that Martin Milne, managing director at Iceatlantic, has tendered his resignation which has been accepted.

Then came the bombshell: "The majority of the workforce at Scalloway has been laid off, pending the final decision."

Most of the staff, were indeed laid off on Wednesday and Thursday, due to inadequate supplies but operations were back to normal on Friday and the firm's buyers were active in the markets purchasing supplies for this week.

On Friday afternoon the company issued a further press release explaining that the first statement had been badly worded and that work would continue at Iceatlantic with a reduced staff. It concluded by saying that lay-offs are an acceptable way of life in the fish processing industry.

It is clear that the majority of the 130 strong workforce blame the management as

well as the scarcity of fish for the firm's performance. They point to the success of Iceatlantic over 25 years, before being taken over by the Hughes Group. There were good times and bad, including periods when fish was just as scarce as it is now, yet closure was never considered as an option.

They compare the record of the Hughes Group in closing down two factories since it arrived in Shetland a year ago, and threatening to close a third, with the success of locally owned firms in surviving the present crisis which, it is claimed, is due to a stronger sense of loyalty to the local community.

It is now widely recognised that the decision by the Hughes Group to remove the kipping lines from the Iceatlantic factory earlier this year was a grave mistake.

"That's what held the company together," claimed a spokesman for the staff.

"When there was a scarcity of white fish the workers could switch to herring processing. Now there is no alternative to white fish processing, hence the mess we are in today."

On Friday last week, a petition was circulated throughout Scalloway, where Iceatlantic is by far the most important source of employment. It reminds Shetland Islands Council of its obligations to the economic life of the village and urges the council to take whatever steps are required to ensure that Iceatlantic survives.

Leading the campaign to secure the future of the factory is Scalloway's councillor, Major Bill Anderson, who is urging his colleagues to keep talking to Mr. Hughes. He goes on: "Mr. Hughes had the decency to come to us with his problems and it is up to us to listen. At the appropriate moment we may make proposals of our own."

Argentina gripped by strike

By Tim Coone in Buenos Aires

BANKS and offices in Argentina shut at midday yesterday, factory workers downed tools and public transport came to a halt as a nationwide general strike in protest at the government's economic policy paralysed the country.

Mr Saul Ubaldini, secretary-general of the General Confederation of Workers, which organised the strike, said it was in protest at the "policy of submission to the International Monetary Fund, against the increases in tariffs, the cost of living, unemployment, hunger and the adjustment plan which condemns workers to misery and paralyses production".

All major unions have backed the strike and a march on the presidential palace in Buenos Aires.

Last month the Government froze prices and wages and raised taxes and public sector tariffs in an effort to slow the inflation rate and drastically cut the fiscal deficit.

The Government's failure to reduce the deficit in line with targets agreed with the IMF earlier this year has delayed disbursements of a \$1.4bn standby loan and necessitated an emergency bridging loan of \$500m with the US Government through the Geneva-based International Settlements Bank.

Government finances are facing serious problems with public sector employees taking industrial action over pay, provincial governments insisting that the central government owes them money and tax income failing to keep pace with government expectations.

Argentina faces new debt purge

By Cristina Bonasegna
in Buenos Aires

PRESIDENT ALFONSIN was preparing last night to impose tough austerity measures to lift Argentina out of a deepening economic crisis.

He was expected to take action to cut runaway inflation, reduce the fiscal deficit, freeze prices and devalue the currency for the second time in a week.

He ordered a two-day bank holiday to prevent currency speculation and prepare the marketplace for the measures.

Argentina is the developing world's third-largest foreign debtor, owing £33 billion. Its economy has been battered by 136 per cent inflation and a 20 per cent decline in the value of wages since Senor Alfonsin took office in 1983.

His economic package will include a 12 per cent pay rise for workers.

The Argentine austral, which replaced the almost worthless peso in the last austerity drive of June 1985, will be devalued by between six and eight per cent against the American dollar. It was devalued by 13 per cent last Friday.

General strike

Yesterday trade unions controlled by the opposition staged a general strike which they billed as a referendum on Senor Alfonsin's economic policies.

The General Confederation of Labour, linked to the Peronist Party, staged its protest just as Senor Alfonsin was trying to form a pact with the opposition.

He has begun a round of talks in an attempt to make the country governable in his last three years of office after his Radical party's defeat in elections in September.

The strike, the ninth in four years, has not been declared illegal and Senor Ideler Tonelli, Labour Minister, kept open the possibility of changes to the economic package.

Polo out of the hole

BANNED from playing polo in this country since the Falklands war, Argentinians are being cautiously welcomed back to the field by the game's governing body, the Hurlingham Polo Association.

Members are being told this week of a change of rules covering the delicate problem of inviting some of polo's most socially acceptable and accomplished players, many of them residents here for a decade or more, who were banned in 1982. They will, in effect, be allowed to play in all but the most prestigious games from 1987 onwards.

The decision was taken by association stewards including Major Ronald Ferguson. He, better than most, might know the answer to the game's most vexed question: Will the Prince of Wales, Colonel in Chief of the Welsh Guards, insist on withdrawing from Smith's Lawn if Argentinians are allowed to play in this country again?

Hurlingham's Hon Sec, Lt Col Alec Harper, would not comment on matters of royal hearsay. But, asked if this move was the start of a full reconciliation, he said: "Yes, I should think so. As time goes by there is less and less feeling against them and this is a sort of first step.

"Some people have Argentinian friends who like to come and play over here. This year it was decided to let them come and play as friends and play the occasional match but not to come over on a professional basis like they used to."

**Three charged over
Falklands 'fraud'**

THREE company directors have been charged with conspiracy to defraud two Wirral companies of £600,000 in connection with the building of the new Falklands airport, police said yesterday.

The men — from Caldy on the Wirral, Northwich in Cheshire and Wetherby, West Yorkshire — have been bailed to appear before Wirral magistrates on February 1.

Directors accused of £600,000 fraud

THREE men have been charged with a £600,000 fraud involving contracts for the construction of the new Falkland Islands airfield following a co-ordinated dawn raid on business addresses in North Yorkshire, West Yorkshire, Merseyside and Cheshire. The three men, all company directors, were

By **RICHARD SADLER**

arrested on Monday and charged with conspiring to defraud McTay Construction Ltd and McTay Engineering Ltd, of Wirral, Merseyside, between July 14, 1980 and September 15, 1985. They were bailed to appear before Wirral magistrates on February 1 next year.

One of the accused is 46-year-old Mr Gordon Wellings, of Linton, Weth-

erby, who was arrested in Leeds. The other two are a 36-year-old from Northwich, Cheshire and a 43-year-old from Caldy, Merseyside.

Insp Bill Dugdale of Merseyside Police said: "Part of the alleged fraud involves work by McTay Construction and McTay Engineering on the construction of the Mount Pleasant Airfield in the Falkland Islands."

Fraud inquiry

Three people were arrested after detectives raided seven businesses in the North of England in a £600,000 fraud inquiry involving a building project in the Falkland Islands.

Travel

The Falklands make bid for outdoor types

by Stanton H. Patty
Times assistant travel editor

The Falkland Islands, scene of a bitter war between Britain and Argentina in 1982, have been out of the news for awhile.

Now the Falklands are being touted as a visitor destination — and the folks therethink they have a winner for those who enjoy wildlife and quiet beauty.

"Wildlife — elephant seals, five species of penguins, many kinds of

birds and more — is one of our biggest assets. Man is the rare species there," says Graham Bound, managing director of Falkland Islands Tourism. He and Sue Grandison, a Falkland Islands Tourism representative in England, were in Seattle recently.

The Falklands are a British crown colony deep in the South Atlantic, tucked into the lower curve of South America, about 300 miles from Cape Horn and 1,000 miles north of Antarctica.

There are two main islands — East Falkland (with Stanley, the capital) and West Falkland — together about two-thirds the size of Wales.

The terrain is rolling moorlands and grassy plains dotted with lakes and ponds, low mountains and a coastline with wide, white beaches and dramatic cliffs.

Total population is only about 2,000.

It is summertime now (the summer season is November to March) in the Falklands. Weather is much like Britain's.

Getting to the Falklands takes a bit of doing. For now, anyhow, you can't visit by boat. You can't fly there from any point in South America — the only air route is

from England, and aboard a Lockheed L-1011 jetliner operated by the Royal Air Force.

The flight, with a refueling stop at Ascension Island, also in the South Atlantic, covers the 8,000-mile run from an R.A.F. base in Oxfordshire, northwest of London, to Mount Pleasant Airport, near Stanley, in about 18 hours. Round-trip fare (and civilians are welcome aboard the R.A.F. plane) works out to about \$1,600 U.S. round trip, if you are not buying the Falklands tour package.

The tour package, priced at about \$3,500 for 12 to 14 days, includes air fare, lodging, all meals, guide service and air transportation between the islands.

Local touring, of course, in-

cludes battlefields of the 1982 war that came about when forces from Argentina, which claims the Falklands, invaded the islands. Britain dispatched a task force and defeated the Argentinians.

Visitor accommodations just now are being developed in the Falklands. There are only about 80 rooms, ranging from small hotels in Stanley to rustic lodges in outlying areas. Rates are about \$42 U.S. a night.

Things to do in the Falklands:

■ **Wildlife viewing** — Naturalists have counted 152 species of birds at various times. There are huge colonies of albatross, penguins and seals and other wildlife which visitors can approach closely.

■ **Sport fishing** — The season is October-April. Rivers have sea trout averaging 15 pounds.

■ **Other outdoor activities** — Walking (several organized walking tours are available), horseback riding, diving on shipwrecks, windsurfing. There are few roads beyond the Stanley area.

■ **Shopping:** Woollens and local crafts. A Falklands specialty is diddle-dee jelly, made from the berries of a heather-like shrub.

■ **Information:** Magellan Tours is the information bureau in the Puget Sound area for Falklands Islands Tourism. Additional information: Magellan Tours, 925 116th Ave. N.E., Bellevue, WA 98004; phone 453-0722.

Argentine unions mass for strike

By Tim Coone in Buenos Aires

ARGENTINA is again riding a wave of industrial action by the trade union movement. Government efforts to put together a "governability pact" with opposition political parties have become bogged down in a welter of confusion over future economic policy.

Transport and industry throughout the country is expected to be paralysed from midday tomorrow as scores of powerful trade unions have announced their support for a 12-hour general strike called for by the General Confederation of Workers (CGT) in repudiation of the Government's economic policy.

The general strike will be the ninth organised by the CGT since President Raul Alfonsin came to power in December, 1983, and follows a new prices and wages freeze announced by the Government last month and a series of new economic measures designed to drastically reduce the fiscal deficit.

The release of October's inflation figures in the coming days (retail price increases are thought to be in the region of 20 percent for the month) are expected to unleash a new round of wage demands and industrial action by the unions. The Government's economic management has been widely blamed for its defeat at the mid-term elections last September.

In an effort to head off the trade unions, the Government has been sounding out the opposition parties in the past two weeks with a view to negotiating a "governability pact" in which support for legislative initiatives on tax and local government finance issues is being sought in exchange for government concessions over the control over certain key committees in the Congress.

Next month, when the newly-elected legislators take their seats, the ruling Radical Party will no longer hold an absolute majority in either of the two chambers of the Congress, necessitating deals with some or all of the opposition parties.

The scope for negotiation, however, was greatly reduced when Mr Juan Sourouille, the Minister of Economy, said at the end of last week that the Government's economic policy "is not negotiable". This produced a barrage of protests from the CGT and the principal opposition party, the Peronists, which see any future political pact or truce being founded upon substantial shifts in economic policy, especially regarding incomes and the negotiation of the foreign debt.

Mr Sourouille's statement was then denied by Mr Enrique Nosiglia, the Interior Minister,

*

Mr Lewis Clifton, a third generation islander, is the new FALKLAND ISLANDS GOVERNMENT representative in London. He has succeeded Mr Alastair Cameron.

*

DAILY POST

TUESDAY NOVEMBER 3 1987

by Peter Oldham

THREE men were last night questioned by Merseyside detectives investigating an alleged £600,000 fraud.

The probe relates to the construction of the new airport for the Falklands Islands. Two Wirral firms were among contractors involved in the airport project.

A Merseyside Police spokesman said the inquiry was "in connection with allegations of fraud involving over £600,000 and the following firms - McTay Construction Ltd. and McTay Engineering Ltd., Wirral."

A spokesman for the two companies said he did not know the full details of the inquiry, and added that no-one employed by the firms had been arrested.

The three men, who have

not been named, were arrested early yesterday by police in Leeds, Merseyside and Cheshire, and brought to Liverpool.

Detectives, with search warrants, raided simultaneously seven addresses across the north of England in an operation co-ordinated by Merseyside Police commercial branch CID men.

The Wirral firms, part of construction giant John Mowlem, are based in Bromborough.

They were among several major contracting groups involved in the new £800 million Mount Pleasant Airport near Fitzroy, built after the war with Argentina in which the Stanley airfield was badly damaged in air raids.

The spokesman for the two Wirral companies declined to make any further comment.

Late last night police said the three men had been bailed to appear in court today. No details of charges were given.

Roots of desire

DESPITE being embroiled in one of the greatest controver-

sies of modern times, the Falkland Islands is strangely bereft of any political parties. At present, all candidates for election to the islands' council stand as independents but now it seems that the machinations of party politics may soon be on the horizon.

A move is under way by two islanders to establish the Desire the Right party which has three main aims: to keep sovereignty within the British sphere of influence, to seek an acceptable form of independence under the British flag and to ensure the security of the islanders' birthright.

The group's proponents say that there is much interest from several councillors as well as voters and they are asking islanders to write to them in order to arrange a meeting and elect officers.

The Falkland Island Newsletter, meanwhile, says that this will presumably herald the birth

of an opposition party but adds that it cannot think of any conflicting policies which would have any popular appeal.

Whether it will do any better than the last Falklands party remains to be seen. Formed in the early Sixties, the National Progressive party soon withered, and, says the newsletter, "is now scarcely even remembered".



Diary details not the issue

Court of Appeal
Sethia v Stern and others
Before Lord Justice Fox, Lord Justice Lloyd and Sir
Roualeyn Cumming-Bruce
29 October 1987

Where parties to an action agreed not to challenge a certificate signed by the Defence Secretary excluding certain passages from a document on the grounds of public interest immunity, that did not mean that the parties were accepting the truth of the contents of certificate. It merely meant they had agreed not to challenge the Defence Secretary's claim for public interest immunity.

The facts

The plaintiff, Narendra Sethia, was a naval officer on board the nuclear submarine HMS Conqueror when it sank the General Belgrano during the Falklands campaign in 1982. The diary, which the plaintiff kept at the time, was the subject of the appeal.

In November 1984, The Observer published extracts from the diary, and the plaintiff issued proceedings for libel and breach of copyright against the Observer.

In February 1985, the Mail on Sunday published a story to the effect that the stolen log from HMS Conqueror had been recovered from the plaintiff's possession. The Sun repeated the story. The plaintiff issued proceedings for libel against both papers.

The defendants were pleading justification, and intended to rely on the diary to establish their defence. The Treasury Solicitor intervened on behalf of the Defence Secretary and objected to the production of the diary on the grounds of public interest.

The Defence Secretary claimed that the production of the diary to persons not authorised to receive it would be likely to cause unquantifiable damage in that the disclosures involved would damage the operational capability of nuclear submarines now in commission. It would give an insight into how a Royal Navy submarine operates, and its capabilities — including aspects of the performance of the nuclear reactor, weapon performance and tactical procedures. Analysis of the information could be of value to a hostile power and could affect national security.

The diary also contained references to the intelligence available in the conflict, disclosure of which could prejudice future British intelligence operations. The Defence Secretary said he would object to oral evidence on the diary for the same reasons.

Negotiations took place between the defendants and the Treasury Solicitor. The Defence Secretary signed a certificate modifying his earlier position and withdrawing the objection to certain passages, but maintaining his objection to disclosing the "operational passages."

The agreement reached between the Treasury Solicitor and the defendants was set out in a consent order stating that the parties "will not seek discovery of any material from the plaintiff's diary in addition to that provided for by this order, and that they will not seek to challenge the certificate signed by the Secretary of State for Defence in support of his claim for public interest immunity."

At the libel trial, counsel for the defence, supported by counsel for the Defence Secretary, contended that the contents of the Defence Secretary's certificate were conclusive evidence in the action and that the plaintiff could not be allowed to deny the truth of the contents.

The plaintiff denied the contents of the certificate were evidence, let alone conclusive evidence. The plaintiff said the certificate was no different from any ordinary affidavit filed in interlocutory proceedings.

The trial judge, Mr Justice Boreham, held in favour of the defendants, and the plaintiff appealed.

The decision

Lord Justice Lloyd said the only question was what was meant by the provision in the consent order that the parties would not seek to challenge the certificate. In his Lordship's judgment that provision meant no more than that the parties would not seek to argue that the claim for public interest immunity was bad.

It did not mean the parties had agreed that the facts and matters in the certificate were true.

Part of the trouble might have resulted from the use of the certificate by the Defence Secretary, rather than the use of an affidavit, which was now the more common practice.

The word "certificate" was equivocal — it might mean the entire contents of the document signed by the Defence Secretary, or it might be limited to the very thing certified, namely that the material may not be disclosed on the ground of public interest.

In the present context the word bore the narrower meaning. If there had been an ordinary affidavit, instead of a certificate, the present conflict might not have taken place.

The parties were only agreeing not to challenge the claim for immunity. There was no unfairness to the defendants because they had the right to inspect the diary. The dispute as to public interest was between the defendants and the Defence Secretary, and not between the plaintiff and the defendants.

The Treasury Solicitor supported the defendants' argument and said the Defence Secretary was concerned that nothing should be said at the trial which would have the effect of calling into question what the Defence Secretary had said in the certificate.

However, the consent order did not mean that the contents of the certificate was evidence in the trial.

Lord Justice Fox and Sir Roualeyn Cumming-Bruce agreed.

Appearances: Mr Patrick Milmo, QC, and Mr Andrew Monson instructed by Neale Turk, Basingstoke, for the plaintiff; Mr Michael Hill, QC and Mr Andrew Caldecott instructed by Sweystone Walsh, for the defendants; Mr John Laws instructed by the Treasury Solicitor, for the Defence Secretary.

Shiranikha Herbert
barrister

YACHT SAILS IN QUEST OF ADVENTURE

Southern Evening Echo 2 November 1987

A SMALL steel-hulled cruising yacht called the Pelagic quietly slipped her moorings in Southampton's Ocean Village Marina yesterday and sailed out into the Solent at the start of a voyage of adventure and discovery on the high seas.

The Pelagic will be heading for the frozen wastes of the Antarctic and when she arrives there in early January after a trip lasting just over two months, she and her crew of seven will spend some four months cruising and exploring the Graham Land peninsula.

Veteran sailor Skip Novak, who is the Pelagic's captain and one of the driving forces behind the voyage said: "We don't plan to set any records or attempt any stunts which have become so fashionable nowadays in adventure travel. Rather, we plan to make an ambitious, well-prepared and in-depth organised tour of the area, both at sea and on land."

"Few small sailing craft have been to the Antarctic, but the interest in this piece of real estate is booming.

Not only has potential mineral wealth made it attractive for most industrialised nations of the world, but its inheritant beauty, remoteness and purity have made it one of the last open spaces man can tread unencumbered by rules, self-imposed physical barriers and his own waste.

"Indeed, the only barrier that does exist is the ruggedness of the place itself — and this is what interests ambitious people who sail in small boats and don't mind the cold."

The expedition will concentrate on sailing to remote areas and spending as much time ashore as possible. Around four people at a time will spend extended periods on the peninsula, leaving two or three on board Pelagic capable of moving her should she become threatened by bad weather or ice.

One of the crew members is an Italian scientist, and while in the Antarctic the Pelagic will make a study of the pollution there.

The Pelagic was conceived by Skip Novak and fellow sailor Phil Wade while taking part in the last Whitbread round-the-world race, and the craft was built entirely in Southampton's Ocean Village Waterfront Community at a cost of £80,000.



PELAGIC: On epic voyage.

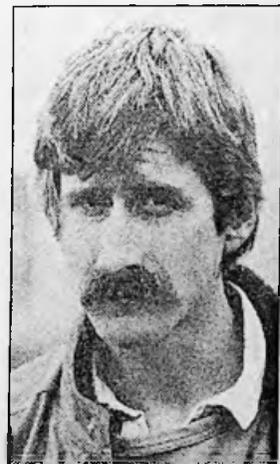
Skip said: "we are extremely grateful to Ocean Village for giving us the free use of a large shed in which to build the Pelagic and the yacht bears the village's insignia."

It was originally intended to leave for the Antarctic in September but Skip's commitments in the United States and a variety of other factors resulted in a fairly lengthy delay.

"One of those factors was that it simply took us longer to build the yacht than we thought it would," said Skip. "But we are ready to go at last, and looking forward to the voyage and challenges ahead."

As a result of a deal struck between Skip, Phil and sailing chum Chuck Gates, skip will use the Pelagic for the first year of her life, Phil for the second and chuck for the third.

At the end of the three year period the contract will be reviewed and possibly renewed.



CAPTAIN:
Skip Novak.

Capt Scott stranded on lonesome Islander

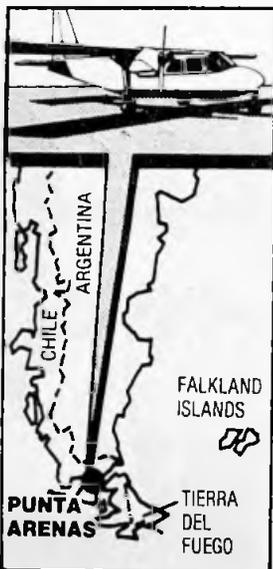
by HUGH O'SHAUGHNESSY

ARGENTINA is blocking the delivery of a much needed civilian aircraft to the Falkland Islands, leaving a latter-day Captain Scott stranded on the edge of the Antarctic.

The £350,000 Britten-Norman Islander, ordered by the Falkland Islands Government Air Service to replace one which crashed earlier this year, is marooned at the Chilean town of Punta Arenas, meant to be the last stop before the Falklands after a journey halfway round the world.

The Argentine authorities who control the airspace which separates Punta Arenas from Port Stanley have refused to accept the flight plan filed by the pilot, Captain Nick Scott. Without Argentine approval he cannot easily complete his journey.

Captain Scott took off from the Pilatus Britten-Norman factory at Bembridge in the Isle of Wight late last month to fly to Port Stanley via the Shetlands, Greenland and the Caribbean. The Islander was



to join the two surviving aircraft of the same type which make up the tiny Falkland fleet of three.

The services are vital to maintain contact between the two main islands of East and

West Falkland and among the widely scattered farming settlements. There are virtually no roads in the colony, which is the size of Wales. With a third of its fleet out of service, there is difficulty in maintaining communications.

'The Argentine action doesn't yet constitute a blockade but we are watching the situation very carefully,' commented Mr Lewis Clifton, the Falkland Islands Government representative in London. He is in daily contact by telephone with Captain Scott.

The aircraft is registered as British and was to change to Falklands registration when it got to Stanley,' he added.

The Foreign Office says it is not treating the matter as a major incident. 'We understand that the situation is being dealt with by the relevant local authorities and trust it will be cleared up shortly,' a spokesman said last night.

Britten-Norman, now owned by the Swiss company Pilatus, confirmed that Captain Scott had been flying solo but refused to comment on the delay.

Crab factory starts work

COMMERCIAL crab fishing and processing in the Falkland Islands has taken another step forward with the recent commissioning of a processing plant there and the return of product samples to England.

The processing plant, operated by Falklands Seafood Ltd., started work in September with ten women employees, a local engineer and a manager from the UK.

Financing and overseeing the development of the Falklands crab fishery is Port Stanley-based SWB Fishing Ltd., the joint venture between Stanley Fisheries Ltd. and Witte-Boyd Holdings Ltd., of Hull, England.

SWB Fishing director Alan Johnson, who has recently returned from the Falklands, told *FNI*: "We have had some teething problems with the freezing equipment, but happily everything seems to be getting into shape now.

"We brought back some samples of whole frozen crab, and this is being followed by a sample of the meat. We will be distributing these samples to the various market areas we intend to prosecute."

The company's first crab vessel, the *Laura Jay*, started fishing about two months ago based largely on the information from a research project sponsored by the Falkland Islands Development Corporation and undertaken by the company Fortoser Ltd.

"At present we are trying to establish just how quickly the sustainable and returnable catch goes down with continuous fishing every day over a two week period in the same area," said Mr. Johnson.

Warship World Wide
Winter 1987

ENDURANCE IS BACK

HMS *Endurance*, affectionately known as The Red Plum, has completed an £18 million refit at Devonport Dockyard, and will sail on 25 November for her "home waters" in the South Atlantic. During the 18 months in Devonport, the Royal Navy's oldest ship has undergone extensive modernisation. The refit should enable her to remain in the active fleet until the next century . . .

The overhaul has involved a complete rebuild of the electrical system with the flight deck and hangar being rebuilt to accommodate the two Lynx helicopters rather than the Wasps, previously embarked. New steering gear and generators have also been fitted. The ship

now finds herself with 30 year old main engines surrounded by the latest technology of the late 1980's.

Endurance was at Portland in October, working up and checking out her new electronic and survey equipment before heading for Christmas in the Southern Hemisphere.

In addition to her ice patrol duties, in support of British interests in Antarctic waters, *Endurance* will once again assist the British Antarctic Survey with their research programme.

The return of *Endurance* to the Fleet will hasten the departure of the remaining H Class survey vessels, which have stood in for her in the South Atlantic over the last couple of years.



Frozen seafoods for wide market

THE purchase of the freezer trawler *Lord Shackleton* to operate under Falkland registration is regarded in Britain as an exciting new development which will help boost the supply of frozen seafoods from the South Atlantic to eager world markets.

She is now owned by Port Stanley-based SWB Fishing Ltd., a joint venture with Stanley Fisheries Ltd. and Witte Boyd Holdings Ltd.

Witte Boyd is a joint venture between Boyd Line Management Services and Witte UK, a subsidiary of the Swedish food processing company Abba, a wholly owned subsidiary of the Volvo Motor Corporation.

Alan Johnson, managing director of Witte UK and co-director of SWB Fishing with Tom Boyd, was clearly excited about the new deep-water trawling venture in the Falkland Islands when *FNI* talked to him.

"On illex squid we will be producing whole round product in the first two to three months of the year," said Mr. Johnson. "Then, when we get to mid-March and the squid start putting on weight at a fantastic rate, we plan to go into tube production."

So, the procedure will be to shoot and haul the gear, then sort and wash the catch. The highly prize illex squid will then be directed down the processing lines for tubes and/or whole round product. It will be frozen down within 1½ to 2 hours of hauling, subject to the tow not exceeding the freezing capacity of the vessel. That is where the skill of the skipper will come in.

"Perfection will be six 10 ton tows in each four-hour freezing cycle, said Mr. Johnson. "But you never get perfection in fishing. You might get one 20, one 30 and a couple of fives, or three nothings and a 50! That's the problem, and it has always been so with fishing."

Turning to the lucrative loligo squid, Mr. Johnson noted that this species is very small in size and is not really suitable for tube production. It will instead be frozen in whole round form.

The loligo varieties will go

primarily to the Spanish, Greek and Italian markets, while a large proportion of the illex squid will go to the Far East. In countries like Japan and those around the Mediterranean Sea, squid is considered a delicacy and has high market value.

The stocks of loligo squid around the Falklands have been causing some concern to the Directorate of Fisheries.

"There has perhaps been excessive effort in the past two years," acknowledged Mr. Johnson. "In the past, catch reporting was voluntary and the figures had to be taken with a pinch of salt. This is the first year that vessels have been obliged to record and report their catches."

Uruguay

Turning to the finfish available to the *Lord Shackleton*, he pointed out that the hake species are well accepted on a number of world markets. SWB Fishing has arranged discussions with a fish processing company in Uruguay which is said to have an excellent reputation for producing good quality product.

"It is certainly feasible that if we are in a position where we could not catch loligo in the second half of the year, then perhaps supplying a Uruguayan plant on a fairly regular basis with hake and hoki would make a lot of sense," he said.

"We hope UK processors will show some interest in hake too. It is a good species with good prospects. It tastes good, and it is not a million miles away from some of the traditional species we have in the UK. We really are getting into the world of alternatives."

Initially, the only processing of finfish will be to head and gut the fish.

"We may find that in a year or 18 months time we have to look seriously at putting filleting machines on board the ships and go into the production of skinless and boneless blocks," said Mr. Johnson.

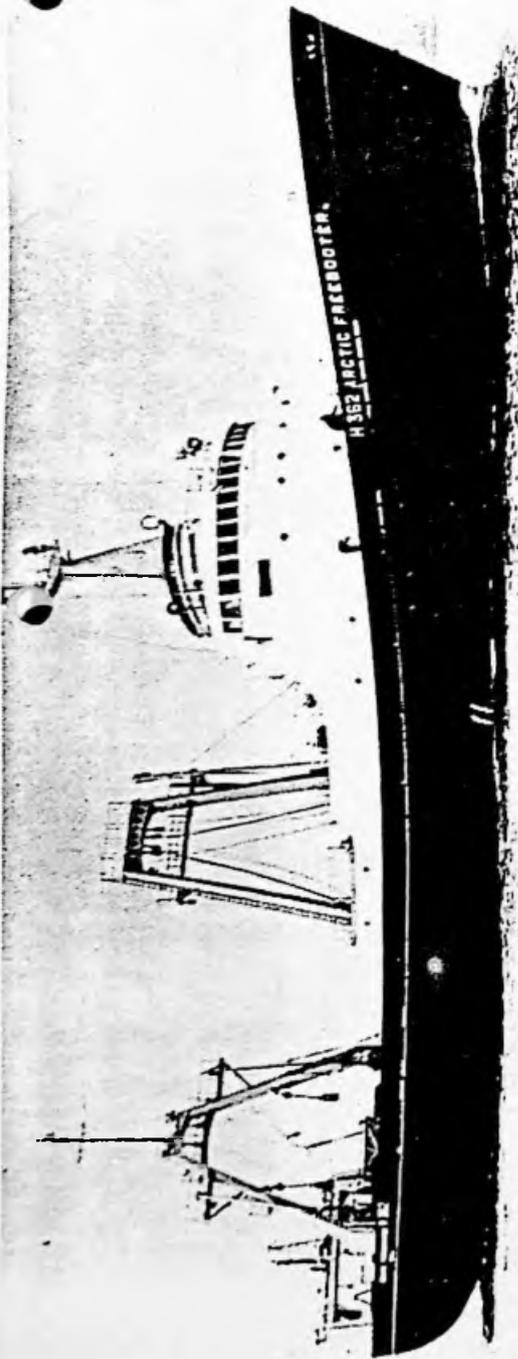
"This is a process which is difficult enough to perfect in shore plants. It's been proved that trying to produce perfect skinless boneless blocks at sea on a heaving trawler is not just twice but three times as difficult."

SWB Fishing Ltd. is not keen on fishing southern blue whiting but is keeping its options open.

"The problem, apart from parasites, is that you need very expensive machinery to process this fish," said Mr. Johnson. "But perhaps if we could extend the fishing season from two to maybe four or five months of the year we could afford to run a blue whiting processing operation. The fish would really need processing into white fish blocks on board."

The company knows of another resource that it is quite keen on. It is the Antarctic cod, (*Notothenia rossii*) a slow-moving deep-water fish. Samples of this fish caught off South Georgia have been returned to the UK where they have been analysed and reportedly accepted by UK processors.

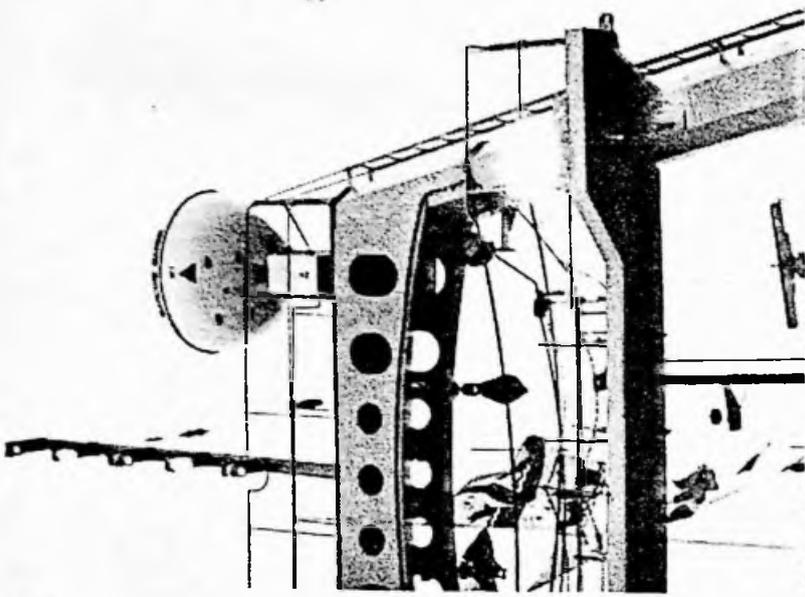
Russian trawlers are alleged to have taken 340,000 tons of Antarctic cod in one season off South Georgia and almost wiped out the stock. SWB Fishing hopes that once the stock is rebuilt it will sustain a yearly total catch of 60,000-70,000 tons.



Former UK freezer goes south with latest equipment

MODERNISED and refitted in Hull, England, for operation under the Falklands flag, the 1500-ton freezer trawler *Lord Shackleton* will use some of the most advanced navigation, communications and fish-finding equipment in the business. And she will have a factory deck that is claimed to make her one of the most flexible vessels fishing the South Atlantic.

Built for Boyd Line Ltd. in 1966 as the *Arctic Freebooter*, she was once one of the company's most successful fishing vessels, with an excellent record for efficiency and reliability. The 2380 hp Mirreles-powered trawler has for the last four years been on charter to the Ministry of Defence as a sea-support vessel.



Above left: Formerly working as *Arctic Freebooter*, the 1500 ton freezer trawler was renamed *Lord Shackleton* at a recent ceremony. Above: The radome of *Lord Shackleton*'s new Marconi International Marine Oceanway 1 satellite communications system.

She was in effect made redundant from the fishing industry, explained Len Riley, managing director of Shiptech, the Hull firm of naval architects which supervised her switch from fishing to MoD use and back again to fishing, this time for duty in the more demanding waters of the South Atlantic.

Shiptech then started on redesign work to convert her into a modern trawler capable of processing and freezing a variety of squid and fin fish species found in Falkland waters. Total cost of the conversion was around £550,000.

One of the biggest challenges in designing a factory for a vessel fishing the Falklands is the large variation in type and quantity of fish caught there. Catch rates that people have reported are huge at certain times of the year, and because the seasonal species mix varies so greatly the processing requirements are very complex. Flexibility is important, and vessels should be able to block freeze, fillet and freeze in horizontal plate freezers as well as process and pack squid in the forms that the markets require.

SWB Fishing decided not to install filleting machinery at this stage. Fish will be headed and gutted by three Japanese-made Nichiro machines. These are reported to work very well on the Japanese factory trawlers fishing in the South Atlantic.

Gleaming stainless steel and high quality nylon are well in evidence on the factory deck of the trawler, where high hygiene standards are a must. The entire fish handling system, includ-

ing all the conveyors and elevators, was supplied by Kronborg-Dantech of Denmark.

Equipment made by this company includes Jutland fish gutting machines, grading machines, shrimp cooker/coolers, conveyors of all types, freezing tunnels and vertical plate freezers.

Ruscador of Hull was the prime contractor for all the stripping out and re-installation work on the *Lord Shackleton*, which has been equipped with five new APV Jackstone horizontal plate freezers by another local firm, Marine and Industrial Refrigeration. The horizontal freezers complement two Jackstone vertical plate freezers to provide the trawler with a flexible freezing capability totalling about 45 tons a day.

Each of the new ten-station APV Jackstone horizontal plate freezers installed by MIR have a nominal freezing capacity of eight tons a day.

Now finished in a smart new blue and white marine paint system, the *Lord Shackleton* carries aloft an important symbol of her new fishing role in the remote South Atlantic — the spherical radome of her Marconi International Marine advanced Oceanray 1 satellite communications system.

This will enable cost-effective communication between ship and shore by radio telephone, telex or telefax at any time of day or night.

The Oceanray system's teleprinter, VDU, facsimile and so on are installed in the *Lord Shackleton's* radio room off the bridge. Other Marconi equipment there includes a Challenger high-powered main radio transmitter, Lifeguard 3 distress alarm and an Autokey automatic keying unit.

The Marconi Challenger is a high-performance 1.5 kW radio transmitter designed to provide telephone, telex and

telegraph services needed by modern vessels, and should be a real boon in the South Atlantic.

For fish finding, Marconi supplied two advanced colour video echo sounders. They are a 3 kW, dual-frequency Kodon CVS 8812P, and for back-up, a dual-frequency Kodon CVS 8802. The vessel's existing Elac fish-finding equipment has been retained.

Other notable items of new equipment installed by Marconi include a '400 watt Sailor' Compact 2000 SSB transmitter-receiver, Warden 4 watchkeeping receiver and a Mimcall 10 talk-back unit. The last item enables two-way communication between bridge, factory deck and other stations on the trawler.

Accurate navigation is of vital importance to trawlers fishing the South Atlantic, and with no Decca or Loran chains down there, the *Lord Shackleton* needed something special. Sperry came to the rescue with a package that includes two of its 501 TR/GPS satellite navigators interfaced to the firm's new GPS core module, video monitor, video plotters, electromagnetic speed log and a new gyrocompass.

The new Sperry SR 220 gyrocompass is interswitched to the trawler's existing system so that there are now two independent gyro systems. The Sperry gyrocompass is a compact, high-performance unit in which system accuracy is enhanced by a patented system of

gyrosphere suspension plus automatic latitude correction.

According to Sperry, the 501 TR/GPS satellite navigator and GPS core module package is the first to be fitted to a UK fishing vessel. The core module enables the reception and navigation computations from both Transit and GPS satellites to be displayed on the navigator display.

As well as being interfaced with the two Sperry 501 TR/GPS satellite navigators, the core module is connected to a Shipmate RS 2000 plotter and the small navigator display is repeated on a larger monitor.

Electronics Marine Ltd., one of the Humberside's leading marine electronics companies, installed the trawler's two new advanced concept Furuno FR 810D radars and the ITT 3030A main receiver.

Each of the 5 kW, 48 n miles Furuno radars presents daylight-bright and non-flickering pictures on a 12-inch green-phosphor CRT. Electronic variable range markers and electronic bearing lines come as standard on these sets and are used to specify an audible guard zone (ring or sector).

The *Lord Shackleton's* trawl deck is largely unchanged except for the addition on the starboard side of a Swedish-made Tico Marine 130 cargo handling crane.

Fishing gear to be used by the vessel in the Falklands will include a special Alfredo No. 3 bottom trawl.

Falklands firm hunts jiggers

A FALKLAND Islands-based fishing company has been lining up Taiwanese and Korean squid-jigging vessels to start operations in the South Atlantic.

If the company is successful in licence applications to the Falkland Islands government, it will become the first locally-based non-joint venture fishing firm to start operations when the next season gets under way in 1988.

The company is Fortuna Ltd., which was set up in February this year by partners Stuart Wallace and John Check to tap the wealth of fish and squid resources in the area.

Mr. Wallace foresees that half of the available fishing licences for the Falklands area will eventually be awarded to locally-based companies.

Discussing the prospects for his own company, Mr. Wallace told *FNI*: "There is no limit to the number of

licences we will go for — we'll get as many as we can."

He sees the need for islanders to start building up a historic right to the fisheries and doesn't want to witness outsiders monopolising the Falklands' new-found wealth.

"While we still need companies like Marr and Boyd, we want to reduce our dependence on them. We want to get our own boats in the future. Falkland Islanders must control their resources.



Falklands trawler fleet could reach 30 ships

THE BELIEF that the fish resources within 150 miles of the Falkland Islands constitute an outstanding possibility for major economic growth is fuelling increasing British fishing and fish processing investments in the South Atlantic.

There has been an enormous explosion of interest in fisheries related projects since the conservation and management zone was established towards the end of last year, according to the Falkland Islands Development Corporation.

With no expertise in either fishing or most fishing related activities, the Falkland Islands government has been turning to joint venture agreements. It is already moving into new areas in developments with its joint venture partners, several of which — like Boyd Line and J. Marr — were once among the leading fishing companies in the North Atlantic.

September's ceremony in Hull, England, in which the Boyd freezer trawler *Arctic Freebooter* was renamed

Lord Shackleton, could signal the return of Britain's deepsea fishing industry as a significant force. She will be the first trawler to operate under Falkland registration, and it is thought that this fleet could grow to around 30 vessels.

By linking with British companies, the Falkland Islands Development Corporation claims the islands are able to make an invaluable contribution to the British economy by helping to revitalise its deepsea fishing industry and directly providing jobs for British fishermen.



Lord Shackleton watches as his daughter, Mrs. Bergel, names the factory trawler after him. On the right is Tom Boyd, a director of the Falklands joint venture.

Cont...

cont...

Speaking at September's re-naming ceremony, Tom Boyd — a director of SWB Fishing Ltd. — the joint venture between Stanley Fisheries Ltd. and Hull-based Witte Boyd Holdings Ltd. — said: "We've had ten very black years during the wrangling for the settling of the Common Fisheries Policy and the last four years have been absolutely desperate.

"We as a company have been determined to keep not only Hull's industry alive but, also, to provide jobs for our Hull men. I'm only grateful that my father lived long enough to see the turn-round." Mr. Boyd Senior, who died earlier this year, was one of the most influential and widely respected industry leaders during the 1950s and 1960s when the British deepsea trawling industry reached the peak of its development.

"For SWB Fishing, this is our first vessel for the Falklands," stressed Mr. Boyd. "We are at the moment working on another project which we hope we will be able to announce within the next few months."

Why has it taken so long for the UK to generate a fishing interest in the South Atlantic? The UK's lack of interest until recently has surprised some people. They point out that the British distant-water fishing fleet was excluded from many of its traditional grounds by the declaration of Exclusive Economic Zones around Iceland, Norway and the USSR and could have switched to the South Atlantic.

In explanation, Mr. Boyd said that his company has long had an interest in the South Atlantic and was enormously frustrated that it could not bank on a presence there because the protection and the sustaining of the fishery has been so uncertain. It was not until the declaration of the Falkland Islands Fisheries Interim Conservation and Management Zone in October 1986 that it could start to put something together.

In the spring and early summer of 1986 there were reported to have been 600 vessels from many different nations fishing in the area totally unrestricted. In the spring and summer of this year the number of vessels had dropped to 200, saving the stocks.

South Atlantic resources

A FOUR-DAY seminar on Argentine fishing policy and the legal background, also South Atlantic fish resources, is being organised in Argentina this month.

The conference is being held from November 10 to 13.

The event is being sponsored by the Secretariat for Agriculture, Livestock and Fisheries and being organised by CIE, Parana 768, 8th Floor, (1017) Buenos Aires. Telephone 41-6873.

Antarctic ship sails

THE 140 metre long Antarctic research and survey ship *Akademik Fedorov* was due to start her first expedition last month after completion by Rauma-Repola in Finland.

The 20,000 hp ship with full ice-breaking capabilities was delivered on September 10 to her owners, the Soviet Goskomgidromet, and she underwent additional fitting out in Leningrad when her helicopter was tested.

Extensive scientific research will be carried out in the ship's laboratories and she will probe

deep into the ocean, supply and service Antarctic bases and collect weather data.

A 16 knot ship, she has accommodation for 250 and the *Akademik Fedorov* is able to power her way through one metre thick level ice at two knots.

Report and pictures of the new ship in *FNI* next month.



Andrew How — moving to Marr.

How heading up Falklands firm

Appointments

A MAN who, as a management trainee, was seconded to a Japanese company for an evaluation of the Falkland Islands fishery resource is to head up the biggest British fishing operation in the islands.

Andrew How, who has spent most of his fishing industry career in Australia and New Zealand, has been appointed chief executive of Marr (Falklands) Ltd., the company owned jointly by the Hull family firms of J. Marr Ltd. and J. Marr (Seafoods) Ltd.

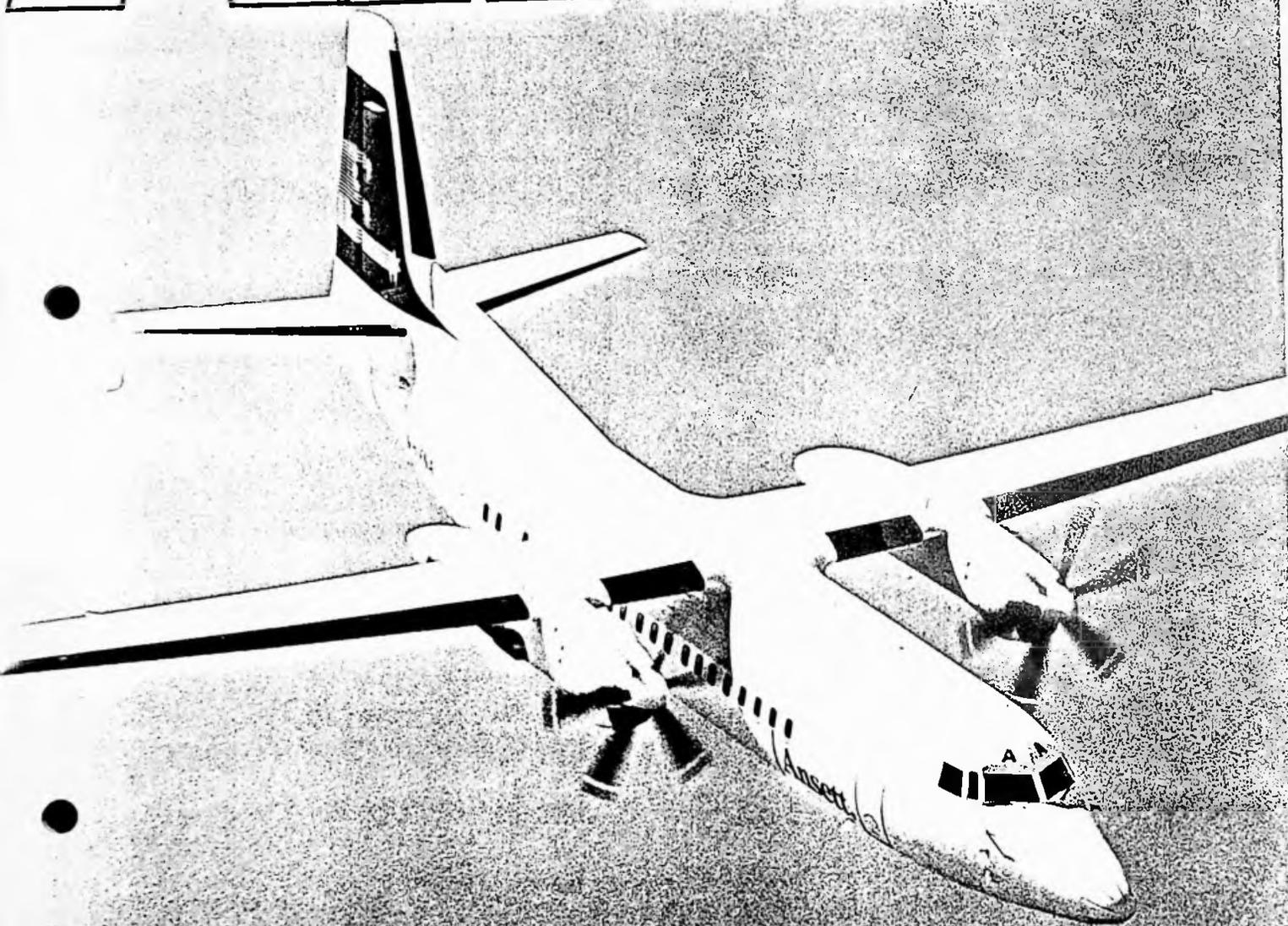
Andrew How joined British United Trawlers in Hull as a management trainee in 1972 after graduating from Newcastle University. In addition to his Japanese secondment he was also involved with the initial development of the winter mackerel fishery, moving to Australia in 1977 as vessel manager of a British/Australian joint venture to develop an Australian deepsea fishery.

He moved on to the tropics as operations manager of a major prawn fishing company in a remote part of North Queensland. He subsequently joined New Zealand's Sealord Products Ltd. as operations manager. Sealord Products, a New Zealand/Japanese joint venture, is one of the largest integrated fishing companies in Australasia.

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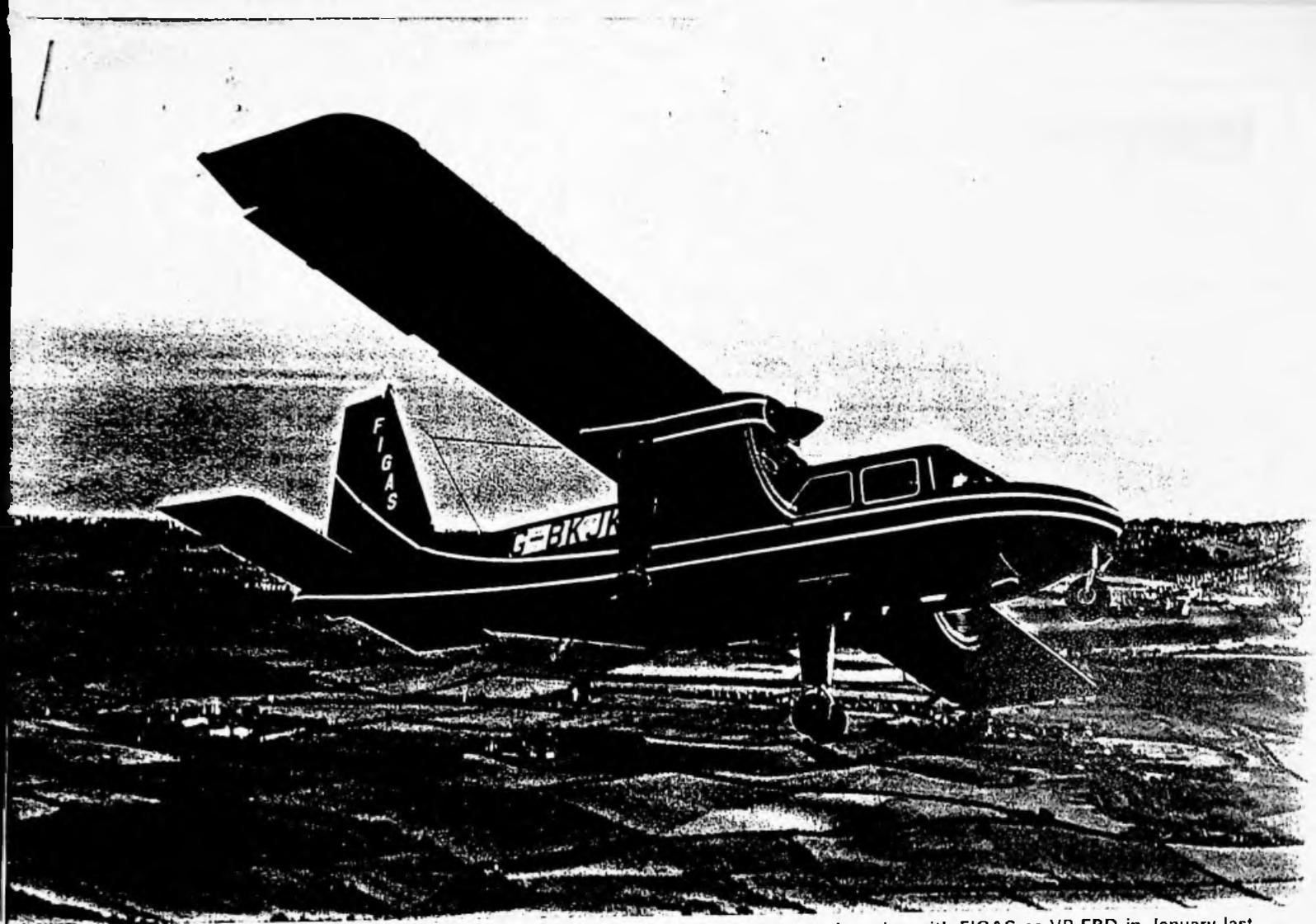
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FIGAS

The Falklands' Airline



Above: Pre-delivery shot of Britten-Norman BN-2B-26 Islander G-BKJK which entered service with FIGAS as VP-FBD in January last year — see article in this issue (Photo: Andy Clancey)

Below: First Boeing 757-200 for Royal Nepal Airlines, 9N-ACA, c/n. 23850, was delivered on 9th September. It is powered by Rolls-Royce RB.211-535E4 engines. The airline's second aircraft, which will be the first 757-200 Combi, will follow next year



FIGAS — Falkland Islands Government Air Service



Left: VP-FBD, one of FIGAS's current Britten-Norman Islanders, takes off from Stanley Airport's runway for a flight to numerous Falklands settlements (Photo: V. Steen)

G-AJCH was joined on 3rd March 1949 by the second Auster and a few days later the two aircraft were re-registered VP-FAA and VP-FAB respectively; however, the Falklands markings were not applied to VP-FAB until nearly the end of the year, and for VP-FAA an even longer period elapsed before it adopted its registration. That was because on 7th April 1949 G-AJCH suffered a landing accident at San Carlos settlement airstrip, overturning when the mainwheels sank into the soft surface. Fortunately nobody was injured but the aeroplane had to be shipped back to Port Stanley and thence to the United Kingdom for repairs and conversion to a floatplane.

A vital link for remote settlements

by DOUGLAS A. ROUGH*

Value of floatplanes

It had been realised before the accident that floatplanes were potentially more useful in the Islands due to the lack of suitable airstrips and the proximity of water to all of the farming communities and their woolsheds. Most, if not all, of the settlements had landing stages for inter-island ships, to which floatplanes could be moored to load or unload mail, passengers and a limited amount of freight. Thus, while VP-FAA (G-AJCH) was away for repair, the opportunity was taken by the Falkland Islands Government to convert it to a floatplane. VP-FAB (G-AJCI) remained a landplane throughout its life. By the end of 1949 a total of 28 passengers had been carried of whom eight were private individuals and the remainder Government officers on official business. It was a small, but significant, start to an enterprise which began primarily as an air ambulance service but was gradually to evolve into the Falkland Islands Government Air Service — FIGAS.

In May 1950 VP-FAB was joined by

CIVIL AVIATION was introduced to the Falkland Islands in November 1948 with the arrival of two partially dismantled Austers (Mk.5 G-AJCH and Mk.4 G-AJCI) at Port Stanley on board the Falkland Islands Dependencies Survey (FIDS) ship *John Biscoe*. The inspiration behind their delivery was Miles Clifford (later Sir Miles) who, on taking up his appointment as Governor of the Islands and Dependencies in November 1946, soon realised that the population living in widely scattered and remote settlements often felt isolated, especially in times of serious illness or injury when the only methods of reaching hospital in Port Stanley were by long and uncomfortable sea or overland journeys. The Islands' small population, and therefore limited finances, could not support a paved road system which left little option but to introduce a Falkland Islands Government-backed air ambulance service. Overcoming inevitable scepticism, Clifford and his supporters arranged the purchase in the United Kingdom of two ex-military Austers and the employment of a pilot, Vic Spencer (later with Britannia Airways and currently flying vintage aircraft of the Russavia Collection).

G-AJCH was assembled in a partially completed, roofless hangar on the perimeter of Port Stanley Racecourse, which was the only reasonably long and moderately flat area close to the town from

which a light aircraft could take off and land. During the morning of 19th December 1948 G-AJCH took to the air in weather conditions which were so ideal that Vic Spencer had the opportunity to demonstrate the aircraft in front of some as-yet-unconvinced onlookers before completing that historic first flight. It took a mere five more days to vindicate the concept of an air ambulance service.

On Christmas Eve a little girl living at North Arm settlement in southern East Falkland contracted peritonitis and needed urgent hospital treatment. The Islands' Senior Medical Officer requested that the Auster be used to fly her out to Port Stanley. Vic readily agreed to carry out the mission and from a hastily prepared airstrip the youngster was airlifted to hospital — and a subsequent Happy Christmas for her and her parents.

* Douglas Rough was a co author of the book *Falklands — The Air War*, reviewed in the June 1986 issue, page 236. — Ed.

Left: Auster 4 G-AJCI (later VP-FAB) embarking passengers at Salvador for a flight to Port Stanley Racecourse. Right: FIGAS's first aircraft, Auster 5 VP-FAA (ex G-AJCH and originally a landplane) alongside the jetty at Salvador (Photos: R. Pitaluga)





Typical Falklands scene — Passengers disembarking from Islander VP-FBD at Fox Bay East after a flight from Port Stanley and Pebble Island in April this year. Note drums of Avgas kept at the airstrip to refuel the Islanders if necessary (Author's photo)

two former FIDS seaplanes, Auster 5 VP-FAC and Noorduyn Norseman 5 VP-FAD (last of its type to be built by Canadian Car & Foundry). That increased capacity, and the arrival in mid-1951 of the renovated and converted VP-FAA enabled the fledgling air service to develop and passengers began to be carried on a slightly more regular basis than *ad hoc*.

The FIGAS order of priorities was, and still is, clearly defined: medical or air ambulance requirements; postal duties; conveyance of Falkland Islands

involved with the future of the Air Service knew that before too long replacement aircraft would have to be procured. The type selected was the rugged and reliable D.H. Canada Beaver which, when equipped with floats, would fulfil FIGAS requirements for the foreseeable future. The first Beaver, VP-FAE, entered service in August 1953, which was fortunate because soon after that the Norseman had to be withdrawn from use due to advanced corrosion in the main undercarriage legs, engine bearers and other metal components. Of the three

Austers, VP-FAC was retired at the same time as the Norseman and for the same reason. VP-FAB had remained airworthy until at least the end of October 1951, before being dismantled as a spares source for VP-FAA which soldiered on until 1956. A second Beaver, VP-FAF, was accepted into service on 29th September 1955 and from then until 1979 FIGAS gradually developed and improved the Beaver floatplane service. No more than two Beavers were on charge at any one time, but losses, disposals, and their subsequent replacements accounted for a further five of these sturdy aeroplanes being delivered between 1958 and 1979.



Government officials; and the carriage of passengers and freight. The exact date on which the air service became known as FIGAS has proved impossible to determine, for the acronym started as an idea of Vic Spencer and was gradually adopted more by usage than by official pronouncement. The first confirmed reference to it is on 23rd June 1951 when the recently arrived VP-FAA was test-flown by Vic from Stanley Harbour. Shortly before that flight he had had a "winged penguin" motif with the letters F.I.G.A.S. below it painted on the Auster's blue fuselage.

Government and FIGAS officials in-

Above: Noorduyn Norseman 5 VP-FAD, operated by FIGAS between June 1950 and mid-1953, taxiing at Goose Green (Photo: V. H. Spencer)

Right: D. H. Canada Beaver VP-FAK outside the FIGAS seaplane hangar at Port Stanley (Photo: J. Wright)



Switch to landplanes

In 1977 a FIGAS review committee was formed to consider suitable types of twin-engine landplanes for future operations. The possibility of adding a third Beaver floatplane to the inventory was not discounted although there was a general, but not unanimous, feeling that the Air Service should gradually evolve into a landplane fleet using new and improved old Auster airstrips. Landplanes were considered to be more economical to operate than seaplanes and easier to maintain as they were less prone to salt water corrosion. The Britten-Norman BN-2 Islander emerged as the most appropriate aircraft and accordingly one example was ordered. Registered VP-FAY, it was flown out from the United Kingdom via South



	FIGAS STATISTICS				
	1949	1979	1985	1986	April 1987
Managers	—	—	—	—	—
Pilots	1	—	—	—	4
Engineers (including assistants and trainees)	1	—	—	—	7
Clerks	—	—	—	1	1
Passengers carried	28	3,870	5,987	7,719	—
Freight carried (lb)	—	—	60,753	68,150	—
Hours flown	—	—	—	1,648.75	—

Fares Structure (April 1987)
 (a) A Non-Resident pays £14.30 Boarding Fee and 3p per mile thereafter.
 (b) A Resident pays £14.30 Boarding Fee and 24p per mile thereafter. After a distance of 72 miles from Port Stanley, a Resident fare of £31.50 is the maximum reached. Therefore any distance beyond 72 miles is £63.00 return.

Left: Islander VP-FBD leaving Salvador on the last leg of its journey to Port Stanley in April this year. Livery is red with dark blue cheat line and white trim (Author's photo)

FIGAS . . .

America to the Islands where it arrived at the then recently opened Stanley Airport on 4th October 1979. The Islander was hangared at the Airport but the Beavers remained based at the seaplane hangar on the south shore of Stanley Harbour.

During the year ending December 1979 FIGAS carried 3,870 passengers and load factors continued to improve from then until the end of March 1982. Numerous passengers used the FIGAS flights to connect with the Argentine LADE Fokker F.27 Friendship and F.28 Fellowship services between Stanley Airport and Comodoro Rivadavia. However, that came to an abrupt halt following the Argentine invasion of the Falklands on 2nd April 1982.

The war and its immediate aftermath took their toll of FIGAS aircraft, equipment and facilities. Initially impressed into Argentine service, VP-FAY's fuselage was severed during an attack on Stanley Airport by No. 800 Squadron Sea Harriers on 1st May and was deemed irreparable. The two Beavers in use at the time of the occupation (VP-FAT and VP-FAV) were grounded and immobilised by the Argentinians. VP-FAT was demolished by British bombardments on 11th and 12th June while parked outside the seaplane hangar and VP-FAV, although assessed as repairable after the war, was blown over on to its back in a gale on 28th July that year and completely wrecked. Attempts to operate a captured Argentine Bell UH-1H helicopter (VP-FBD) were discontinued after a few flights and it was not until January 1983 that a newly acquired

second-hand Beaver seaplane, VP-FBE, enabled FIGAS to recommence operations.

Two months later the Beaver was joined by two Islanders (VP-FBF and VP-FBG) and all three aircraft remained in service until January 1985 when the Beaver, by then operating as a land-plane, was withdrawn from use and shipped to the United Kingdom for storage in Grimsby pending sale abroad. By that time the vast majority of settlements had new or improved landing strips and the subsequent increase in passenger traffic necessitated the purchase of a third Islander (VP-FBD, adopting the allocation vacated by the grounding of the captured "Huey") which, with its sister aircraft, were based at R.A.F. Stanley, as Stanley Airport had now become.

Current operations

Earlier this year I visited the Falkland Islands and thanks to the enthusiastic co-operation of Gerald Cheek, the Islands' Director of Civil Aviation, and Vernon Steen, FIGAS's Chief Engineer, was able to study current operations in some detail and fly as a passenger to a number of settlements. Even the casual observer could not fail to notice that the Air Service is an essential part of the Islands' infra-structure and it is difficult to imagine how there could have been dissenters to the late Sir Miles Clifford's farsighted proposals back in the 1940s.

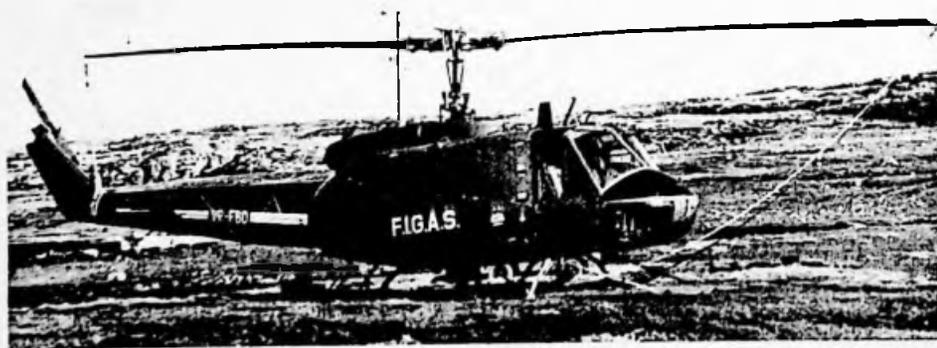
FIGAS are now based at Stanley Airport, R.A.F. Stanley ceasing to exist on 30th April 1986 when the military moved their operations to the purpose-built R.A.F. Mount Pleasant, about 23 miles

south-west of Port Stanley (see April 1987 issue). At Stanley the temporary 6,100 ft. of AM2 aluminium planking, which supported Phantom operations, has been removed to reveal the original 4,100-ft. runway; this now has displaced thresholds and trenches cut across the disused sections to discourage the landing of unfriendly troop-carrying aeroplanes! By April 1987 Stanley Airport was nearly back to its pre-war state with the terminal building and control tower having been completely refurbished and receiving the attention of painters and decorators prior to civilian occupation after a lapse of five years.

The FIGAS hangar a few hundred yards away to the east of the terminal building, which had been reduced to a skeleton framework during the war, has been re-clad and extended to accommodate three Islanders and associated maintenance equipment. Until the terminal is ready for occupation, passengers embark and disembark in front of the hangar. Air Traffic Control is temporarily accommodated in a Portakabin a few yards from the hangar. Portakabins also serve as aircraft documentation and personnel offices, but one or two more permanent buildings left behind by the military are being used for spares storage; Spanish inscriptions on some other useful pieces of hardware reveal their source.

FIGAS aircraft are all piston-engined, which is unfortunate from the point of view of fuel; supplies of relatively cheap turbine fuel are more readily available than the more expensive AVGAS which has to be specially shipped twice a year from Britain in 45-gal. drums. In addition to Stanley Airport, refuelling stocks of AVGAS are held at Fox Bay East and Saunders Island, with other small caches at Sea Lion Island and Chartres. Vernon Steen explained that the expense of purchasing and operating turboprop Islanders would be prohibitive in spite of ready access to the cheaper AVTUR used by the military and Bristow Helicopters. Also, an Islander's engines must be shut down for passenger access and shutting down a turbine means that it cannot be restarted within about 7 minutes; FIGAS turnaround times are nearly half that at most settlements. It is possible to fit free turbine brakes which allow the engines to run without driving the propellers, but with the level of current

Bell UH-1H Iroquois VP-FBD after being withdrawn from FIGAS service; it was formerly Argentine Army AE-424 of the *Batallon de Aviacion de Combate 601* (Photo: Richard Gardner)



DESTINATIONS (MOSTLY SETTLEMENTS) SERVED BY FIGAS

- EAST FALKLAND**
 Bleaker Island
 Brookfield
 Cape Dolphin
 Darwin/Goose Green
 Douglas Station
 Fitzroy
 Great Island
 George Island
 Green Patch
 Johnson Harbour
 Lively Island
 Mount Pleasant Airport
 North Arm
 Port Louis
 Port San Carlos
 Rincon Grande
 Salvador
 San Carlos
 Sea Lion Island
 Speedwell Island
 Swan Island
 Stanley Airport
 Teal Inlet
 Walker Creek
 Waimea

- WEST FALKLAND**
 Beaver Island
 Carcass Island
 Chartres
 Dunbar
 Dunnose Head
 Fox Bay East
 Fox Bay West
 Golding Island
 Hill Cove
 Keppel Island
 New Island
 (airstrip not yet completed)
 Pebble Island
 Port Howard
 Port Stephens
 Roy Cove
 Saunders Island
 Weddell Island
 West Point Island



operations on a limited budget they would be expensive luxuries.

With the exception of Stanley and Mount Pleasant airports and a few potential beach landing sites, the settlements in the "Camp" (from the Spanish word "Campo" meaning countryside, used by the Falkland Islanders to describe anywhere outside the confines of Port Stanley) have grass airstrips of

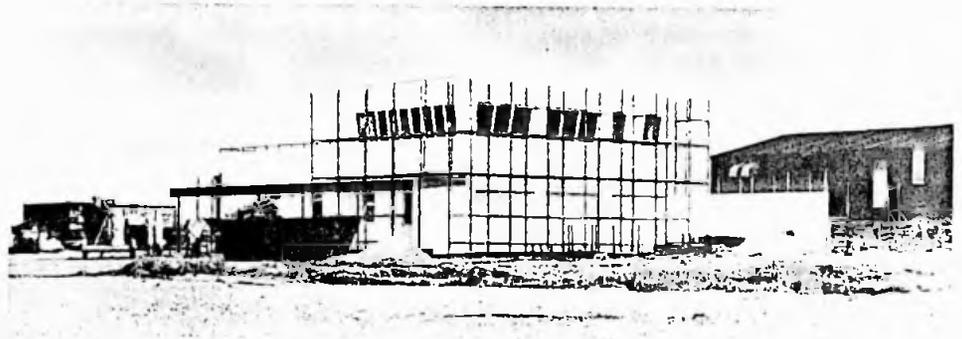
varying quality, the poorer maintained of which take their toll of undercarriages. Gerald Cheek commented that there are thirty-seven airstrips in regular use with one or two more due to be completed.

As Director of Civil Aviation, it is his responsibility on behalf of the Civil Aviation Department regularly to inform all Farm Owners, Managers and Airstrip

Controllers of deficiencies which if rectified would help reduce aircraft maintenance and make easier flying into and out of the strips. He recommends that landing areas should be inspected regularly with ruts, depressions, and damaged areas being rolled as soon as they develop and worn grass areas re-seeded or patched with turf together with the application of fertilizer. The minimum

Right: Stanley Airport's terminal building and control tower in the final stages of refurbishing in April 1987, five years after it had last been occupied by civilians (author's photo)

Below: Stanley Airport, 15th June 1982. The FIGAS hangar in the background was later re-clad and extended to accommodate three Islanders. The battered Pucará, A-509 of the Argentine A.F.'s Grupo 3, was disposed of in a quarry near the airfield (Photo: Royal Navy)

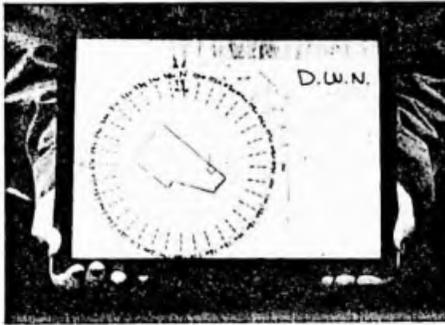


FIGAS . . .

recommended runway length and width are 520 yd. x 30 yd. with 30-yd. overruns in all directions. All landing areas are designated by markers and all airstrips have windsocks and fire cover (usually associated with the ubiquitous Land-Rover which, at least, equals the human population of the Islands!). Many airstrips have sturdy sheds which serve as terminal buildings and storage room for safety and other equipment.

At every site somebody is designated as the Airstrip Controller and it is his or her responsibility to make sure that the windsock is raised, the runway inspected and the wind speed and direction (using an ingenious cheap and cheerful device) passed by radio to the pilot of an inbound aircraft. The same person helps the pilot with the unloading and loading of passengers, baggage, mail and freight. The whole operation is impressive by its simpleness and effectiveness.

FIGAS engineers can undertake most day-to-day airframe, hydraulics and engine maintenance but engines, components or avionics requiring overhaul have to be sent to Britain, which is both expensive and time-consuming. Two aircraft are normally available for use with the third on scheduled maintenance. However, in the most unfortunate of circumstances, as happened this year, FIGAS were unable to provide any service other than for vital flights or emergency air ambulance cover. On 24th June 1987 one of the Islanders, VP-FBG, crashed on take-off from Brookfield Farm near Green Patch settlement on East Falkland. Fortunately nobody was injured but the aircraft was a write-off. At that time another Islander was dismantled on a scheduled 1,000-hour inspection and the remaining aircraft had few flying hours left before it became due for servicing. In spite of great efforts by their engineers to get the on-overhaul aircraft into service as soon as possible, FIGAS had no option but to suspend normal operations. Fortunately Bristow Sikorsky S-61Ns based at Mount Pleasant Airport



Card used to determine wind direction and thus the landing runway. The Airstrip Controller lines it up with the windsock, reads off the magnetic heading and relays that by radio to the pilot of an incoming aircraft (Author's photo)

were able to provide a twice-weekly service to outlying settlements until an Islander became available. A replacement Islander (VP-FBI) has been ordered but meanwhile the Air Service is having to make do with only two aircraft, VP-FBD and VP-FBF.

FIGAS operate on an "On Demand" basis which makes it more like a sophisticated air taxi service than an airline with air ambulance and postal delivery commitments. Although there have been numerous proposals to establish scheduled services, it has proved easier in theory than in practice. That does not mean to say that Islanders are despatched without thought all over the Islands to pick up individual passengers and odd items of freight. Evolution has produced as near an ideal method of transport as any air traveller could wish for, but whether an "On Demand" system can be sustained with relatively few aircraft and ever-increasing demands on them is questionable.

Sampling the Air Service

On 13th April 1987 I was a passenger on a typical FIGAS flight, but had first to experience the airline's novel system of passenger booking.

Two-way radio communications are well developed on the islands which have limited telephone facilities. Radio allows individuals and communities to converse with each other and in the

case of FIGAS provides an effective, and possibly unique, passenger booking system. The catalyst is a lady named Eileen Vidal, who is a Falklands Government R/T operator located in Port Stanley and probably the most well-known person on the Islands! To request seats, potential passengers radio Eileen with their requirements which are then passed to the FIGAS office in the town, and each evening the local Falkland Islands domestic radio station (with the unfortunate acronym FIBS) broadcasts the passenger lists for the following day and the settlements to be visited.

Prior to those broadcasts, the most economical route to be flown encompassing the settlements to be visited and passenger requirements have been flight-planned by FIGAS, which could mean that a passenger from Pebble Island to Port Stanley may have to route via Fox Bay and Port San Carlos before reaching his or her destination. Such dog-legs are not uncommon and accepted quite amicably.

At the time I was staying in Darwir (close to Goose Green) and during the evening of 12th April over the ether came the FIGAS flight details for the following day. The morning flight would depart Port Stanley about 8 a.m. and call at Goose Green to collect me and proceed to Pebble Island, Fox Bay East, Port Howard and Port San Carlos before returning to Stanley Airport. The second flight of the day, which did not involve me, would be from Port Stanley to Green Patch, Mount Pleasant Airport, Walker Creek, Lively, Sea Lion, George and Weddell Islands, Hill Cove, Keppel Island and then back to Port Stanley.

On the morning of the 13th there was no rushed breakfast or hurried departure to meet the aircraft. Instead the radio informed me that the flight was on schedule and so about half an hour before the expected arrival of VP-FBD, left with my hosts by Land-Rover for the nearby airfield. The Airstrip Controller June McMullen, had already raised the windsock, used her wind direction card to determine the landing direction and cleared the strip of sheep, Upland Geese, and any other objects which

Left: Port Howard on West Falkland has a well-appointed hotel and an interesting War Museum, in addition to the (adequate) terminal building shown here. *Right:* Awaiting the arrival of an Islander at Goose Green International Airport! (Author's photos)



could damage the aircraft. The Land-Rover and towed fire appliance were correctly positioned and about five minutes prior to landing, the pilot, Mike Goodwin, called up June on his radio to request an airstrip and weather report. Those passed, June then ensured that any passengers (i.e., me) had all baggage ready for loading and that all outgoing mail and freight were also to hand (FIGAS issue freight stamps in £1 and 20p denominations which people can purchase to send parcels to other settlements).

The Islander landed and taxied to the "terminal building"; the engines were shut down and the pilot got out to open the passenger and luggage doors for me and exchange greetings with June and others present before departing for Pebble Island. In beautiful weather the aircraft climbed to the north-west, passing a Royal Navy Lynx helicopter on its way to Mount Pleasant. In the convivial and intimate atmosphere of a confined Islander cabin I was able to chat to fellow passengers and find out where they were going, and why. To my right was a cheerful Welshman, Dave Morgan, from Falkland Islands Tourism on his way to visit a new tourist hotel on Pebble Island.

Tourism

In this, its first, season the embryo tourist lodge facilities (for example, the well-appointed one on Sea Lion Island with its bountiful wildlife) had catered for about 65 tourists from the United Kingdom and elsewhere. They had reported very favourably on the facilities provided and 180 advanced bookings had already been received for the following summer.

Also bound for Pebble Island was someone going to look at a new wind turbine installed there to meet the future electricity needs of the community. Three people disembarked on arrival and two embarked, while at Fox Bay East three got off and one joined the flight. Two were picked up at Port Howard and one more at Port San Carlos, making five passengers in all for the final stage to Stanley Airport, where we arrived before midday.

It had been a most pleasant flight over the mellow West Falkland and more rugged East Falkland landscapes and from conversations with fellow passengers and the pilot I had established how important FIGAS was to the Falkland Islanders. It is exceptional for a passenger not to make his or her flight on the day requested in spite of the vagaries of the weather and priority ambulance flights.

Although more common in earlier years, letter mail is occasionally delivered to a remote community by the aircraft, en route to somewhere else, making a low slow pass over the settlement while a passenger drops a weighted hessian bag of mail to the ground through a partially open door. Other important items flown to settlements are medical supplies in specially pre-



Unloading Islander VP-FBD outside the FIGAS hangar at Stanley Airport after an afternoon's flight to settlements on East and West Falkland (Author's photo)

pared packages. Where necessary, the pilot will land in order not to damage the contents.

Since the arrival of the British Armed Forces on the Islands and civilian contractors, FIGAS have chartered out aircraft at weekends so that those who wish to see something of the Islands, including famous battle areas, penguin, seal and other wildlife colonies, can have the opportunity to do so. Such flights have proved to be popular and if demand continues aircraft will be made available subject to other commitments.

The future of FIGAS is indeed a bright one. Perhaps one day the Air Service will become "Air Falklands"

and potential foreign tourists will be able to buy a through ticket from their local travel agent to fly by TriStar from Brize Norton to, say, Pebble Island or North Arm; it is already possible to do that for the Brize Norton - Mount Pleasant leg. Development of the Falkland Islands has been considerable since the 1982 conflict, not least in aviation, and from observations will continue to be so for years to come.

Acknowledgments. — The author is grateful for the co-operation of R. Pitaguga, V. H. Spencer and J. Wright, and G. Cheek and V. Steen of FIGAS in the preparation of this article.

(Other aspects of Falkland Islands aviation will be covered in future articles)

FIGAS AIRCRAFT, 1948-1987				
Reg'n	Type	C/n	Previous identity	Remarks
G-AJCH	Auster 5	2054	TW510	On charge 19/12/48 as a landplane allocated VP-FAA 3/49
G-AJCI	Auster 4	817	MS951	On charge 3/3/49 as a landplane. allocated VP-FAB 3/49
VP-FAA	Auster 5	2054	G-AJCH	Crashed 7/4/49. Repaired and converted to floatplane W Lu 6/56, burned Stanley 1957
VP-FAB	Auster 4	817	G-AJCI	W Lu 30/10/51, burned Stanley 1957
VP-FAC	Auster 5	1813	TW476	On charge 7/5/50, initially on loan from FIDS. W Lu 8/53 and burned Stanley 1957
VP-FAD	Norseman 5	N29-45	—	On charge 2/6/50 initially on loan from FIDS. W Lu 8/53 and scuttled Stanley Harbour 1957
VP-FAE	Beaver	500	—	On charge 28/8/53 W Lu 6/6/67 Sold late 1967 early 1968 as N17597 Officially allocated VP-FAF as VP-FAF was allocated to D H B/B Hornet Moth. Beaver c/n 500 remained marked as VP-FAE
VP-FAF	Beaver	828	—	On charge 29/9/55 Capsized and sank 2/58. Salvaged but scrapped Officially allocated VP-FAG as VP-FAF had been allocated to Beaver c/n 500. Beaver c/n 828 remained marked as VP-FAF
VP-FAH	Beaver	1129	—	On charge 19/8/58 W Lu 5/1/67 Sold late 1967 early 1968 as N17598
VP-FAK	Beaver	1664	—	On charge 13/6/67. Capsized and sank 14/10/76. Salvaged but scrapped
VP-FAL	Beaver	1666	—	On charge 13/6/67. Capsized and sank 10/8/76. Salvaged but scrapped
VP-FAT	Beaver	1098	C-GUIH	On charge 9/11/76. Demolished by British bombardment 11/12/6/82
VP-FAV	Beaver	1233	C-GUHH	On charge 7/12/76. Damaged by British bombardment 11/12/6/82. Repaired but wrecked in a gale 28/7/82
VP-FAY	BN-2A-27 Islander	872	G-BFNN	On charge 5/10/79. Fuselage severed in Sea Harrier attack 1/5/82. Scrapped
VP-FBD	UH-1H Iroquois	13934	AE 424	On charge 26/8/82 W Lu 1/9/82 To U.K. as G-BMLA 26/5/86
VP-FBE	Beaver	1568	C-GNGN	On charge 20/1/83 W Lu 1/85 To U.K. 2/4/85 for sale abroad
VP-FBF	BN-2B-27 Islander	2125	G-BJEK	On charge 28/3/83 Current
VP-FBG	BN-2B-26 Islander	2126	G-BJOJ	On charge 25/3/83 Crashed 24/6/87
VP-FBD	BN-2B-26 Islander	2160	G-BKJK	On charge 1/86 Current. The reg'n VP-FBD allocated to UH-1H AE 424 was never officially recognised and therefore allocated out of sequence to Islander c/n 2160
VP-FBI	BN-2B-26 Islander	2188	G-BLNI	Replacement for VP-FBG Due for delivery 10/87

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Winter 1987 \$3.00

The American Geographical Society's
FOCUS

Winter 1987

Vol. 37, No. 4

Editor: Hilary Lambert Renwick

Contributing Editors: Harm J. de Blij, Susan L. Cutter, Edgar Conkling, George Demko, John Fraser Hart, James L. Newman, Jonathan D. Phillips, Kit Salter, Anthony R. de Souza, Bret Wallach

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FOCUS (ISSN 0015-5004) is published four times a year by The American Geographical Society, 156 Fifth Avenue, Suite 600, New York, NY 10010 in cooperation with the Department of Geography, Miami University, Oxford, Ohio 45056

Editorial Office: Department of Geography
Miami University, Oxford, OH 45056
Telephone: (513) 529-1362

Annual Subscription: \$13
Institutions: \$18 Foreign: \$16
Single Copies: \$3.00

Second-class postage paid at New York, NY,
and at additional mailing offices.

POSTMASTER: Send address changes to
FOCUS, The American Geographical Society
156 Fifth Avenue, Suite 600
New York, NY 10010

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Robert W. McColl, professor of geography at the University of Kansas, Lawrence, has visited thirty-one countries, including six trips to the People's Republic of China and a sabbatical visit to Central Asia. This article is based on fieldwork done during the summer of 1987, which involved a trip over the Karakoram Highway and Khunjerab Pass to Kashgar in China's Xinjiang Province as part of a research project using satellite images as a data base for a descriptive geography monograph.

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Richard Symanski is the author of books on the philosophy of science, land abuse and feral horses in the American West, and prostitution in Western societies. He has also written extensively on peasant markets in Latin America.

On the Cover: A typical house in the Mesopotamia neighborhood, Belize City. Photo by Marie Price; story on page 10. Back cover: Male and female sequoia cones and seeds on 1" ruled paper. Photo by the National Park Service; story on page 1.

Ranching and Conservation in the Falkland Islands Part I: The Big Picture - A Brief History of the Situation

Famed as a battleground, the Falklands deserve recognition for unusual and abundant wildlife

Wayne Bernhardson

Despite the proliferation of national parks, nature reserves, and other conservation areas during the twentieth century, there are few places left in the world where wildlife is both abundant and accessible.

Even when favored by nature or isolation, habitats and species have declined in diversity and numbers, due to the destructive activities of humankind. Among the world's great biological treasures, the Everglades of Florida and the Galapagos Islands of Ecuador remain famous examples of faunal preservation, despite past and ongoing impoverishment of their natural heritage.

Another site less well known for its fauna than for a brief moment on the international stage is the Falkland Islands, a colony of the United Kingdom claimed by Argentina. Besides military airfields the Falklands support some of the largest concentrations of unusual wildlife in the ecumene.

As upper mid-latitude islands, lying just north of the frigid waters below the Antarctic Convergence, the Falklands lack the tropical and subtropical variety of the Galapagos and Everglades but compensate through sheer numbers. Before European voyages

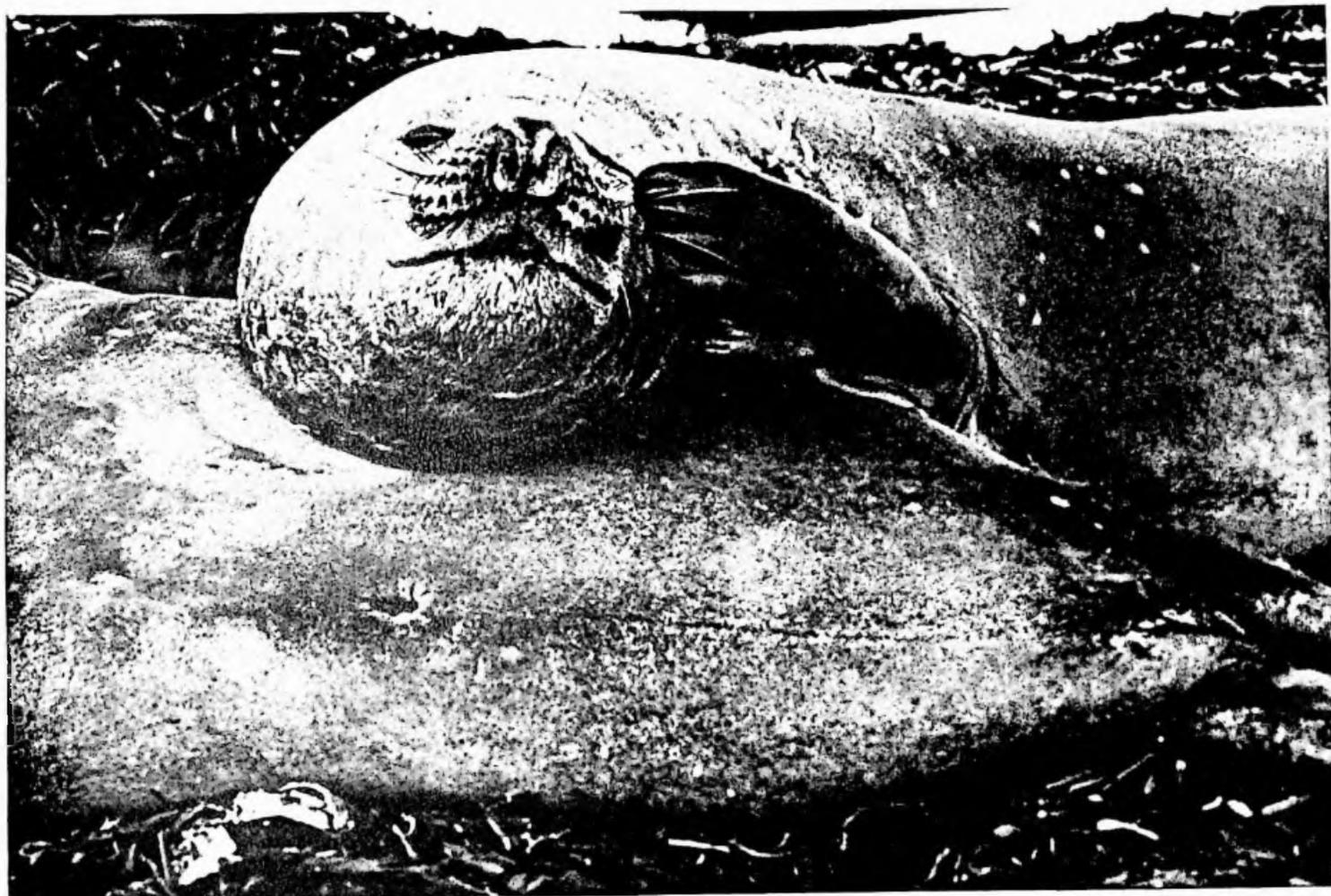
of discovery, the southern antipodes — Antarctica, the circumpolar islands, and the southern tips of the American and African continents — were areas of sparse human population or none at all; the few indigenous peoples who occupied these margins made only a minor impact on the amphibious and avian wildlife.

There should have been little conflict between wildlife and sheep ranching; but impact of grazing on wildlife habitat has been devastating.

Uninhabited when first touched upon by Europeans, the Falkland Islands were home to large numbers of birds and amphibians. Today, this abundance has declined in the face of human land-use pressures; but both government and private conservation efforts ensure the continued presence of many species.

Robin Woods, Falklands ornithology expert, has calculated that there are over seven hundred islands more than one acre in size in the Falkland group; of these, only seventeen are regularly inhabited by humans and a few more, such as Dyke Island (part of the large Port Stephens farm of the Falkland Islands Company) and independently owned Sedge Island, carry sheep without any permanent human occupation. Although relatively few of the smallest islands are officially designated government or private conservation areas, they provide important breeding sites for wildlife. Some, such as the Volunteer Rocks of East Falkland and the larger Bird Island and Elephant Jason Island off West Falkland, are formal seal reserves. Overall, there are more than thirty different sanctuaries and reserves in the Islands, most but not all government-owned. With a few important exceptions, these are uninhabited offshore islands rather than mainland or inhabited islands.

The most typical Falkland birds are five species of penguins: the rock-hopper, gentoo, magellanic, king, and the macaroni. Except for the magellanic, which inhabits burrows, these



M. Massola

Southern elephant seal. On some offshore island farms, this otherwise innocuous mammal can crush fences intended to prevent sheep from entering tussock grass stands.

species breed in large coastal rookeries. Other significant breeding species are the black-browed albatross, king cormorant and rock cormorant, giant petrel, and the kelp and dolphin gulls. Also common sights are several species of geese, including the upland goose, kelp goose, and brent goose, numerous species of ducks including the unique flightless steamer duck; oystercatchers, prions, and terns, and several uncommonly bold predators, particularly the striated caracara or Johnny Rook.

The most common amphibian is the massive southern elephant seal. The southern sea lion is encountered often, and the southern fur seal, though confined to a few isolated breeding sites, is recovering from the intensive hunting of the eighteenth and nineteenth centuries. The leopard seal does not breed here but occasionally appears in local waters. Although the Falklands lie north of the Antarctic Convergence, most island wildlife is more typical of the Antarctic

margins than of lands farther north.

Rich in bird and marine life but isolated from the South American mainland, the Falklands lacked land animals. At European discovery, the only land mammal was the warrah, a fox-like creature which may have been descended from Amerindian dogs left after some unchronicled canoe voyage from the Strait of Magellan. Since the beginning of European occupation in 1764, however, grazing animals have been part of the Falkland landscape. In that year, according to the French priest and naturalist Antoine-Joseph Pernetty, settlers under the direction of the circumnavigator Louis de Bougainville landed "seven heifers, two bulls, eight sows, two boars, a few sheep, a kid, two horses, and one mare." After the Spanish took over from the French three years later, regular importations of cattle from the River Plate maintained the herds, but when Spain abandoned the Islands during the early 19th century South

American wars of independence, only a few hundred remained.

In the absence of colonists the domestic cattle became feral, multiplying so rapidly that, despite depredations by passing sealers and whalers, one mid-nineteenth-century visitor estimated the presence of up to two hundred thousand animals; more conservative observations put the number at sixty thousand. Eventually, however, the cattle were exterminated to make way for sheep; only a few descendants of the cattle herds remain in isolated corners of East Falkland Island today.

Since the mid-nineteenth century, sheep raised for their wool have been the backbone of the Island's monocultural economy. Because most of the Falklands' wildlife is coastal and most of the Islands' land surface is interior, there should have been little conflict between wildlife and sheep ranching; but the impact of grazing on wildlife habitat has been devastating.

Tussock grass (*Parodiochloa flabelata*) once covered the Islands' coastal margins in dense stands. Today it is found only in isolated patches on the two main islands of East and West Falkland but remains abundant on smaller offshore islands and rocks, providing habitat and shelter for seals and nesting birds. Its decline in settled areas has been due to its palatability to livestock and vulnerability to fire.

Until the late nineteenth century, fencing was rare and the extensive sheep stations of East and West Falkland employed boundary riders instead of boundary markers. This was partly because no proper survey had ever determined precise station boundaries, and also because ranchers found it profitable to maintain their flocks on their neighbors' properties whenever possible.

Early settlers recognized the utility of tussock grass as perennial forage but did little to conserve or encourage it. Seed was collected and sent to the United Kingdom for practical agronomic experiments in the Hebrides Islands of Scotland and on the coasts of Ireland and England, but in the Falklands tussock declined under the onslaught of a growing sheep population.

Tussock's density and high flammability have made it subject to frequent fires, both deliberate and accidental. A Spanish official in the eighteenth century wrote that sealers burned tussock islands because they were "not . . . able to penetrate the thickness of the tall grass . . . in the center of which one generally finds the seals. . . ."

In 1986 Northwest Island in Falkland Sound, a tussock-covered property of the conservation-oriented Falkland Islands Foundation, suffered a fire of unknown origin which blackened much of its surface. Such fires are uncommon these days, but intentional fires for agricultural purposes are common in the spring.

Coastal environments offer the most impressive displays of Falklands fauna, while the interior grasslands of the Islands support an abundant but less visible concentration of birds. These small birds have never been as interesting to human beings as have the more spectacular coastal animals. The dominant vegetation of white-grass (*Cortaderia pilosa*) and oceanic heath is less productive, so that inland wildlife is more scattered.

Freshwater ponds, common among the boggy soils, host teal, pintails, wigeons, several species of geese and even the shy black-necked swan. Except for the swan, these wildfowl are hunted for sport and consumed by local people. There are also many small birds such as the tussock bird, common snipe, long-tailed meadow-lark, and Falkland thrush. In the early 1920s, some Islanders regarded the thrush as a pest because of the damage it could do to kitchen gardens.

However, rancher Arthur Felton of West Point Island protested that the potatoes thrushes were observed to eat would in any event have been lost through exposure to the weather. Felton wrote ruefully that, "It is an abomination and disgrace the way the small birds have been destroyed, myself among the number of offenders." Felton had imported cats to control rabbits on West Point, but regretted this when the cats nearly exterminated the island's small birds and he had to pay to have the cats destroyed.

Islanders have often used cats to control rats and mice on both mainland and offshore ranches and in the town of Stanley, where cats are the

Clifton's ranch carries about seventeen hundred sheep, a high stocking rate for the Falklands. Why is his land more productive than most?

main domestic animal. Because the Falklands are treeless, the cats must have had a significant effect on small ground-nesting populations of small birds. In a few places such as Sea Lion Island, there are neither rats, mice, nor cats; small birds such as the tussock bird are common and so tame as to approach within inches of human visitors.

Cats may be insignificant, however, in comparison to the effect of fire. Much of the interior of East and West Falkland Islands is covered by rank white grass whose succulent spring growth is inaccessible to sheep because of a layer of dry thatch. Many ranchers regularly burn this remnant of the previous year's growth to



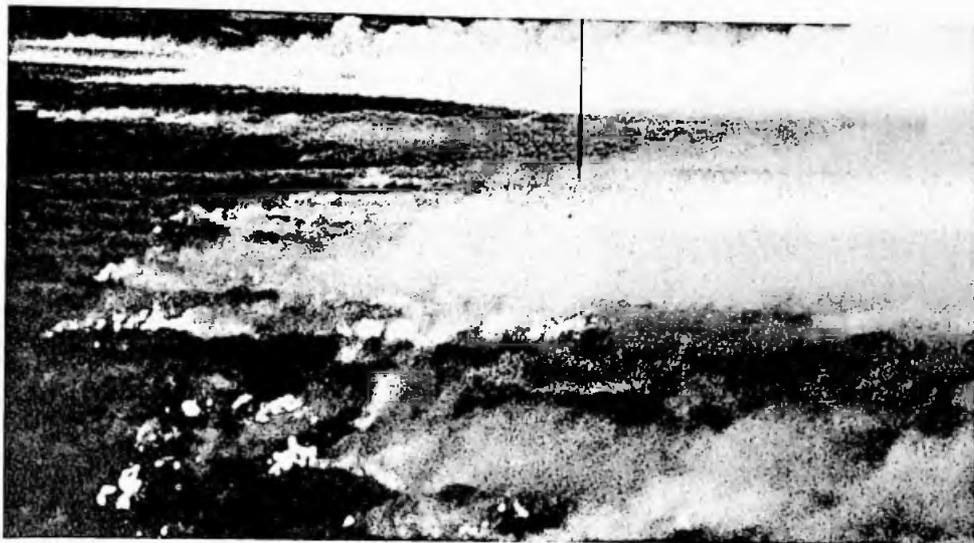
sible for former farm employees to acquire sections of the larger ranches. During these ten years the number of ranches has more than doubled. In decline are the traditional large ranches which managed sheep pastures by burning large areas.

The newer ranches are still large by world standards. For example, the Stevens own Port Sussex Farm, a 7,500-acre ranch that is one of six sections sold from the much larger San Carlos Ranch. Some new ranches are as large as 30,000 acres.

Fencing is still costly but has been made more attractive with the introduction of relatively inexpensive solar-powered electric fencing, along with subsidies from local government. The overall effect of fencing, both on the older ranches and as a result of land reform measures, is to encourage wildlife conservation.

Another target for environmental restoration is tussock grass, overwhelmingly the most productive wildlife habitat and sheep fodder in the Islands. Both large and small ranches have struggled to re-establish its cover in overgrazed and eroded areas. Tussock restoration has flourished on smaller offshore islands such as Sea Lion and West Point. There, intensive replanting efforts have borne fruit, and these are among the Islands' finest wildlife sites despite their long history of human occupation. Terry Clifton, who maintains a twenty-three hundred acre ranch on Sea Lion Island, takes the attitude of stewardship: he candidly states that it is his duty to leave his ranch a better place than he found it, and that domestic animals should co-exist with wildlife, even if there are occasional conflicts.

Clifton's ranch carries about seventeen hundred sheep, a high stocking rate for the Falklands where it usually takes four to five acres to support a sheep. Why is his land more productive than most? Fences protect a healthy cover of tussock grass, opened to the sheep only at certain periods. In the spring, for example, Clifton places his breeding ewes in the tussock. This provides both shelter and high-quality food during a vulnerable period in the lives of ewes



W. Bernhardson

Many, but not all, Falklands farmers set fires in the early spring to encourage new growth. Ground-nesting birds are threatened and uncontrolled fires can burn for months in the underlying peat.



M. Masolo

Author and upland goose nest. Goose eggs are frequently collected in spring for household consumption; because the geese are regarded as pests, eggs too old for eating are destroyed at the nest.

and lambs. Tussock conservation has meant a higher number of lambs for Terry Clifton, among the highest in the Falklands.

Clifton's conservationist view is not uncommon among Falkland Islanders. It will be interesting to see how a changing economic and political regime affects the direction and strength of wildlife and environmental protection.

Further Readings

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Coming in the next issue — Part II: BIRDS AND MAMMALS OF THE FALKLANDS! The second half of Wayne Bernhardson's report will tell you what you want to know about twelve-hundred-pound southern sea lions, millions of penguins, and the other creatures that the Falklands Islanders both love and hate.

Documentaries: Though infamous for the Zircon film we didn't see, this was, warmly, the year of Paul Hamann, shamefully abused for his 1985 *Real Lives* film on Northern Ireland. His *Duty Men* (BBC2), surreptitious reportage of customs officers, was the most unexpectedly riveting series and BBC 1's *Fourteen Days in July*, following a judicial execution in America, was among the best one-offs. Yorkshire Television's *Falklands War: The Untold Story*, shown on the 5th anniversary of the invasion, was a hugely moving collection of eye-witness recollections. Unlike many current documentaries, it didn't hunt tears but probably got them. So did Claude Lanzmann's remarkable Holocaust testimony *Shoah*, courageously brought to

small screen from large by Channel 4. Desmond Wilcox, in *The Visit: Living With Aids* (BBC1), miraculously atoned for all his recent sickly series with handsomely the best of the year's many Aids programmes, although a word is due to *First Aids* (LWT), which used comics and condoms to target the youth market. A strong *Everyman* (BBC1) series included "No Easy Road", Michael Buerk's unforgettable letter to South Africa.

Tim Coone reports on the promotion
of a notorious Argentine naval officer
**'Blond Angel' casts a
shadow over Alfonsin**

A "Blond Angel" named Lt Alfredo Astiz this year cast a shadow over the Argentine Christmas holiday which no amount of government window dressing was able to hide.

The promotion last week of Lt Astiz, an Argentine navy officer, presented President Raul Alfonsin with one of his most awkward political decisions since he assumed office just four years ago.

The officer stands accused by international human rights organisations of the disappearance of a Swedish woman and two French nuns in 1977 during the "dirty war." The Argentine Navy promotions board, however, did not consider this a sufficiently strong reason to hold back the officer's career any longer and ruled unanimously last month that he should be promoted to Lt. Commander.

Last week, after intense pressure from the navy, Mr Alfonsin announced the promotion of Lt Astiz. In an attempt to accommodate criticism from human rights activists, however, the president instructed Mr Horacio Jaunarena, the Defence Minister, that Lt. Astiz "must not remain on active duty." Lt Astiz has been dubbed the "The Blond Angel" for his innocent, handsome looks, which doubtless eased his infiltration into a human rights organisation in Buenos Aires following the military coup of 1976. The two French nuns along with 13 other people who were active in the organisation (later known as the Mothers of the Plaza de Mayo) were subsequently kidnapped by security forces and disappeared. Lt Astiz has also been identified by eyewitnesses as the military officer who shot and wounded in public Ms Dag-

The solicitor general recommended on Monday that charges be dropped against four navy leaders accused of human rights abuses, while prosecution will continue against two other top officers, AP reports from Buenos Aires.

Solicitor General Jaime Malamud Goti said prosecution will continue against the retired navy vice admirals, Antonio Vanek and

Julio Torti, who allegedly headed secret naval operations at Esma, the clandestine Naval Mechanics School in Buenos Aires.

Citing an amnesty law enacted in June, Gen Goti recommended charges be dropped against Oscar Montes, Humberto Barbuzzi, Manuel Garcia Tallado and Jose A. Supplich, all vice admirals.

mar Hagelin, who held dual Argentine-Swedish nationality, when trying to arrest her in early 1977. Ms Hagelin later disappeared and her body was never found.

He has been named as one of the key officers in a naval task force which operated out of the Naval Mechanics School (Esma) in Buenos Aires during the "dirty war," in which at least 9,000 people vanished in the years after the armed forces took power in 1976. An official government report published in 1986 featured Esma as one of the most notorious clandestine detention and torture centres operated by the armed forces during military rule.

In 1978 Lt Astiz was identified by a former Esma detainee when trying to infiltrate an Argentine exile group in Paris. He later served as a military attache in South Africa, then gained wider international notoriety in 1982 when he surrendered his land-based naval unit on the South Georgia Islands to the British task force without offering any resistance.

President Alfonsin's acute embarrassment stems from the fact that Lt Astiz is one of several hundred military officers who had all charges dropped against them following the approval of the "due obedience" law in Congress last June in the wake of the Easter army rebellion. The law exculpates junior ranks from responsibility for torture or murder of prisoners during the "dirty war" on the basis that they were following the orders of their superiors.

A court ruling in December 1986 had already determined that charges in the Dagmar Hagelin case could not be pursued, due to the absence of a body and because the time limit on a kidnapping charge had already expired.

If President Alfonsin had refused promotion to Lt Astiz he would logically have had to refuse promotion to all the officers who have been accused of human rights abuses but absolved by the "due obedience" law.

After the promotions board

decision, the Admiralty made veiled threats that its top officers would resign en masse should the promotion be blocked. There were also persistent rumours that naval officers had been preparing to stage a rebellion similar to the Army rebellion of last Easter, in solidarity with Lt Astiz.

The timing of President Alfonsin's decision is particularly significant. He has planned an official state visit to Sweden in January, where the Dagmar Hagelin case is a human rights *cause celebre*. Last year Mr Alfonsin was awarded the European Human Rights Prize, the first time the prize has ever gone to an individual, and the decision to promote Lt Astiz will inevitably cause a considerable deterioration of his image abroad.

The issue has caused deep unease within the Radical party. The youth wing joined the Argentine Permanent Assembly of Human Rights (of which President Alfonsin is a founding member) and a number of prominent figures within the party, in calling on him to block the promotion.

It remains to be seen whether President Alfonsin's instructions will be carried out to the letter. Last week Lt Astiz was still at his post on a missile destroyer at the navy's biggest base, Puerto Belgrano, 700km south of the capital, and naval officials denied they had received any instructions from Mr Jaunarena. There are rumours, too, that the navy's promotions board might not meet to discuss the officer's future until the Argentine summer holiday season ends in March.

Funny money

Buenos Aires (Reuter) — Pranksters belonging to the opposition Peronist party, marked the Argentine equivalent of April Fools' Day by leaving dozens of garbage bags stuffed with fake US dollar bills on the steps of Argentina's central bank on Monday as part of a spoof on the country's \$54bn foreign debt.

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

AN ECONOMIC MIRACLE

For : BROAD STREET ASSOCIATES KATE WALLACE

Prog: THE WORLD AT ONE: NEWS Service : RADIO 4 Serial:121672/AP

Date: 30.12.87 Time: 1300 Duration: 5mins45secs



47 Gray's Inn Road, London WC1X 8PR Telephone: 01-405 7151 TELEX 27688

NICK WORRALL:

Now some startling economic news. It's just been announced that from January the 1st income tax is to be cut by up to 25 pence in the pound, pensions will rise by nearly 40%, Government revenues this year were three times higher than expected. No, we're not making it up but then as you might have guessed we're not talking either about Britain, although this economic miracle is a British achievement. It's been done in the Falkland Islands which only a few years ago were thought to be on the point of economic collapse.

Lance Price has just returned from the Falklands where he found the community looking to the future with both enthusiasm and trepidation.

LANCE PRICE:

In the space of just a few months the Falkland Islands have become rich, very rich. No-one's struck oil, or discovered valuable natural resources, the source of the wealth has been there all along - fish.

A 150 mile conservation zone now surrounds the Islands, and anyone wanting to fish in it must apply for, and pay for, a licence from the Falkland Islands Government. This year that's brought in £20 million for a population of under 2,000.

General Neil Carlier, the British forces commander, is a member of the Government, and he believes 1988 could be as significant for the Islands as 1982, the year of the Falklands' conflict.

GENERAL NEIL CARLIER:

I think it'll be a very revolutionary type development. The income to the Islands since the fishing has started, and we've only had one season so far, has been a very successful season. And if it goes on at that rate the Falkland Islanders are going to be a very wealthy society. And as a result of the many challenging decisions which will have to come in front of the

Government in order to spend that money wisely, for the good of the Falkland Islanders. And so, I think, the next five to ten years are going to see revolutionary changes down here, long term commitments are going to be made to try and make the future for the Falkland Islanders very secure indeed.

L.P:

The Government in Stanley is doing all it can to dampen down any ideas the Islanders may have for getting rich quick. Despite this year's give-away budget, which must have left Nigel Lawson green with envy, the emphasis is on long term projects like a new school and telephone system. Some schemes are already under way under the cautious eyes of the Chief Executive, Brian Cummings.

BRIAN CUMMINGS:

The major works that are going on at the moment affect the water distribution system, which was very badly damaged during the conflict, and that contract is currently under way. But probably the most significant one is housing. Really now, for the first time, the Government's in a position to meet the current housing shortage which has existed for many years.

We've just left the first phase of the housing project, and we have many more houses to build and like most Government's housing tends to be a top priority.

L.P:

But as an economist by training Brian Cummings knows that pumping vast sums into any economy can create tremendous headaches as well as allowing for generous hand-outs. And his fears have a familiar ring to them.

B.C:

Two immediate ones, I think, are...inflation would clearly be a major concern of Government, the second would be that wage rates could be pushed up so high that people who currently work in agriculture would wish to leave the land and come in to Stanley to benefit directly from those high wage rates. And

Government would be very concerned that we want to try and maintain the integrity and structure of the Islands as it exists.

L.P:

There's also the problem that any expansion needs people to maintain it, and that's a commodity that the Islands are short of. Why build new roads if there's nobody available to repair them?

There are plans to encourage immigration, but that could start to alter the whole complexion of the Falklands.

The local historian, and Curator of the Stanley Museum, John Smith, sees dramatic changes ahead.

JOHN SMITH:

If fishing remains then I think Stanley's obviously going to get a lot bigger, it may treble in size, it may get even bigger, and our population will naturally increase so we'll lose the old style of life as we knew it in the Falklands, and we'll have to reshape ourselves to a completely new way of life. It may seem odd to say but Stanley seems crowded some days now. There are often times where we haven't got a clue who people are, not long ago we knew who everybody was, a stranger on the streets we could identify immediately, and knew what he was here for and what he was doing. But now there's so many that we haven't got a clue.

L.P:

Does that mean that the new found wealth could almost be a mixed blessing for some people?

J.S:

I don't know about a mixed blessing. I think we must keep pace with the 20th century like it or not, we can't afford to lag behind. So whatever comes out we must be in a position to control it. But at the same time we must accept change and development.

L.P:

For the time being the military personnel on the Falklands outnumber the Islanders themselves, and there's no immediate prospect of significantly reducing the garrison.

General Carlier says its presence underpins the economic boom.

N.C:

I think it's vital because you are attracting people coming from outside, many overseas countries, who apply for licences here to fish, and nobody's going to come into an environment where they think there might be immediate, or potential, hostilities going on. And so the presence of the military here is giving the stability in the area that just the Falkland Islanders need at the moment.

L.P:

For now the future of the Islands remains unclear. There's talk of making it an offshore tax haven for the South Atlantic. Or of building fish processing plants, and manufacturing projects. Either way things are going to be very different, although Brian Cummings' immediate thoughts are more modest.

B.C:

The roads will have improved a little. I think the shops will improve, the general standard of living will have risen, but I hope that the Islands haven't changed too much.

L.P:

It's not going to become an island of yuppies?

B.C:

I think not!

N.W:

Brian Cummings, Chief Executive of the Falkland Islands, talking to our reporter, Lance Price. What a surprising question!

Frankly speaking

ONE OF the most interesting messages in Anthony Cavendish's 160-page Christmas card — effectively his privately published memoirs of life in MI6, *Inside Intelligence*, was a remark made in the preface by the former deputy head of MI6, George Kennedy Young.

Young states briefly that British intelligence did not let the Government down over the projected invasion of the Falklands — the ostensible reason given by Lord Carrington in his resignation as Foreign Secretary, and still the official Government line.

Yesterday Young elaborated further. "We had a very good assessment of the situation before it happened," he told me. "Even our embassy was getting reports of the Argentinians' plans. But Carrington played the information down." Young's remark directly contradicts Lord Franks' report of 1983, which concluded that the Government could not have foreseen the invasion.

Although the preface was cleared by the Treasury Solicitor, Young's decision to speak out has highlighted the communication difficulties between the Foreign Office, MI6 and Downing Street: a problem which has been blamed before for the Falklands invasion but not, until now, by anyone of Young's eminence.

Northern fishermen pin their hopes on Falklands catches

"IT WAS the most immoral shambles I have ever seen. The most massive destruction of capital took place."

Mr Andrew Boyd, the autocratic proprietor of the Hull-based Boyd Line, is declaiming on a subject dear to his heart: the virtual disappearance of the UK's distant-water fishing fleet. But he points to a brighter future: "The industry is turning round. There are marvellous opportunities in fishing. The change is quite remarkable."

The revitalisation has come about partly because fish is fashionable in a health-conscious world and priced at historically high levels. Fuel is cheap. Most importantly, the 1982 Falklands conflict secured the UK's dominion over one of the world's finest fisheries.

The waters around the islands are rich in squid and fin-fish, worth - according to some estimates - £400m a year, which compares with the \$361m value of the UK's catch from the North Sea in 1986.

The UK has been slow to take advantage of this resource. In the first three years after the Second World War the fisheries were uncontrolled. Factory ships and squid jiggers from the Eastern bloc and South-east Asia fished without restraint, and it is estimated that there were 600 vessels in the area for the 1986 squid season. Not one of them was British.

In October 1986, the British Government set up a 150-mile fishing zone around the islands. As of February 1 this year, all vessels fishing within the zone would need a licence. At £50,000 to £60,000 apiece, the scheme furnished the Falkland Islands Government with a profit of £5m - and a means to regulate the previously plundered fisheries.

About 220 licences were granted for the first season's fishing - and of those, just three went to British-registered trawlers. Two were Spanish vessels sailing under a flag of convenience; the other had a British skipper and mate but a Spanish crew and its catch went to Spain.

It is only in the allocation of licences for the 1988 squid season - announced earlier this month - that the British have made any impression. Of a total of 180 licences, sharply reduced to prevent overfishing, 13 went to UK vessels. The Japanese secured a third of all the

David Waller on the rebirth of Humberside's fishing industry

licences; Poland, 29; Taiwan, 25; Spain, 22; Korea, 21.

"Our ambition is to see the gradual but relentless replacement of the foreign fleet by UK vessels," says Mr Andrew How, general manager of Marr Falklands, one of the Hull companies owned by the Marr family.

With each boat requiring a crew of up to 35 people - plus replacement staff - the expected revival should give a substantial boost to employment on Humberside, the traditional home of the distant water fleet.

Even Britain's blighted shipbuilding industry might benefit in the long term: Marr is at present seeking tenders for a large trawler which could cost £5m to £6m.

In the meantime, Marr, Boyd Line and the other companies intent on sending ships to the South Atlantic are faced with having to scour the seas for what remains of the deep-water fleet. It has all but vanished.

In the heyday of the industry - in the early 1970s before the cod wars and the widespread imposition of 200-mile exclusive economic zones - the UK supported a fleet of 500 or more stern-trawlers, huge floating fish factories that plied the seas around Iceland and northern Norway. About 350 were based on Humberside.

Today, they number half a dozen or so. The rest were sold abroad, scrapped or recommissioned as survey or support vessels for the offshore oil industry when their traditional fishing grounds were denied them. Now the vessels enjoy a second or third metamorphosis.

The most bizarre transformation is that of the Sir Raleigh, soon to be renamed the Sir Tristan. At 84 metres, it was once the largest fishing vessel under the British flag, part of the Marr fleet. It was then sold to the local council and used as a training vessel during Operation Raleigh, the adventure scheme for young adults.

Now Detect Sea Enterprises, a Plymouth company, is spending

£1.75m on re-equipping it as a fishing boat.

Marr's 60-metre trawler, soon to be rechristened the Hill Cove, is laid up at Immingham while it is converted from its last role as a minesweeper during the Falklands War.

Boyd Line's boat, recently renamed the Shackleton, is at present south of the Equator and will be the first UK boat to arrive in the Falklands. Boyd is in partnership with a Dutch company as well as the Falklands Islands Government, so the Shackleton is not wholly British-owned. Until recently, it was on charter to the Royal Navy as a submarine support vessel.

When it arrives in Falklands waters, it will trawl for fin-fish such as blue whiting and hake and for two species of the higher-value squid, the loligo and the illex. Both are highly prized in East Asia, but the illex is a particular delicacy, fetching up to \$1,087 a tonne.

The catch will be frozen on board before being trans-shipped to a refrigerated transport vessel - reefer for short - which will take the fish to its ultimate destination.

Bounteous though the waters may be, there are problems for the UK fishermen:

- South American markets for the middle-grade fish are closed for obvious political reasons.

- Foreigners will find the Japanese market for squid - the biggest in the world - difficult to penetrate. Strict import controls apply.

- The spawning grounds for the squid lie outside the UK's 150-mile "interim conservation zone" - as the 1986 limit was called - in unregulated waters.

Although outside the 150-mile limit - which is policed by the UK - they are, however within the 200-mile zone which the UK claims under international law but does not enforce.

Fishermen accuse the Foreign Office of being lily-livered in its approach to the matter, while the FO is no doubt mindful of the international rumpus over the islands' sovereignty precipitated by the unilateral imposition of the 150-mile limit.

Humberside fishermen, hopeful that the issues are capable of resolution, predict a mild renaissance for a once glorious industry - if enough experienced crew can still be found willing to spend nine months away from home at a stretch.

Falkland war graves plea

FAMILIES OF Servicemen killed or wounded in the Falklands renewed their claims yesterday to an unspent £3 million held in the South Atlantic Fund.

Members of the Falklands Families Association also want the Ministry of Defence trustees to use some of the money to finance a pilgrimage by 60 relatives to war graves in 1989.

Leaders of the Association of Parents of Unmarried Sons Killed in the Falklands said there were "worsening cases of hardship" among families who had lost husbands, sons or brothers, as well as among wounded survivors.

They said that most parents of single Servicemen had received only a £2,500 lump sum from the fund.

Mr Roger Suddards, the Bradford lawyer who was chairman of the trustees in the Bradford stadium fire disaster appeal, said last night: "The trustees of the South Atlantic Fund are severely restricted in what they can pay out."

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

WHAT PROSPECTS FOR UK FISHING IN THE
SOUTH ATLANTIC?

For : BROAD STREET ASSOCIATES

MAUREEN DUNN

Prog : THE WORLD TONIGHT

Service : RAD 4

Serial: 121660/PP

Date: 28.12.87

Time: 2230

Duration: 9 mins 45 secs



47 Gray's Inn Road, London WC1X 8PR Telephone: 01-405 7151 TELEX 27688

RICHARD KERSHAW:

In the first days of the New Year the fishing season opens around the Falkland Islands. Ships from many nations, those with licences that is, will move in to start catching mainly squid for sale on world markets. The number of boats allowed in the conservation and management zone around the islands is now strictly controlled, one effect of the Falklands war. This year there will at last be a significant contingent of British ships. As we reported in this programme before Christmas one trawler, the Lord Shackleton, is already on its way. Others will follow, some to assist with fishery protection. But will this new promise live upto expectations? Larry Harris went to Humber side to compile this report.

MAN:

The problem that we've found at the moment actually is with the design of the factory gate. I mean we've actually taken on a draughtsman to assist us here with the hydraulics, and (fades out)

LARRY HARRIS:

The ship repair yard at Immingham is busier than it's been for a long time. On the deck of a vessel being made ready for the South Atlantic yard manager Tony Healey briefs Andrew Howe, representing the owners, J Marr of Hull, on progress.

MAN:

.... (faded in) know where we are with the factory deck, I don't see any reason why we shouldn't be able to give you those side (wd unclear) I mean once, there were problems in terms of the pipes going above the conveyors or above the deck, that's pretty well sorted out now.

MAN:

Well we actually decided yesterday where the header tank for the hydraulic system was going to go and we (faded out)

L.H.:

For the ship fishing in the South Atlantic means a new lease of life, as Andrew Howe, the chief executive of Marr operations in the Falklands explained to me.

ANDREW HOWE:

Well this vessel is the ex-Genella to be renamed the

Hill Cove for her Falkland Island operation. Now the vessel will be primarily targetting for two species of squid, for the ligo* which is a trawl only species and elex* which can be caught both by trawl and by jigging*. In addition during the months of the year when the squid is not available we will be developing for the first time really an all year round fishery. Now this is something that even many of the other foreign nations fishing down there have not fully developed to date.

L.H.:

Three cod wars with Iceland and Europe's common fisheries policy had left the fishing fleet, particularly the distant water fishermen, demoralised. The chance to work the rich fishing grounds around the Falklands offers the hope at least of partial revival, but are they all expecting too much? John Davis, former editor of the Trawling Times.

JOHN DAVIS:

They don't see it as bringing back the fishing industry to Hull, they recognise that their skills and possibly their capital and the ships that they might build with it will have a role down there, but you're talking about the Southern Hemisphere in its entirety, the fish won't come back here, the men will only come back occasionally, the ships probably never. We're talking about fishing for a resource in the Southern Hemisphere feeding Southern Hemisphere markets.

L.H.:

So what do you think is in this for Humberside?

J.D.:

There is potentially a great deal in it for say five to eight years where we could have a shipbuilding programme which would regenerate a great deal of the shipbuilding industry and would in the longer term provide a continuity of employment for a number, not as great a number as we used to have in the past, but certainly a number of the fishermen from the northern ports.

L.H.:

There are problems, one is a shortage of young seamen and fishermen. In the years since the last cod war there's been little

*phonetic

organised training. Graham Bottle, an ex-Cunard captain and director now manages the Marr fleet.

GRAHAM BOTTLE:

I first noticed it when I joined Marr's that everybody seemed to be very old, not only the officers but also the crews. I've tried to do something about that by now taking on school-leavers and putting them on the various ships in the fleet in different parts of the world and then although we're not doing as much as I would like at least we have started doing a limited amount of training and hope to increase that shortly.

L.H.:

The training programme is a two way business with Falkland Island school-leavers coming to Britain to train as seamen and experienced British trawlermen going down to the South Atlantic to serve aboard Japanese and Taiwanese jiggers to learn how to catch squid. In a few days time Andrew Newman aged 16 will sail home to Port Stanley on board one of the two Marr ships on charter to the Falkland Island government for fishery patrol work. Had his training been tough?

ANDREW NEWMAN:

Well it's been tough as it goes but it's been really interesting as well because they took us through every department on a ship, you know, catering, engineering, deck, everything, so that we had our choice of which one we wanted to go into.

L.H.:

And what ultimately is your ambition now do you think?

A.N.:

Well to first of all finish off my deck training, and get my tickets, and then carry on up, I suppose after a few years, till I get to captain.

L.H.:

The main catch around the Falklands is squid, caught not on trawl nets but on lured lines. The technique is called jigging. The Japanese and Taiwanese are experts. Humberside fishermen were not, so dozens of them volunteered to fly down to

Port Stanley to join foreign jiggers to learn how to do it. Most worked on Japanese vessels. Two at a time they spent hard lonely months working alongside Japanese fishermen. Barry Bradley and Cyril Wallgate were early volunteers. How tough had it been for them?

BARRY BRADLEY:

We had a bit of a language barrier like but once you'd been aboard for a couple of weeks you sort of got the hang of it.

CYRIL WALLGATE:

Me and my friend, we used to learn the fishing master English every two hours, two hours a night like. He wanted to learn English, when we come home he spoke as good English as we did. And in them five months I was out there I could go and do the same job as the Japanese can.

B.B.:

I've been fishing before but not squid fishing. It's opened my eyes to what different sorts of fishing there is like now. I was just used to one sort of fishing, well now you know you can do different fishing like. It's all been an experience, so with a bit of luck it should get me a job again.

L.H.:

But having caught their squid, either by jigging or trawling - and the British plan to do both - who will they sell it to, where are their main markets? Andrew Howe.

A.H.:

Well the markets that we will be supplying will principally be southern European markets but what we would like to do is to get into the Far Eastern market, particularly the Japanese market, but at the moment we are inhibited there by way of both quota and hefty import duties.

L.H.:

Now this is one ship, longer term what else might you be sending to the South Atlantic from Humberside?

A.H.:

This year there will be in the order of five or six vessels going down new to the fishery. Each of these vessels represents an investment of over three million pounds. A new vessel we're

talking about the order of four to five million pounds. So if that comes in to British shipyards it represents a shot in the arm for the UK shipbuilding industry.

L.H.:

It is possible of course that Britain's fishermen may yet experience another disappointment, that the scale of British fishing effort in the South Atlantic might be limited for diplomatic reasons. John Davis, whose newspaper the Trawling Times went out of business in the late seventies along with so many Humber-side trawlers, remains to this day deeply suspicious of politicians and he still fears in his own words a betrayal. But a betrayal by whom?

J.D.:

By the Foreign Office. They've always been in my view the bete noir of the industry and unfortunately after a period of great promise when it seemed that things were moving in the right direction we suddenly had yet again all this vascillation, the uncertainty, the anxiety to appease everybody and in the end satisfy nobody. It would have been quite easy immediately after the Falklands conflict to say right, we've got to sort this problem out, we could there and then have declared a 200 mile fishery limit in line with the whole of the rest of the world and taken it from there. Instead we vascillated, we had an interim measure, a 50 mile limit, then we have this uncertainty now about a 150 mile, and I think the rest of the South American nations look at us and say ah well they're not really serious, we're going to get it in the end anyway.

L.H.:

For the present the fishermen will make the most of what they've got, but for the next few years they'll be looking for licences to give them an increasing share of the catch. If they get it they'll re-invest in new ships, if they don't they'll feel badly let down.

R.K.:

That report from Larry Harris.

Open Falklands flights to bereaved, says MP

The Defence Secretary, Mr George Younger, was asked yesterday to allow relatives who wanted to visit the graves of casualties of the Falklands war to occupy empty seats on RAF flights to the islands.

Mr Dale Campbell-Savours, Labour MP for Workington, who recently returned from a parliamentary visit to the Falklands, wrote to Mr Younger because bereaved families had difficulties getting money out of the South Atlantic Fund to pay the fare.

He suggested a standby system, so that relatives who wanted to visit the graves could be given several hours' notice of empty seats on flights from RAF Brize Norton.

Mr Campbell-Savours said: "When we travelled to the Falklands there were a large number of empty seats both on the way there and on the return journey. It seems to make sense that these should be available to any relatives who apply for them."

A mother who lost her son on the Sir Galahad during the conflict, and who did not wish to be identified, said yesterday: "The South Atlantic Fund is so tied up with the Charities Act that it is almost impossible to get anything from it, even though it contains some £3 million.

"You have to undergo a means test which means that you have to show that you have nothing, or that you have a doctor's certificate to say that your health is directly affected by this.

"It is disgusting. You will never find any instance of parents who lost their sons saying anything about the fund because it looks like money-grubbing if they do."

Mrs Sara Jones, the widow of Colonel H. Jones who died in the war, was reported in a Sunday newspaper as accusing the fund's trustees of pettiness for refusing to help widows and relatives who wanted to visit the graves.

**Col 'H'
WIDOW IN
BITTER
FUND ROW**

EXCLUSIVE by CHRIS LOGAN

THE WIDOW of Falklands hero Colonel "H" Jones has launched a bitter attack on the trustees of the fund set up to help the victims of the conflict. Mrs Sara Jones accused Ministry of Defence officials of "pettiness" for refusing to help widows and relatives who want to visit the graves of men killed in action in the Falklands.

She said some families were too poor to afford the journey, but because of "red tape" they did not qualify for grants from the South Atlantic Fund, which still has more than £3 million.

Mrs Jones, whose husband was awarded a posthumous VC for leading an heroic charge at Goose Green, said: "We hope about 60 relatives will make this trip, but the cost is enormous.

"The trustees of the fund say such grants do not come under the terms of their charter and they blame the Charity Commission.

Wounded

"But it's ridiculous and petty not to provide some money for us."

"The fund still has well over £3 million and it could easily afford a few thousand pounds to help out some of the families who want to visit the graves of their loved ones in the Falklands."

Mrs Jones wants to visit her husband's grave at San Carlos with her sons David, 21, who is at Sandhurst and Rupert, 17.

She has been twice before, once on a Government-funded trip for 550 relatives in 1983, and last year when families had to pay for themselves.

But the Falklands Families' Association is planning another visit for relatives in 1989.

Mrs Jones accused senior



Sara Jones: Cry for help

**Sara slams
red tape
block on
Falklands
cash aid**

MoD officials who have been in charge of the South Atlantic Fund of failing to take an active interest in how it is managed.

"Their attitude seems to be that as long as there is plenty of money left when they have done their stint they have done their job.

"Obviously the money in the fund is making interest all the time," she said.

"The first priority has to be the men who were wounded, of course, but there is plenty of scope for looking after them and providing grants to families for visits to graves."

The South Atlantic Fund raised £15 million from the public after the conflict with Argentina in 1982.

About 140 widows of British servicemen killed were given between £30,000 and £70,000 each—and 13 men seriously wounded received more than £100,000 each.

Unhappy

Earlier this year, Prince Charles stepped in when it was announced that the fund would be wound up and remaining assets divided between three service charities.

The Prince, who is patron of the fund, was said to be unhappy about the money being swallowed up in other funds.

Trustees of the fund agreed to delay winding up until July next year, when the money will be split between the Army Benevolent Fund, the RAF Benevolent Fund and the King George Fund for Sailors.

Yesterday, Commander Ken Steven, secretary of the South Atlantic Fund, said that money raised for Falklands victims would be kept separate in each of the three other charities.

He added: "The trip planned by the Falklands Families Association is a longway off."

Falkland fund's bosses blasted

By ANDREW HIBBERD

PENNY-PINCHING Falklands fund trustees are using the letter of the law to avoid paying for a trip by bereaved families to war graves.

And their refusal to help has led Sara Jones, whose husband Colonel 'H' Jones was mown down by Argentinian machine-guns, to launch a scathing attack on what she calls "petty bureaucracy".

More than 60 relatives, all members of the Falklands Families Association, are expected to try to make the trip to the Falklands in 1989.

But the trustees of the South Atlantic Fund claim they cannot cover the cost of the trip because the rules say cash can only be used "to relieve the needs of the wounded and dependants of those killed".

More than £15 million was raised by the South Atlantic Fund when it was set up in 1982. And it still has more than £3 million in its coffers.

FOREIGN NEWS

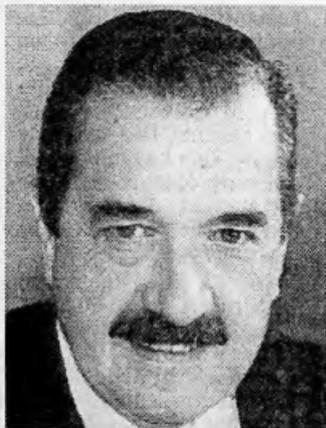
Astiz promoted and then retired by Alfonsin

By Cristina Bonasegna in Buenos Aires

PRESIDENT Alfonsin of Argentina yesterday ordered the retirement of Lt Alfredo Astiz, the naval officer cleared of human rights charges by a court which ruled the statute of limitations had expired. The order followed the officer's promotion to captain.



Capt Alfredo Astiz



President Alfonsin

The presidential spokesman said last night that Señor Alfonsin, as Commander-in-chief of Argentina's Armed Forces, had signed the decree promoting Lt Astiz, who surrendered his troops on the South Georgias at the outset of the Falklands war.

But the President had also instructed the Defence Minister to take necessary steps to withdraw the controversial officer from active duty.

The unusual instructions put an end to weeks of speculation over the fate of Lt Astiz, who was seen as a test case of the government's attitude towards officers accused of human rights violations under the former military regime between 1976 and 1983.

Sources close to the Navy suggested yesterday that the move might prompt the resignation of navy chief Ramón Arosa, reportedly under pressure from the officer corps to elevate Lt Astiz, and some other top ranking officers.

Special significance

The promotion of Lt Astiz was delayed for two years while he was being tried by three different courts.

His sympathisers claim he has now been cleared of all charges, including the disappearance of a Swedish teenager, Miss Dagmar Hagelin, and two French nuns, Leonie Duquet and Alice Domon, during the wave of repression known as "the dirty war."

In his instructions to the Defence Minister, Señor Alfonsin said: "We are now faced with the case of an officer who, according to or against his will, acquired a special significance for Argentine society which massively condemns the methods with which his then superiors used to combat terrorist groups that threatened the fate of the country."

The Argentine President is now worried about the possible negative effects that Lt Astiz's staying on active duty could have on the unity of society, as well as the related repercussions in military institutions.

"That is why I have considered that Lt Astiz must not remain on active duty," the instructions said. Although President's move was hailed as "drastic" by one sector of the local press, human rights campaigners called it "a compromise solution."

The Left-wing daily Pagina 12 said yesterday that after ordering the officer's retirement, Señor Alfonsin again becomes "a leader sensitive to the deepest ethical claims of society."

But human rights campaigner Emilio Mignone said the President "had decided on a compromise solution under pressure from the Navy and against his intimate convictions. This is the wrong attitude."

A court martial absolved Lt Astiz, who was charged with surrendering to British troops without offering a proper resistance, on the grounds that he was following orders.

In the case of the French nuns, Lt Astiz, as a junior officer, was the beneficiary of the "Due Obedience Law" which was proposed by Señor Alfonsin and passed in Congress last June after the Easter rebellion by middle ranking Army officers

The Jewish cardinal's cruel road to Rome



Links between religions —

Cardinal Lustiger

ON Maundy Thursday, 47 years ago, a 14-years old Jewish boy, Aaron Lustiger wandered in to Joan of Arc's cathedral at Orleans, not knowing what ceremony was being celebrated in the brilliant atmosphere of lights and flowers. The following day he returned and was so overawed by the solemn atmosphere of Good Friday that he decided to be baptised.

The subsequent, often agonising journey which led to his appointment as Cardinal Archbishop of Paris in 1981 is the subject of one of the most remarkable French books of

the year. *Le Choix de Dieu* is not only the biography of Aaron Lustiger, who added the Christian names Jean-Marie at his baptism on August 25, 1940, but an explanation of why the French Church has recently become a politically active progressive force, embarrassed by its past complicity with the conservative anti-Republican establishment.

Even putting aside speculation on whether Cardinal Lustiger, Archbishop of Paris, could one day become a converted Jewish pope, like St Peter himself, the book reveals the development of a committed political figure, forged by conscience and religious injustice, who is already one of the most influential international leaders of the Catholic Church.

The biography, more than 400 pages long, is based on self-revealing conversations over the past five years with two academics, Jean-Louis Missika and Dominique Wolton, a Jew and a Catholic. Although they say that a number of fundamental debates have been reopened on Jewish-Christian relations and the Church's role

in French history, the book is first of all an astonishing life story.

The most poignant parts refer to tension inside his family of Polish immigrants when he decided to be converted and enter a seminary. His maternal grandfather was a rabbi and the six-year period from 1940 to 1946 was overshadowed by his mother's deportation and death in Auschwitz and "a cruel and brutal conflict" with his father who refused to see him for two years because he wanted to be a priest.

But the future cardinal, whose father ran a haberdasher's shop in Montmartre, was already split between two cultures. While retaining strong links with relatives in Silesia, where most died during the war, he was born and brought up in Paris and educated in French schools where he remembers receiving the worst beating of his life because he was a Jew. The persecution of Jews by the French during the war when 76,000 died in concentration camps is one of the reasons why he still insists on proclaiming his Jewish origins.

In the book, he is critical of continued French refusal to face up to a Vichy regime's collaboration which involved the Catholic Church. But he also remembers that after the war: "there was such a strong taboo concerning the Jewish problem that no one wanted to talk about it."

He did not speak about the question himself for many years because "the suffering was too great." According to him there wasn't a single Jewish father who talked about it to his children or even wanted to talk about it.

While he speaks about other key dates in his religious and political education — his first visit to the Holy Land in 1951, the 1968 students' revolt and a visit to Auschwitz in 1983, the relationship between Jews and the Catholic Church is a dominant theme. He is a target of anti-Semitism from the extremist National Front and his appointment as Archbishop of Paris, after a succession of neutral political figures, increased the risk of inflaming Monsignor Marcel Lefebvre's anti-Semitic traditionalists.

"My presence alone as Archbishop of Paris has revealed the obvious, startling and true nature of anti-Semitism — a form of anti-Christianity and a blasphemy," he said.

While his campaign for closer bonds between Christian and Jewish communities is fought in the open, his political campaign is more subtle, exercised largely through the choice of bishops. Cardinal Lustiger's automatic membership of the executive body of the Church's bishops' conference has coincided with a rapidly increasing political stance by Church leaders.

This was confirmed this month with the appointment of the Archbishop of Lyons, Monsignor Albert Decourtray, as president of the conference. The Lyons archbishop is not only an unofficial spokesman for the Archbishop of Paris on human rights questions, particularly immigration, but has led public penitence for the Catholic Church's complicity for the deportation of Jews during the war.

A bishops' conference declaration this month on the forth-

coming presidential election debate reads almost like a left-wing manifesto with its emphasis on a condemnation of a two-tier society ignoring the rights of the poor and immigrants, cutting into social security solidarity or failing to help the Third World. Only in discussing religious matters, such as abortion, is the statement strictly conservative.

In December, Cardinal Lustiger also persuaded Protestant and non-conformist churches to set up a permanent council with Catholics to make joint declarations on political issues. But domestic influence may be less important in the long run than the international role being played by Cardinal Lustiger to increase the involvement of the Catholic Church in human rights issues.

His Polish origins are behind a special relationship with the Pope whom he even advised when John Paul II hesitated about visiting Britain during the Falklands War. The Archbishop of Paris is also part of an inner web of influential big city cardinals that include Cardinal John O'Connor of New

York, who likes to forecast that the French archbishop will play a much bigger role in the church one day.

Ironically, it is the French Jewish community, now 600,000 strong, which has been the least ready to accept Cardinal Lustiger's efforts to increase links between religions. Although the Nobel prize winner, Elie Wiesel has publicly praised the cardinal's biography, other Jewish leaders have been critical of his claims that Christianity is a way of remaining faithful to Judaism.

The Grand Rabbi of Paris, Mr Alain Goldmann, refuted this by saying that as the Archbishop considered himself a Christian "that is how I consider him."

Meanwhile, Mr Theo Klein, who heads the Council Representing French Jewish Institutions (CRIF) felt that the conversion to Christianity at 14 was an unfortunate decision made at a fragile period of adolescence and a loss of Judaism.

"As an adult, he has shown he has the makings of a Grand Rabbi of France," he added.

Islands pledge

London — The Prime Minister yesterday renewed her pledge that the Government will not negotiate the sovereignty of the Falkland Islands. She told Falkland Islanders in her now traditional Christmas message: "You have my renewed assurance that Britain will continue to defend your freedom and your democratic rights."

Falklands flight

An RAF VC10 has made a non-stop flight from the Falklands to Britain. The 8,430-mile journey took 14 hours and 58 minutes after refuelling in mid-air.

King's new tartan army ponders the future as routed vikings go home . . .

Michael Harrison takes a trip to Gatwick airport to hear first reactions to British Airway's victory over British Caledonian.

THERE was none of the regalia of war littering the departure lounge at Gatwick yesterday, not even a solitary discarded Viking helmet.

Indeed few signs remained at all of the battle which has been waged over the body of British Caledonian in the last six months save for the odd SAS plane standing forlornly on the tarmac glinting in the bleak winter sunshine. A reminder of what might have been amid the sea of Caledonian tartan about to be absorbed by British Airways.

What was in evidence were scores of BCal staff slowly coming to terms with the end of an era and the collapse of a cherished

dream. Commercial reality and the persistence of the world's favourite airline rudely interrupted all that.

After nearly two decades of struggling to survive, British Caledonian is no more. And although it was business as usual at the world's third busiest international airport, the BCal chairman Sir Adam Thomson's vision of a "second force" British airline was perceptibly fading into the history books of civil aviation already.

BCal's new owners, in the shape of Sir Colin Marshall, BA's chief executive, had been to Gatwick earlier in the day. He wanted to explain to senior management and BCal's unions why

BA had paid £250m cash for an airline on the brink of financial collapse — and to re-assure them about their job prospects.

Sir Colin will need all the skills of diplomacy and attention to detail for which he is renowned.

The lady at the BCal check-in desk, smiling sweetly and never forgetting you once had a choice, looked up and said: "Everyone is just a bit stunned at the moment. This business with BA has dragged on now for six months and I still don't know whether I'll have a job next Monday. I suppose we will all have to wait and see."

Reaction at Gatwick yesterday to BCal's new owners was mixed but by no means hostile to BA.

One of Sir Adam's Caledonian girls declared herself to be "very happy" about the way things had turned out as she strode across the concourse. "BA is a British company and that must be better in the long run for us."

Lord King, the BA chairman, and Sir Adam may have been at loggerheads for weeks over what began as a merger, became a rescue and then, in the view of some BCal employees, turned into a rout.

But Sir Colin ("My friend from Gatwick" as he was described by Lord King yesterday) seems to have soothed a few ruffled feathers with his mission of peace.

Up on the observation gallery, two binocular plane spotters, one a BCal engineer the other a BA computer buff, were cracking jokes, totting up how much they would make out of the BA cash offer and keeping a look-out for any more of those "Air Vikings" as the *Daily Express* excitedly chose to dub SAS. There wasn't one due in until 1720 and they usually parked up over there out of the way, they said gesticulating to a far flung corner of the airport.

"I'll make about a thousand pounds out of my employee shares," said the BCal spotter. "I'm not worried about my job because of the guarantees BA has given on voluntary severance. But what bothers me is pay and conditions. I don't expect BA will offer the kind of salaries and terms I get at the moment from BCal."

Down in the departure lounge, the air travelling public was obstinately refusing to show one whit of concern over who now owned BCal, despite all the protestations there have been on their behalf. Nor were they seemingly touched

by the fact that Gatwick was saying goodbye to a Scottish heritage going back to 1928 and, what's more, probably a fair chunk of BCal's inter-continental routes.

"Are you travelling with BCal today?" a retired-looking gentleman from Yorkshire on route for some real winter sun was asked. No he wasn't and right now he didn't care what had happened to the airline. "I'm off on a white knuckle job with one of the charters," he replied uneasily.

Wasn't he concerned that the independent charter airlines might now, as they claim, be slowly forced out of Gatwick to

'Sir Colin soothed a few ruffled feathers with his mission of peace'

the wilderness of Stansted of all places? "Not as long as they get me there in one piece".

Support for BCal's erstwhile Scandinavian white knight was eventually found. "BA did try to paint not such a good picture of Scandinavian airlines," Jens Bech, a Danish merchant navy captain on route to Rotterdam, suggested with admirable understatement.

Since its inception in 1970, born on the crest of a wave of confidence in Britain's booming airline industry, BCal has been struggling to stay intact. First the oil crisis conspired to knock its Middle

East routes sideways, then war in the Falklands knocked the bottom out of its South American route network, then the Government drove what, in retrospect, was the final nail in its coffin in 1984 when it merely tinkered with BA's route structure, rather than re-dispersing it in BCal's favour as the Civil Aviation Authority had recommended.

Through all this BCal somehow stayed airborne, albeit with a £19m loss last year and an operating loss of £40m on its airline operations alone in the financial year just ended.

Now it is being dismantled bit by bit, the distinct BCal image slowly subsumed into BA.

As Sir Colin, who has a habit of always speaking in the meticulous tones of someone addressing a business seminar, put it. "Obviously as we re-identify scheduled services as BA's the uniform switch will have to take place. But the first visible signs will be the issuance of BA ticket stock and the re-configuration of aircraft interiors."

What this means, in plain language and for the romantically-inclined, is no more Caledonian girls. It is also quite possibly that the word "British" will disappear from the combined charter airline operation which will continue to be run from Gatwick.

As BA got stuck into the task of assimilating BCal yesterday, SAS's senior executives had already packed their bags and gone in search anew of other European partners.

Even the SAS check-in desk at Gatwick was symbolically deserted. The sign simply read: "Check in for SAS flights with British Airways, desks 1-18." Business as usual.

DAILY MAIL

21. 12. 87

THE Falkland Islanders have received some seasonal supportive cheer from Sir Rex Hunt, who was retired as their Governor just over two years ago but continues what he calls his 'drum-banging' on behalf of the South Atlantic territory.

Making a plea for the Government not to give way to Argentina in future diplomatic manoeuvring, Sir Rex says: 'They will only take that as a sign of

weakness. They would still take any concession as a first step to what they still want — full sovereignty. If the Islands were worth dying for they are worth paying for.'

Former RAF pilot Rex, who became something of a folk hero during the 1982 invasion and now lives in Berkshire, said that only one family out of the 1,900 population had said they would not leave the islands if they became Argentinian.

RAF sets record for non-stop Falklands flight

**By Our Port Stanley
Correspondent**

A Royal Air Force crew has set a new non-stop flight record from Britain to the Falkland Islands.

A V.C.10 commanded by Group Captain Christopher Lumb landed at Mount Pleasant airport 15 hours 45 minutes and 40 seconds after taking off from RAF Brize Norton.

The aircraft was re-fuelled twice while in flight by a V.C.10 tanker which first met the record-breaking aircraft off the Azores and later several hundred miles south of Ascension Island.

Non-stop flight

An RAF VC-10 made the first non-stop flight from Britain to the Falklands, twice refuelling in mid-air.

New Argentine missile report

Argentina may have developed a 400-mile range surface-to-surface missile, capable of reaching targets in the Falkland Islands from the mainland, according to defence experts last night (Michael Evans writes).

Western intelligence has known for several years that Argentina has been developing a long-range surface-to-surface missile, code-named Condor. The Argentine state-owned company, FMA, has had more than 400 people working on rocket construction for at least three years.

The Ministry of Defence could not confirm reports last night that Argentina had now developed a missile in collaboration with Egypt and possibly Iraq.

But intelligence experts said it would be in Egypt's interests to have their own surface-to-surface missile to match the Israeli weapon, Jericho 2, which was successfully tested last year and is capable of reaching Cairo.

Although the Condor missile poses a potential threat to the security of the Falkland Islands, sources last night said that with a stable civilian government in power in Buenos Aires there was no evidence that Argentina posed any serious threat to the British garrison on the islands.

VC-10 record

AN RAF VC-10 yesterday created a world record by flying non-stop from Brize Norton airbase in Oxfordshire to the Falklands in 16 hours and 20 minutes carrying Christmas cards and presents for troops.

The cats that prowled St Jimmy's

"YOU CAN'T stop the tea trolley, love," said the formidable woman wheeling a sort of miniature tank along the corridors of Europe's largest general hospital. But her warning was unnecessary. Like cats, an entire Yorkshire Television outside broadcast unit had already sidled past her and vanished into a ward.

The tea trolley clattered off and the YTV team carried on fly-on-the-wall Mrs Carol Petch, a patient from Scarborough, as she booked into her bed at St James's University Hospital in Leeds. Another storyline for Jimmy's, ITV's lunchtime "real-life soap opera" set in St James's, had discreetly got under way.

In the quiet world of lunchtime TV, Jimmy's has won an exceptional audience, climbing from 900,000 when it began in September to over 1,500,000 when it ended last week, and another series possible. In the process, it has turned a group of Yorkshire hospital workers, ranging from consultants to cleaners, into local stars and — more significantly — proved an unexpected asset to the harassed health service.

"It was a very high risk thing to undertake," said Nick Gray, YTV's producer in charge of the series, just back from a regular meeting with St James's senior administrators. "The hospital could have thrown us out — still could — at any time. And we didn't have any idea how the people we were filming would react." In the event, the vast cast — 6,000 people work at St James's — have generally just got on with their jobs; and throwing

out the unit is inconceivable now.

At Mr Gray's meeting they discussed the next Jimmy's episode, covering a visit by Mrs Edwina Currie and consequent noisy demos. The trickiest questions had been which administrator was going to be on screen and whether he would have time to 'phone his mum and remind her to switch on.

There were rumours, too, that Mrs Currie's office, which was told about Jimmy's in advance, not only had no objection but was only too delighted to get the minister a guest part. Like everyone else in the series, she was filmed without commentary, rehearsal or (with rare exceptions) retake; and the clips gave an even-handed, judge-for-yourself view of her visit, her discus-

sions with forthright child cancer doctors and reactions from trade unionists.

The authenticity of the episode (which I can vouch for, having covered the Currie tour myself) is a crucial part of Jimmy's appeal. Without the breathlessness of the News, or the artifice of a fictional soap, the programme has rediscovered the fascination of that old concept, "real" life.

In YTV's base at the hospital — a Portakabin next to the morgue — the programme's camera and sound team, Alan Wilson and Chris Clarkson, are given the bulk of the credit for this. "They work together almost by osmosis," said Gray, as the two men, who have been paired on past YTV spectacles like *The Falklands Film*, which took them to Argentina

and Port Stanley, and a nature trip to the North Pole with David Bellamy, slipped deftly along a ward.

The usual caravan of TV clutter — clapperboards, dazzling lights, multiple production assistants — has been pared away. Wilson operates his small, shoulder camera without lights; Clarkson has dispensed with the traditional "furry sausage" microphone and uses unobtrusive radio mikes.

This ability to travel light, which allowed them to sidestep the tea trolley, has been reinforced by familiarity as the series works through its first batch of 36 half-hour episodes. The YTV gang have become almost as much a part of St James's as all the other groups zipping along the corridors.

Much of the raw material they collect is, as Nick Gray puts it, "pure Alan Bennett." Literally so. Some of the playwright's best lines were collected by eavesdropping in his native Leeds. YTV has reopened a reliable seam — so good that people have written in to praise "the script". . . .

As the camera watches, a vigorous pensioner invites visiting primary schoolchildren to guess what has happened to her amputated leg. "You broke it," pipes a small voice. "Nay love," she replies with relish, "It's been chopped off."

In the hospital chapel, the vicar gives an engaged couple — both working at St James's — advice on married life, concluding gravely: "Now are there any things you would like to ask me?" "Aye," said the

era follows a selection of characters like consultant surgeon Mr Tom Brennan or the hospital's bug-hunter, senior infection control nurse Andy Bear.

"Andy gets everywhere, and he's a good, jovial man, whistling all the time," said Mr Gray. Part of Mr Bear's job — lecturing on health precautions including 70 Aids talks so far this year, has helped him avoid the self-consciousness which others in the "cast" sometimes show; and he clearly goes down well."

Inevitably, the stories in Jimmy's are not always jolly. Unexpectedly, a kidney patient who had agreed to be the centre of one sub-plot, worsened and died, leaving a young widow and child. YTV was preparing to drop that thread of Jimmy's quietly, but the man's widow approved transmission of an episode which became a touching obituary.

Mr Brennan the consultant, whose life outside the hospital has been covered, thinks the programme may help prepare prospective patients for St James's. And other surgeons, said Nick Gray, approve of Jimmy's because it takes the mythology, and the frightening unknown, out of what they do.

Viewers have written in to thank Jimmy's for making it easier for relatives to overcome worries about pending operations or hospital visits. And the Leeds Eastern district health authority has been pleased to see its undoubted problems set in context; the bi-weekly procession of friendly but dedicated characters reinforces the deepest and most instinctive feelings for "our NHS".

groom; and then, after just the right pause to set you puzzling over which fact of life could be baffling him: "We was wondering if you minded confetti."

Well, life is like that; but not all the time. The shaping of the often tedious pace and lack of structure of events at the hospital to fit into two weekly slots and the evening "omnibus" repeat shown only in the YTV area (and attracting another 400,000 viewers), is the Jimmy's team's other major task.

Gray calculates the ratio of unused-to-used shots as 8:1, and researchers like Ali Rashid spend hours seeking out, and often rejecting, potential storylines.

These were crucial to the Jimmy's formula. Rather than randomly picturing the huge hospital's daily round, the cam-

MARTIN WAINWRIGHT

joins the unobtrusive team behind the success of Yorkshire's real-life soap



The eye of the fly on the wall — cameraman Alan Wilson, left, and some of the St James's Hospital staff

Falklands role for Hull research ship

THE fishery research ship *G. A. Reay*, which has been on fishery patrol duties around the Falkland Islands, has left Port Stanley and is due back in her home port of Hull on December 23. She will be replaced in the New Year by the latest addition to the port's research vessel fleet, *RV Lancellata*.

Owners J. Marr (Shipping) Ltd., said that for the charter to the Falkland Islands government *RV Lancellata* would, like *G. A. Reay*, be renamed *Falkland Right*.

Director Jim Hind said: *G. A. Reay* proved an excellent ship for the Falklands but in a number of respects *Lancellata* will be even better, especially if the Falklands government wishes to carry out a fishery research role in addition to the routine patrol activities.

"We had intended to carry out resource assessment work, at our own expense if necessary, at the end of *G. A. Reay's* mission and we have

our own fishing gear out in the Falklands. However, with a more advanced electronic fishfinding and echo-sounding installation amongst her specialised and wide-ranging facilities, *Lancellata* would be much more effective in the assessment role.

"The on-board workshops and hospital could also become increasingly valuable if the number of British vessels in the fishery rises as planned."

One of the world's biggest, best-known and best-equipped research ships, the 273 ft long, 1943 grt *Lancellata* was bought by Marr (Shipping) from the West German government earlier this year and has subsequently been engaged on fishery research off the north west of the British Isles on charter to MAFF.

Lancellata was bought primarily to continue the fishery research charters which *G. A. Reay* had been conducting in the northern hemisphere. The latter will resume this work, although most of her crew are expected to return to the Falklands with the second *Falklands Right*.

FLYDRAGGER

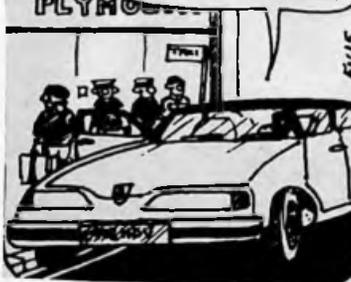
MERRY CHRISTMAS!

REMEMBER: DON'T DRINK AND FISH!

See you next year. JE

A FAST CAR AWAITS ALBERT'S ARRIVAL IN PLYMOUTH.

COME ALONG DEN, MR TREMAINE!

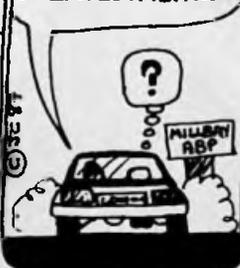


CALL ME JOE... DID YER HAVE A GOOD TRIP?... WELL GO STRAIGHT TO DE BOAT... DAT'S RIGHT, IT'S NOT FAR. BY DE WAY, DO YOU LIKE PAELLA?..

PAELLA??



DAT'S RIGHT,..WELL DEY COOK IT A LOT ON BOARD,.. SO IT'S LIKE, A CONDITION OF EMPLOYMENT..



WELL, HERE WE ARE...

WILL ALBERT EVER GET TO SEA?

18.12.87

'Shackleton' steams south



LORD SHACKLETON is now about half way through her south bound passage to the Falklands where she will pick up her licence to fish for the first season of 1988.

The former Boyd Line freezer, *Arctic Freebooter*, set off from Hull at the end of November and is expected to arrive at her destination before the New Year.

She is being operated in a joint venture between Witte Boyd of Hull and the Falklands company Stanley Fisheries — making her the first Falklands registered fishing vessel.

The number of licences issued by the Falklands office for the first 1988 season has not yet been confirmed but is expected to be less than this year's. Licences to fish the valuable *Loligo* squid stocks have been particularly restricted for conservation reasons.

A number of UK companies are believed to have licences including Witte Boyd, Marr (Falklands), the Hughes Food Group and Caley.

Spokesmen from both Marr and Witte Boyd say they are disappointed at the cut back in licences to UK firms since they have invested heavily in the Falklands fisheries (*Fishing News*, November 20).

Lord Shackleton and *Vestraal*, which is also registered in the Falklands, have to pay huge licence fees to fish the area.

Britain in dock over fishing ban

A DECISION by the Government to redefine part of the UK coastline has landed Britain in hot water in Brussels. The European Commission announced yesterday that it was starting legal proceedings against Britain for forcing French and Belgian trawlers out of traditional fishing grounds off the Kent coast in October.

The incident caused a two-day blockade of Channel ports by French fishermen, who claimed that the UK Government was contravening the EC fisheries policy.

The British Government has since agreed to allow Continental trawlers to use the disputed wa-

From John Lichfield
in Strasbourg

ters until negotiations with the French, Belgian and German governments are concluded. But, during a fisheries debate at the European Parliament in Strasbourg yesterday, the EC fisheries Commissioner, Antonio Cardoso e Cunha, announced that Brussels was starting legal proceedings against the British government for infringing the 1983 European Fisheries Policy.

The dispute arises from the Territorial Seas Act 1987 which, among other things, alters the legal definition of the UK coastline

to embrace offshore sandbanks exposed at low tide. In the Goodwin Sands off the Thames Estuary this has pushed the legally defined English coast eight miles out to sea. The government argues that this should mean that the six-mile fishing limit, agreed under the EC policy, should also move eight miles further out into the Channel.

■ PORT STANLEY — Japan has won the lion's share of 1988 fishing licences allocated by the Falkland Islands under a share-out expected to earn the government £13.5m, plus an additional £10m from joint ventures with local and foreign catchers, **Reuter** reports.

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

KAREN HANNAH:

A Hull fishing company have been showing off their latest vessel which has helped them win a Government contract to patrol the fishing grounds around the Falkland Islands. Marris say the ship, Falklands Right, formerly the Lansella will be setting off early in the New Year for the South Atlantic where it will mainly be used as a support vessel to the main fishing fleet. Marris spokesman Graham Botterell says he believes the vessel itself may have helped to swing the contract their way.

GRAHAM BOTTERELL:

The Falkland Island Government were looking for a second patrol vessel, we tendered for that contract and luckily we've obtained it for the next two years. Having been a German fishery research ship she is able to go in the middle of a fishing fleet, she's able to find fish. She also is equipped..very well equipped with a hospital and a fully equipped operating theatre for any emergencies that might happen in the fleet at sea. I'm sure all the added assets that the ship's got must have been taken into account.

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For : BROAD STREET ASSOCIATES

STEVE PERRETT

Prog: NEWS

Service : IR VIKING

Serial: 127409/RC

Date: 17.12.87. Time: 0700 Duration: 1minute.

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THE BROADCAST REPORTING SERVICE

REPORT

CLARE MORROW:

The Falkland Islands Government has been defending its decision to offer fewer fishing licences to Humberside firms for the coming season's South Atlantic fishing. Three companies from the County, Boydline, Marrs and Hughes Foods had been hoping to expand their Falklands squid fishing operations, but the Falklands Authorities say they've decided to offer fewer licences this year to crack down on over fishing in the area. Falkland Government representative Louis Clifton says the measures are necessary to conserve fish stocks.

LOUIS CLIFTON:

The Falklands Islands fishing grounds have been opened up for some time. It's only in the last 12 months since the introduction of the Falklands Islands Conservation and Management zone, so... we have actually been able to successfully manage it and to offer licences for fishing in the zone and that is in itself ..has reduced a number of vessels that would normally have fished that region.

The Humberside based companies are not the only people particularly affected at this time.

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For : BROAD STREET ASSOCIATES STEVEN PERRETT

Prog: NEWSTIME Service : BBC HUMBERSIDE Serial: 127397/RC

Date: 17.12.87. Time: 1700 Duration: 1minute10seconds.



47 Gray's Inn Road, London WC1X 8PR Telephone: 01-405 7151 TELEX 27688

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

RECEIVED 29 DEC 1987

SHIP PREPARES TO SAIL:

For : BROAD STREET ASSOCIATES STEVEN PERRETT

Prog: HUMBERSIDE TODAY Service : BBC HUMBERSIDE Serial: 127396/RC

Date: 16.12.87. Time: 1700 Duration: 3minutes30seconds.



47 Gray's Inn Road, London WC1X 8PR Telephone: 01-405 7151 TELEX 27688

JONATHAN COWEPP:

A Humberside ship is preparing to set sail for the Falkland Islands as a fisheries patrol vessel. The research ship, Lansella, has been renamed the Falklands Right by the Hull fishing company Marrs and will be used to police the island's fishing grounds. They'll be used to check on the number of foreign ships in the area and provide cover for medical emergencies. Marr's Chairman Alan Marr told Derek McGill more about the venture.

ALAN MARR:

We bought the vessel from the German Government, it was their research vessel, the Walter Herring and it had a long history of successful exploration work in the hands of the German Government. We bought the ship and we renamed her Lansella and since then we have obtained a charter to replace one of our other vessels in the Falkland Islands and we've now renamed her the Falkland Right. The vessel she replaces will be returning on the 23rd of December and this ship should leave on the 3rd of January.

DEREK MCGILL:

So what kind of duties will it be doing in the Falklands?

A.M.:

Well along with the Falklands Desire, which is another of our vessels, who was the Southella, she will be operating the fishery patrol service which is a service operated by two ships within the 150 mile exclusive zone that was set up there, I think it was last year and they...their task is to patrol the fishing grounds and to take note of what the other fishing boats are doing, to collect information and where necessary to help with such things as medical problems that occur from time to time and repairs and these sort of things.

D.M.:

Will it be your own crews that actually man the vessels in the Falklands then?

A.M.:

We do in fact carry two fishery patrol..fishery officers on board who are employed by the Fisheries Director for the Falkland Islands.

D.M.:

Is the work at all dangerous, do you often see (word unclear) for the vessels something like that?

A.M.:

No, no up to now the operation has been welcomed I'm pleased to say by the operators of fishing vessels in this area. We're really concerned about the other fishing problems, so the introduction of these vessels has been something that they actually have wanted and it's worked very well, we've had no incidents, we've had no problems with weather, obviously the weather is very similar to the sort of weather we're used to in the North Atlantic, so there's nothing unusual for us. I mean it might seem a bit rough for some people but for our people it's no problem.

J.C.:

So long as their people have got their woolly underwear on. That's Alan Marr, Chairman of the Marr's Company in Hull talking about the role that the Falklands Right ship is going to be playing down there in the South Atlantic. Our reporter was Derek McGill.

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TELLEX REPORT

THE BROADCAST REPORTING SERVICE

United Nations - News Summary

16 December 1987

ANTARCTIC The Assembly on 1 December called on countries which are party to the Antarctic Treaty to exclude South Africa from their meetings, and to invite the Secretary-General or his representative to such meetings. It said the Antarctic Treaty Consultative Parties should discontinue negotiations on a minerals regime for that region until all members of the international community could take part fully. Members of the Treaty, most of whom did not take part in the voting, argued in the Committee that they did not seek advantages over the rest of the international community.

For: DRUG STORE SERVICES

STEVEN BENNETT

Prog: NEWSLINE

Service:

BBC HAMBURSTE

Serial: 127151/R4

Date: 16.12.87

Time: 1300

Duration:

1 hour

TELLEX
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TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

CHARLES LEVITT:

Humberside trawler firms will learn this afternoon how many licences they're to be allocated for fishing at the Falklands in 1988. The answers could well decide whether or not they continue with ambitious plans to develop fisheries in the South Atlantic which would already provide around 100 jobs for former Humberside fishermen. Mike Fennell reports.

MIKE FENNELL:

The Humberside firms already know there are likely to be severe cuts, more than a third in the case of the biggest local operators J. Marr and Sons. Companies were given until December 4th to protest against the initial allocation of licences and these protests have now been considered by the Falkland Island's Administration. It's known that several British firms have already sent strong protests to the Falklands and to the Foreign Office in London. Some of them feel that if the size of operations they'll be allowed to conduct in the Falklands is too small it won't justify setting up a full scale venture.

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For : BROAD STREET ASSOCIATES

STEVEN PERRETT

Prog: NEWSTIME

Service : BBC HUMBERSIDE

Serial: 127351/RC

Date: 16.12.87. Time: 1300 Duration: 1minute.

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Duchess wins her wings

The Duchess of York won her helicopter "wings" yesterday — and was praised by Prince Andrew for her guts and determination.

Her husband who flew Royal Navy helicopters during the Falklands war, said: "I am constantly surprised by her."

For the Duchess, yesterday's "wings" presentation at RAF Benson, Oxfordshire, fulfilled the pledge made on the eve of her wedding when she said of Prince Andrew: "Flying is his life and I want to be part of his life."

The Duchess, who was making history as the first member of the Royal Family to hold a private helicopter pilot's licence, clocked up 43 hours flying in the Air Hanson Bell Jet Ranger helicopter.

She completed her £8,000 training course — a wedding gift from Lord Hanson of Hanson Trust — last Wednesday.

Her first solo flight was on November 12.



Truth tells

Sir. — Your leader comment, A preface and a postscript (Guardian, December 10) misses the point.

Many "traditionalist" churchmen are full of admiration for the moral authority and integrity displayed by Dr Runcie on political and social issues such as the Falklands memorial service.

It is the decline of the parish, of the proselytising functions of clergy, of this traditional liturgy that causes concern.

The replacement of revealed truth and Christian doctrine with the "sloppy" democracy of synodical government is the real issue. Dr Runcie is unfortunate in that he is seen to be presiding over this decline.

Those of us who know him and who he has taught and guided will know that whatever the deeper reasons for his tragic death, Dr Bennett did not die in vain if he highlighted this crisis in the church he loved.

Stephen Colloff.
19 Revell Road,
Kingston-upon-Thames.

To be honest, I had cold feet at first. What was more, incarcerated like Jonah inside the thundering belly of the Hercules; a massive, lurching transport aircraft the size and proportions of a sperm whale, I had the unpleasant sensation that I was about to go deaf. In the cockpit one of the three pilots, codename Rat, took off his headphones and mouthed something at me.

Look down there, Phantom, another pilot, signalled. Beneath, in the vast blue waters of Drake Passage, a tiny white blob the size of an ice cube sailed beneath us. Behind it more white specks appeared, until the sea was covered with them. In the distance loomed a wall of ice, and behind that a brilliant white expanse as far as the eye could see. 'Antarctica,' Secret, the third pilot, yelled into my balaclava.

Antarctica, as you might imagine, is not the easiest place to get to. When the Chilean air force invited me to visit their Antarctic base, Teniente Marsh, on King George Island (part of the South Shetland Islands, just north of the Antarctic peninsula) they could not guarantee that I would get there – nor, for that matter, that they could get me back again. Antarctic weather waits for no man.

The Teniente Marsh base is one of 57 scientific stations being manned by a total of 18 nations on the Antarctic continent but, because of its relatively close geographical proximity to the South American mainland (it took us just two and a half hours from Punta Arenas in Chile), it differs from the rest in a number of ways.

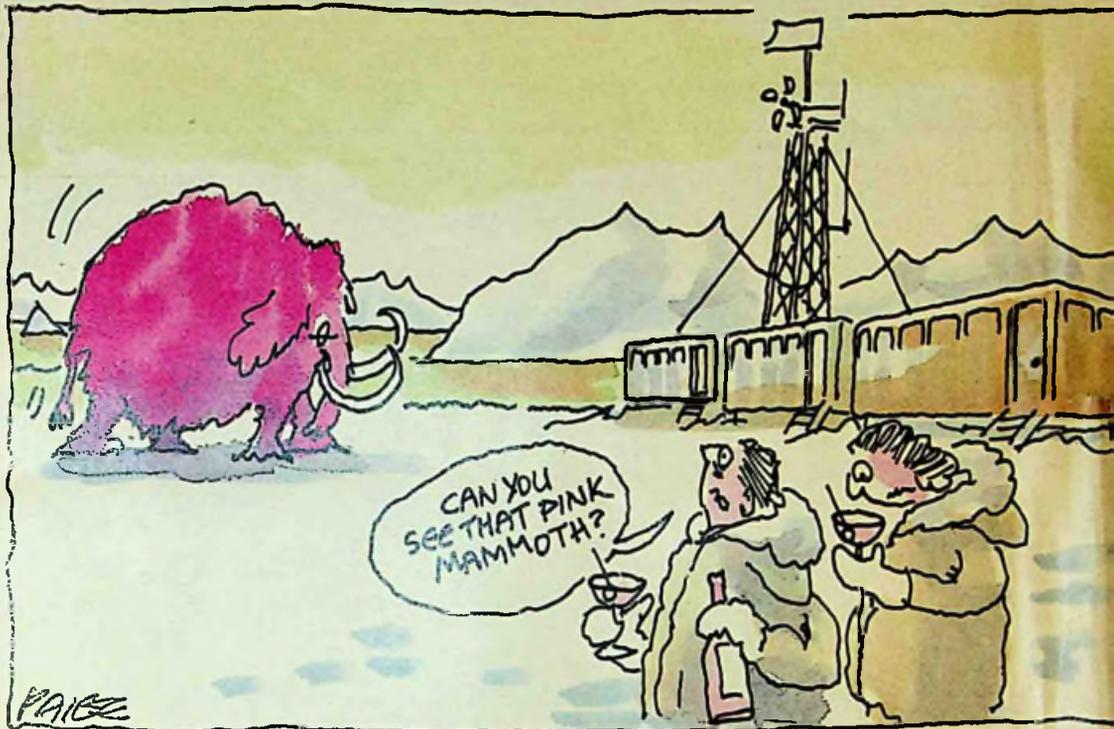
There are no boffin hovels here; instead, the proudly named 'Villa Las Estrellas', a shiny new collection of Portakabins with all mod cons, in which base personnel live under the civilising influence of their wives and children. In addition to meteorological stations and aircraft depots, there is a school, a clinic, a post office, a bank and even a greengrocer's. And, in March, a long single-storied bungalow usually occupied by visiting scientists, metamorphoses into none other than the Polar Star Hotel.

I stepped out on to the runway to sniff my first breath of Antarctic air. 'Cooee, Ka-a-tie!' 'Yoo-ho.' Not one but two friends popped out of the Hercules behind me – Sandra Leche, an English horticulturalist, and behind her, peering through an immense amount of New Testament hair, Patricio Goycoolea, a Chilean photographer. 'Cool place, no?' he asked. This was not all. From the cavernous bowels of the Hercules, a strange assortment of people were now emerging, two by two, like out of an airborne Noah's Ark.

Rat, Phantom and Secret handed me over to their *compadres* Hawker, Mystery and Spirit, who in turn introduced me to Belugar, the Comandante of the base, otherwise known as Juan Bastias. Belugar was small and rotund, exuding benevolence like a young Father Christmas. 'Welcome to Antarctica,' he said, embracing me South American-style like a long-lost friend. 'Tonight we have surprise for you. A barbecue!'

Al fresco barbecues are not so much entertainment for Chileans as a national mania, so when they set their minds to it, incidentals like sub-zero temperatures are blithely disregarded. Cooking steaks over an old petrol barrel at the dead of night in Antarctica soon became very *al*

A real cool place



Hold a barbecue party in Antarctica and you give a whole new meaning to the concept of *al fresco* entertainment

fresco indeed. Overhead hung a roseate moon, illuminating on one side an iceberg-filled sea, on the other the hangar, barbecue-scented smoke now billowing dramatically from its rafters.

Inside, towering to the ceiling in neatly stacked columns, was a year's supply of rice and pasta, and squeezed in between them a long wooden trestle table groaning with frosty food and drink. Gently flambéing as many of my extremities as possible over the embers in the petrol barrel, I wondered how it was that the Chilean air force didn't seem to feel the cold.

'Not cold are you?' asked Hawker solicitously. 'N-n-not me.' 'Fantastico! It's not quite the same as the barbecues we have back home, but we do our best.'

There is nothing like starting as you mean to go on. At Teniente Marsh this required an unusual amount of stamina. During the day I became an unashamedly gleeful tourist. I bought souvenirs, wrote postcards, had my picture taken under a signpost saying London 13,619 kms. I

zipped about in helicopters, landed on glaciers in Twin Otter aeroplanes and rumbled off to penguin colonies in amphibious tanks.

In the evenings I went to parties. There were cocktail parties, wine and cheese parties, welcoming dinners, farewell dinners, diploma-giving ceremonies and sing-songs. And, for a continent which has no indigenous inhabitants, my week in Antarctica was nothing if not cosmopolitan. In fact, by my last day, there seemed to be only one nationality still absent from my list.

I had seen one Russian, but only from a distance: an unmistakable if alarming figure striding past my window one morning in jackboots and a fur hat, the rest of him swathed in brown leather. Ever since that moment I had longed to meet one, and when Belugar offered to take Sandra and me to their base, I jumped at the chance.

Martianov and Alexei, Comandante and Deputy Comandante of the Bellingschausen base, were 'at home', smiling and serving coffee and vodka out of chipped china cups. Belugar and Martianov spoke together in stilted German. Sandra and I used a mixture of English and semaphore, aided by a remarkable 30s Russian-English dictionary. There was little fluency to the conversation, but the language of Antarctica, I was beginning to learn, relies mostly on effort and goodwill.

When we got up to go, Martianov said something in German that I did not understand. Belugar translated. 'He says you must not leave yet; he is asking if you would like to stay to dinner?' 'I'm afraid we're going to a party tonight,' we replied. And then, on a sudden thought, 'but why don't you come too?' **YOU**

REPORT BY KATIE HICKMAN

ILLUSTRATION BY NIGEL PAIGE



Inside GIBRALTAR

The Rock loses its colossus

FRANCIS CANTOS reports

ON THE Iberian Peninsula, 40 years is not such a long time in politics. Franco managed the feat by force and, ironically, helped Joshua Hassan to emulate him — with the difference that Hassan, who has just stepped down as Gibraltar's Chief Minister, had his people's support.

Three square miles and with a population of 25,000, the Rock of Gibraltar juts out majestically at the tip of the flat Andalusian landscape. When Franco, who saw it as a symbol of British dominance, set out to recapture it for his country, he failed miserably — despite an economic blockade that was not lifted until 1980. The Gibraltarians, under the leadership of the Jewish lawyer Hassan, were steadfast in their determination to remain British.

It was ironic that the Spanish question should have proved such a winner for Hassan, who had launched his political career by opposing "British imperialism" during the war years. But such contradictions have littered his career. It is his ability to come out on top after countless detours that has been the secret of his political survival.

Only this week the socialist leader of the Opposition, the trade unionist Joe Bossano, called him a Houdini. "Tie him up in chains and drop him into the Med and he will float back again," he said.

SIR JOSHUA, a QC who was sknighted in 1963, has resigned because he wants to write and to spend more time with his young family — he has two daughters by his second wife Marcelle. This gives Bossano his chance.

As head of the Socialist Labour party and an influential trade unionist, Bossano virtually controls the industrial labour force. He has a reputation as a shrewd negotiator but is never shy to recommend industrial action. Any industrial unrest is blamed on Hassan's "anti-union" Government.

Elections to Gibraltar's 15-strong House of Assembly — held by Sir Joshua's Association for the Advancement of Civil Rights party with a majority of one — are held every four years. Half-way through each of his terms Sir Joshua has enjoyed little popularity, with complaints about high taxes and poor social services. Yet at elections he has always topped the polls. The only explanation is that when it comes to the problems that matter, those to do with Spain, "Hassan knows best".

Sir Joshua's resignation comes at a critical time for Gibraltar, whose people have been given the right to veto an Anglo-Spanish agreement allowing joint use of the colony's airport. Gibraltarians are inclined to reject the deal, but the price would be exclusion from the new EEC cheap-air fares package and the economic benefits that would go with it.

In the streets of Gibraltar there is a feeling that this is

the wrong time for Hassan to go. Shopkeeper Joseph Zammit recalls that when he worked for the Royal Navy dockyard as a young man "We all used to go to Hassan, the clever young lawyer, with any problems we had with the bosses." But he adds: "It is very sad to see him go, particularly now that we have a big problem on our hands."

A young Gibraltarian lawyer, Tony Lombard, says of Sir Joshua's resignation: "I was stunned. It is the wrong time for him to go at this very decisive period in our history."

Sir Joshua headed a strong "no concessions" lobby over the airport deal, and is pleased that in its final form it allows Spain use, not joint control, of its facilities. In now selling the idea that the agreement is not that bad after all, he is clearly laying the groundwork for his choice of successor, party deputy Adolfo Canepa.

Canepa, a former school-teacher in his mid-40s, has a reputation for hard work and political honesty. Known as the only Minister "who hasn't made money", he has been seen as the number two for so long that people doubt whether he has the necessary charisma for leadership. Many think Hassan has stepped down now to give Canepa a chance to prove himself as a leader between now and the expected elections in January.

Negotiations between Sir Geoffrey Howe and his Spanish counterpart, Francisco Ordoñez, over the airport question were not without their spin-offs. No doubt in an effort to claim a victory for diplomatic understanding they dug into the dusty files and came up with the idea of restoring maritime links between the Rock and the Spanish port of Algeciras — a mere 20 minutes away by car through the now open frontier.

IN THE old days, before Franco turned nasty and withdrew the ferry service, it brought in hundreds of Spanish workers in the morning and took them back home in the evening.

But that was over 20 years ago. In their eagerness, the Ministers seem to have forgotten that most of those ferry users have either passed away or are on fat British pensions which go a long way on the other side of the fence; they can all afford cars now.

The Ministers also agreed in London last week to minimise delays in crossing the frontier. Cars going in and out of Spain can sometimes be held up for hours as each vehicle goes through rigorous immigration and customs checks. Gibraltarians note that it is always when high-level diplomatic exchanges are taking place that the going gets particularly tough.

The Ministers have agreed to put a stop to all this nonsense. Unfortunately, the Spanish spirit of co-operation has yet to filter through to their border guards... the queues are growing longer rather than shorter.



Guernsey Evening
Press & Star

11 December 1987

Sir Charles and Lady Frossard arriving at the airport on their return from the Falklands.

(2968/2/87)

Link with Falklands will continue says Sir Charles

THE Bailiff, Sir Charles Frossard, returned from summer in the Falklands yesterday – but the welcome had been warmer than the weather.

'It was warmer than here,' said Sir Charles as he and Lady Frossard arrived at a windswept and almost freezing Guernsey airport, 'but you didn't go around in your shirtsleeves'.

The Falklanders were 'very welcoming indeed', and very appreciative of the island's contribution

towards the cost of the sheltered accommodation built adjacent to Port Stanley's rebuilt hospital.

This was reflected by Sir Charles being asked, to his surprise, to unveil the commemorative plaque jointly with Sir Jack Hayward who contributed the major portion of the cost.

Sir Charles did not see a single tree during his stay in the Falklands, but found the blueness of the sea and sky similar to home, and found similarities between both the islands and the islanders and Guernsey and its people.

While he thought the distances involved and the cost of travel would restrict visits between Guernsey and the Falklands, the

Bailiff hopes to see the links established continuing.

The Bailiff revealed that the curator of a museum being started in the Falklands has been invited to Guernsey to see our museums, and how the islands' common experience of occupation and evacuation have been treated in them.

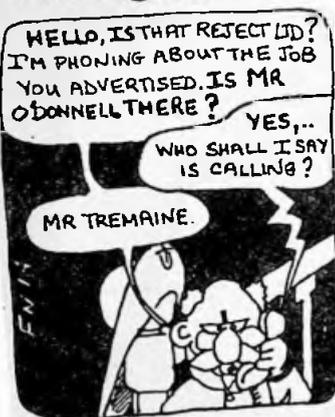
Fishing News

11.12.87

The Gibraltar Triangle

FLYDRAGGER

WRITTEN COMPLAINTS 2 - APPRAISALS 0 (IS THERE ANYBODY OUT THERE?)



PARLIAMENT AND POLITICS

Thatcher wields statistics in angry NHS cash battle

MRS THATCHER was accused of "incurable complacency" and "untreatable arrogance" during further heated exchanges with the Opposition over the National Health Service in the Commons yesterday.

Well armed with statistics, the Prime Minister rejected the view of the Royal College of Physicians, the Royal College of Surgeons and the Royal College of Obstetricians and Gynaecologists that the NHS is in a state of crisis.

Angry shouts

Labour MPs shouted angrily when she reeled off statistics of increased Government spending on health care, and highlighted the increase in the number of patients being treated.

"They cannot bear it because this Government has a far better record than they ever had," Mrs Thatcher retorted.

Mr GEORGE FOULKES, a Labour foreign affairs spokesman, provoked a roar of protest when he shouted: "You are like a Pakistani umpire" at the Speaker, Mr Weatherill, who was trying to quell the din so

**By William Weekes
Parliamentary Staff**

that Mrs Thatcher could be heard. He withdrew the remark.

Another Labour MP, Mr DAVID NEILLIST (Coventry, SE), protested bitterly that Mrs Thatcher did not care about the NHS because, unlike many other families, she could buy her health and that of her children.

Mr KINNOCK said the Royal Colleges, in an "unprecedented" statement, had spoken of the "deep financial crisis" in the NHS.

"In the 40 years' history of the NHS, the Presidents of the Royal Colleges have never felt it necessary to speak to any government in the terms in which they have spoken to your government," he said.

"When the President of the Royal College of Surgeons can say managers are telling surgeons to do less work to balance the books, do you not recognise your responsibility for setting lives against sums?"

Rejecting the strictures, Mrs THATCHER said that never before had so many patients been treated and never before had so many heart bypass operations and hip replacements been performed.

More cataract operations were being carried out and more kidney transplants and

open heart surgery, Mrs Thatcher went on.

Spending on family practitioner services had gone up by 43 per cent in real terms since Labour left office in 1979. Hospital and community services had gone up by 26 per cent, with a 42 per cent rise in capital spending, she said.

Mr KINNOCK: "Your rejection of the advice of the presidents of the Royal colleges is further evidence that you are suffering from incurable complacency as well as untreatable arrogance, in these matters as well as many others."

'Spending less'

Mr Kinnock quoted Sir Raymond Hoffenberg, President of the Royal College of Physicians, who had said: "We all know we will be hit by all the statistics, but the basic fact is that we are spending less on our health service than any developed European country."

He had added that the NHS had once been the envy of the world, but the Government was trying to run it too cheaply.

Mr Kinnock went on: "When the presidents are saying that, in spite of the efforts of doctors, nurses and other hospital staff, patient care is deteriorating, acute hospital services have almost reached breaking point and morale is depressingly low, do you not think that is a crisis?"



Mr Foulkes: Speaker like a Pakistani umpire.

Mrs THATCHER: "No. Had you been listening to the figures, I should have thought you would have commended the health service for the excellent work it is doing."

The Government had increased the proportion of gross national product spent on the NHS from 4.8 per cent under the last Labour government to 5.5 per cent now, and the GNP had risen, she said.

The Gibraltar triangle

TINY remnants of Britain's colonial past, like the Falklands and Gibraltar, have managed to attract an amount of attention wholly disproportionate to their real importance to the UK's national interests.

The future of the Falklands, though temporarily dormant as an issue, remains unresolved. Gibraltar, on the other hand, has recently resurfaced as a serious irritant in Britain's relations with Spain. Gibraltar's fears for its future and Spain's demand for tangible progress towards solving its historic claim to the Rock, delayed and almost sabotaged the new European deal on liberalising air fares and routes. That was averted, but the solution now found threatens a new crisis between Britain and her colony.

The resignation yesterday of Sir Joshua Hassan, Gibraltar's Chief Minister, opens up the possibility of a less pragmatic and more isolationist leadership, which could damage Anglo-Spanish relations if not delicately handled by all concerned.

No one can criticise Sir Joshua for seeking to bow out at this stage. He is 72-years-old, has been in politics for over 40 years and has long made no secret of his desire to retire: Elections are due within the next two months and it would be unrealistic to expect him to serve another full term. Nevertheless, his resignation will create a vacuum and seems likely to pave the way for Mr Joe Bossano, leader of the opposition Socialist Party, to become Chief Minister. Mr Bossano has built his political career on a firm refusal to have anything to do with Spain and on the now outdated belief that Gibraltar is owed a living by the UK.

Colonial outpost

Not surprisingly the British Government relied on Sir Joshua to be a moderating force and nudge Gibraltarians away from their fears of being absorbed by Spain, which Franco's blockade had encouraged. Grudgingly, but realistically, he went along with the tortuous Anglo-Spanish diplomatic efforts to reach an understanding that was finally shaped in the 1984 Brussels Agreement. This agreement for the first time publicly conceded the principle of discussing Spain's claim to sovereignty.

Although Britain reiterated its commitment to respect the wishes of the 30,000 inhabitants on the Rock, the clear implica-

tion for Gibraltarians was that their future interests lay not in remaining an isolated colonial outpost but in a much closer relationship with Spain. This process of integration began with the opening of the frontier that followed the Brussels Agreement, and has proceeded apace with considerable benefits flowing from a boom in tourism and the service industries, which has in turn offset the run-down in the old dockyards.

Spain showed commendable patience in its dealings over Gibraltar until European air fares came up for deregulation last year. Madrid then used the occasion to press for joint use of the airport (built on an isthmus, separately disputed, between the Rock and the mainland). Britain went as far as it could to accommodate the Gibraltarians without prejudicing the operations of the European Community machinery and its relations with Spain.

National interests

But last week's agreement with Spain for joint use of the airport has been bitterly opposed in Gibraltar, and Sir Joshua himself had expressed reservations. Gibraltarians have been given the right to exclude themselves from the air deal, and the pros and cons of doing so will be the main issue in the forthcoming elections. If the deal is rejected, the Spaniards will be denied joint use of the airport - which they do not especially want for anything other than political reasons. But Gibraltar will lose substantial benefits accruing from the European air agreement - direct benefits in the form of cheaper air fares, indirect in the development of tourism and financial services.

Clearly the Gibraltarians are entitled to make the latter choice, as they are entitled to insist on retaining British sovereignty. What they cannot expect is to be compensated for their resulting impoverishment at the expense of the UK taxpayer. As the people of Hong Kong could tell them, there are in practice limits to the demands that small and far-flung populations can make on the resources of a middle-sized European power with much more pressing national and regional interests to consider. And the people of Hong Kong, far more numerous than the people of Gibraltar, face a much more uncertain destiny in China than anything remotely to be feared from Spain.

Malvinas yomping

Falklands: The Secret Plot, by three Argentinian journalists, went into 17 editions in their own country. It appears in English in an appalling translation. No British propaganda could be more damning to the reputation of Galtieri and his colleagues.

Galtieri is described as a mediocre officer of little brain, fuelled by whisky and messianic aspirations, "uncivilized, rudimentary". Throughout the conflict strategy was distorted by the empire-building rivalry between Galtieri and the ambitious chiefs of the Argentinian navy and air force. The junta did not believe Britain would make more than a symbolic military response, and had no plan of what to do with the Falklands once they had taken them.

Galtieri counted on America backing him up, because Reagan relied on Argentinian support for US interventions in Central America. Dismayingly, Reagan's friendship with Mrs Thatcher proved more pressing. If Britain were humiliated, Mrs Thatcher might fall, and Reagan would lose an essential ally. But

**Victoria
Glendinning**

**FALKLANDS:
The Secret Plot**
By Cardoso, Kirschbaum
& van der Kooy
Preston, £7.50

**THE LAND THAT
LOST ITS HEROES**
By Jimmy Burns
Bloomsbury, £5.95

Reagan did not want to alienate permanently so useful a client-state as Argentina; the US administration was a little thrown by Thatcher's lack of enthusiasm for any of the competing diplomatic solutions put forward by Haig, Kirkpatrick, and the Peruvians.

The authors have some interesting points to make about the rhetoric elicited by the conflict — the terms "our boys" and "paramount", annexed for the duration by Thatcher, and the Third-World oratory adopted by Galtieri — completely at variance with his usual "Western and Christian" postures —

when he was driven to seek help from Cuba. Jimmy Burns in *The Land That Lost Its Heroes* calls the three journalists' book "easily the best-researched and least biased account of the diplomatic and military aspects of the war to be written by Argentinians".

Burns's own well-written book provides more historical background, and continues the story into Alfonsin's regime. He has a very low opinion of British intelligence and diplomacy in the lead-up to the invasion. He details, as the others do not, the extraordinary Libyan connection. Even though he was helping Galtieri's enemies in Central America, Gaddafi provided arms for the Argentinians. Thatcher knew it, but made no fuss because of our own profitable trade links, including arms contracts, with Libya — though she did persuade France not to sell Exocets to Libya, which could have been sold on to Argentina. But all this may explain why she was so ready to cooperate with Reagan over the bombing of Tripoli. None of the national leaders comes out of these hideous events smelling of roses.

A preface and a postscript

Precisely what drove Dr Gareth Bennett, author of the anonymous preface in Crockford's, to take his own life may never be known. Now that the affair has come to this tragic conclusion, it might be preferable to say: a man has lost his life because of it, we should take it no further. But that cannot be done when, even so soon after his death, there is such rewriting of history. Yesterday's Daily Telegraph contained an anguished outburst from Dr William Oddie, one of Dr Runcie's most ubiquitous critics. "His death" wrote Dr Oddie, echoing one of the persistent themes of Dr Bennett's preface, "was the product of a terrible and loveless rejection; a rejection which in less finally tragic ways has been felt by many others who have spoken out against current tendencies in the Church." No one who read the preface could honestly believe that Dr Runcie was its target. "Rather it is a profound, intellectually impressive analysis of what is wrong with the Church as a whole. It is a portrait of a Church whose unrepresentative leaders have turned against scripture and tradition as their chief guides..." That the preface should instead have been interpreted as a personal attack on Dr Runcie reflected, according to this analysis, a deliberate tactic on the part of the liberal establishment to distract attention from Dr Bennett's deeper purposes, and to concentrate instead on the

"comparatively insignificant" portion which dealt direct with Dr Runcie.

Perhaps grief has dulled Dr Oddie's recollection. For it has to be said that this account is a travesty of what actually occurred only a week ago. It was the Telegraph itself which accorded the greatest front page coverage to the Crockford's preface last Thursday, under headlines reading: "Leadership of Dr Runcie is attacked: weakness criticised by Church directory." Close behind came The Times, with the headline: "Crockford's article savages Runcie's style." The Daily Mail ran a page one story headed "Runcie blast from the enemy within", while the Sun gave most of a page to a report headed "The Archwimp of Canterbury", with a subordinate story claiming that "blundering Dr Runcie" had dropped "more clangers than a bellringer".

These newspapers are not the voice of the liberal establishment. They are among Dr Runcie's fiercest critics. Most have yet to forget or forgive his conduct of the Falklands memorial service, when by remembering the Argentine war dead as well as our own he so offended Mrs Thatcher and much of the Conservative Party. It was, in other words, Conservative opponents of the present church establishment, not its defenders, who were most active, for all-too-obvious reasons, in targeting Dr Runcie when the Crockford's preface appeared.

A central purpose of this exercise, harnessing the forces of reliable Thatcherite workhorses, and generally presumed by its participants to be speaking for the instincts of Mrs Thatcher herself, is to break the perceived dominance of "unrepresentative leaders" who have failed to lay down the sort of tough moral line preached by one of the great present-day favourites of the ecclesiastical right, the Chief Rabbi. The anguish is great because Dr Runcie and his colleagues are believed to be so benightedly in error. "Dr Bennett" said Mr John Gummer, Conservative minister and a leading Synod scourge of liberalism, yesterday, "tried to understand what God wanted". Can he never for a moment allow that Dr Runcie, Dr Habgood and their liberal colleagues might, in their fallible way, be trying to do the same?

Speak up

I FOUND Lesley Abdela's Wednesday Interview (December 2) with Baroness Young most enlightening. I was particularly intrigued by Lady Young's revealing remark, referring to her membership of the Cabinet at the time of the Falklands War: "Clearly, to sit at the top table and hear major policy decisions being talked about was extraordinarily interesting."

I can see no point in Baroness Young, or any other woman, being on Marks & Spencer's board, or any other board, if she is just going to sit there *listening*. With one or two very obvious exceptions, women are in the main, the quiet majority. Because of the different demands made upon us by society, we view life from a different perspective to men. We badly need women in public life — in politics, in parliament, in the business world, and wherever possible — to speak out on our behalves.

Kathleen Bailey,
Bucks.

Praises we should not sing

Sir. — The letter from the Rev George Mitchell (December 8) appears, appropriately, with articles about education, the NHS, young people increasingly driven into homelessness, and the latest attempts by this Government to smother any voice of opposition or criticism.

Mr Mitchell expresses the feelings of many of us within and without the Church about the tyrannical hold of Mrs Thatcher and her fellow-travelers. The admiration felt by some for the Prime Minister's qualities of determination and courage seems to have blinded them to the mean spirit that motivates her Government's policies. As Melanie Phillips so aptly puts it, a good proportion of our population is clearly being labelled as "surplus to requirements".

As the parish priest of a large housing estate, I meet many of these "surplus" citizens because we share some of the same problems that the Church report, Faith in the City, identified.

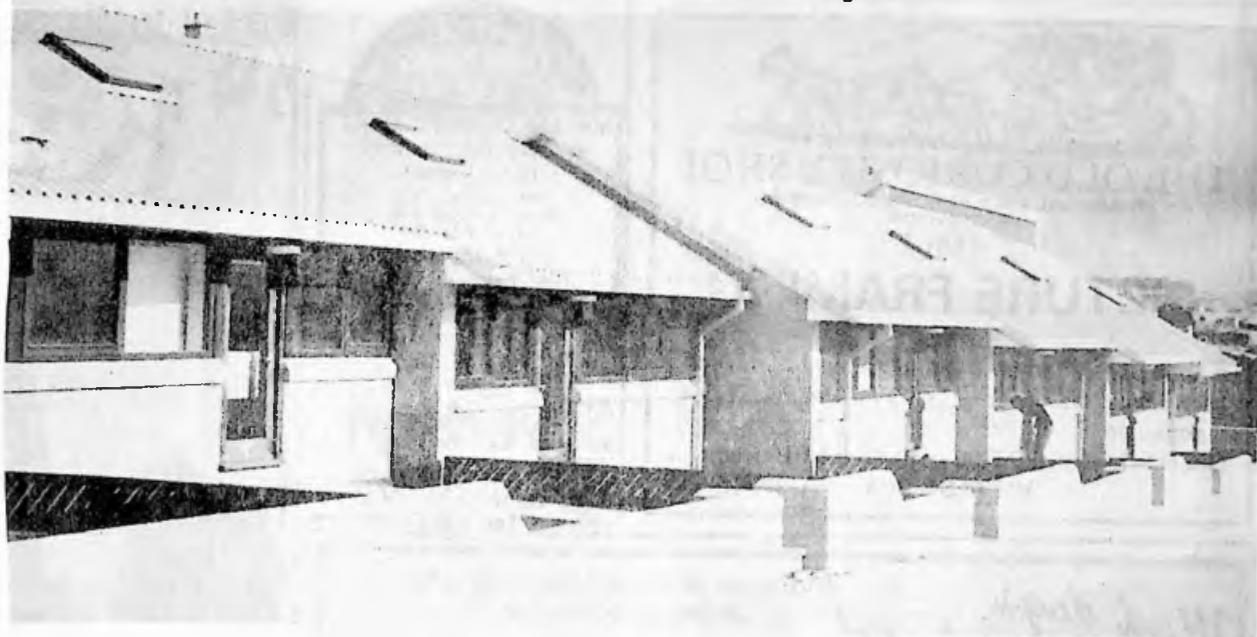
There have been a few squeaks of protest from the Church's leadership — from

Archbishop Runcie's Falklands memorial service onwards — but there seems to be little sustained interest in mounting an all-out attack on the hallmarks of current Toryism: the greedy obsession with profit at the expense of service to the community, and the setting up of a senior civil servant to be economical with the truth in one court of law after another in an attempt to cover up treasonable activities against a former government.

I suspect that the Church itself is so seduced by Mrs Thatcher's spirit of profit that it has forgotten how to speak as an authentic prophet, with the personal sacrifice and danger such a role entails.

I have written to Mr Mitchell to inquire whether he wishes to establish a movement of Christian protest against this Government's policies. In the near total absence of any political opposition in Parliament, something needs to be done before it is too late. — Yours sincerely,
(Rev) D. W. Cooling.
St David's Rectory,
Bettws,
Newport, Gwent.

Falklands residents thrilled with their new 'Guernsey' homes



from Tim Earl
in the Falklands

Falkland islanders are overjoyed with the sheltered accommodation paid for by Guernsey and philanthropist Sir Jack Hayward.

Speaking after the official opening of the homes, which cost more than £1m., Lt-Governor Gordon Jewkes said that the residents are thrilled with them.

The running costs, unlike those of the rest of Port Stanley's £11m. hospital, will be borne by the island's government.

'I think the people of Guernsey should be delighted to know the degree of contentment of the residents,' he said.

'The costs fall on the Falkland Islands Government and form a relatively small part of the medical and social services budget. They place no strain on the Falkland Islands to maintain.'

The King Edward VII Hospital was opened offi-

cially by UK minister of state with responsibility for the islands Timothy Eggar yesterday.

But in a surprise gesture the Bailiff Sir Charles Frossard, who was representing Guernsey at the ceremony, and Sir Jack Hayward were asked jointly to unveil the plaque declaring open the accommodation.

Mr Jewkes revealed afterwards that because the cheque for £100,000 was sent directly to the islands' then governor Sir Rex Hunt it had grown to £124,000 with interest by the time it was spent. Sir Jack contributed £1m.

Sir Charles said that the island of Guernsey was proud to be of assistance in the construction of the homes.

'There is a great affinity between the islands,' he said. 'We have the same sorts of problems, cherish the same ways of life and are both proud of our independence.'

But, he told the huge crowd which had gathered at the new hospital, they had both suffered from enemy occupation, during which time they were sustained by the sure and certain hope that they would be liberated by HM forces.

'I bring you the warmth of the people of Guernsey and wish you peace and prosperity in the future,' he concluded.

Yesterday's Battle Day celebrations began with Sir Charles and Lady Frossard attending a memorial service in Stanley's Christ Church Cathedral.

Lt-Governor Mr Eggar and the Frossards were welcomed to the sound of the Western Band of the RAF and all four of the island's ministers.

Battle Day marks the anniversary of 8 December 1914 when the German fleet under Admiral Graf Von Spee was defeated off Port Stanley.

TURN TO PAGE 3

Sheltered homes are opened



Part of the sheltered housing project in the Falklands.

FROM PAGE 1

It was clear from intelligence sources that the Germans planned to take the Falkland Islands, which were important coaling and wireless stations.

Following yesterday's service the party moved to the memorial, where another short ceremony was held. Islanders flocked to see the pageantry.

Mr Jewkes took the march past a few yards away, outside Government House.

The official and press parties were hosted to lunch in the mess at Lookout, Stanley's military headquarters.

Opening the hospital Mr Eggar said that it was an honour to be asked. He

reminded those attending that it was a sad occasion for some people; eight workers at the hospital were killed when it burned down in April 1984.

The hospital is unique in that it is the only joint civil and military hospital in Britain and the dependencies.

Up-to-date technology saw all the materials carried 8,000 miles and assembled in just 19 months. It will provide primary and secondary health care in the islands.

Sir Charles and Lady Frossard begin their 18-hour journey back to the UK today after a full and extremely busy programme in the Falklands. They will arrive in Guernsey at midday tomorrow.



Tim Earl accompanied the visitors to the Falklands

Holiday calls cut

Servicemen in the Falklands are to be given a one-third Christmas discount on the £1.50-a-minute charge for calls to their families.

Jibbing hard over Gib

It is, alas, no coincidence that Sir Joshua Hassan, Chief Minister of Gibraltar, is reportedly heading into retirement cum resignation — amid a swirl of rumours — just one day after European Community ministers signed the Air Transport Directive, held up for so long by the Anglo-Spanish wrangle about sovereignty over the Rock. It was widely expected that he would go soon with his record for preserving the link with Britain intact, rather than try to push the legislation needed if Gibraltar is to be covered by the directive through the House of Assembly. The Community deal on airfares is safe because Britain and Spain agreed last week that if Gibraltar did prove awkward, its airport would be left out of the scheme. But the spirit of the deal is an altogether different thing.

It now looks highly likely that Gibraltar will indeed be sidelined at its own wish. Sir Joshua had personally come round to the arrangement whereby the airport would act as a gateway to Spain as well as to the Rock itself, but he had no illusions about the difficulty of persuading Gibraltarians to accept what is seen by the vast majority as the thin end of a Spanish wedge. Non-illusions confirmed. The trade unions, the opposition and most of his own party are loudly hostile. Scope only for a shrugged shoulder; or maybe, just maybe, for a little political manoeuvring.

Meanwhile, consider the way the episode throws a new and eccentric light on British policy. Many fine words have been spoken many times about the right to self-determination of small peoples in alien surroundings (at any rate when the surroundings are Latin rather than Chinese). In the Falklands this cost Britain hundreds of millions and the friendship of the democratic regime which the recapture of the islands helped to restore in Argentina. In Gibraltar it has been a constant drag, now likely to be renewed straight after last week's euphoria in London and Madrid, on our relations with a Community partner and Nato ally. The wishes of both groups are inscribed in stone as paramount. Whilst minority groups of peoples within the British Isles may protest until they're blue in the face about Whitehall things they don't like, the boot is entirely on the other foot once you venture abroad. Then the tiniest areas of population call the tune. Something, in Mrs Thatcher's resurgent, independent Britain, not quite right, surely?

Hospital opens

THE junior Foreign Office minister, Mr Tim Eggar, has officially opened the Falkland Islands new £12 million hospital to replace the old building which was destroyed by fire in April, 1984, with the loss of eight lives.

Italy-Argentina special link to be renewed

By John Wyles in Rome

A NEW "special relationship" between Italy and Argentina which is seen as a model for North-South relations is due to be forged during a three-day state visit by President Raul Alfonsin of Argentina which opens here today.

While the two countries will complete 11 technical agreements of the kind frequently associated with such visits, the highlight is a treaty of "special association" which the President will sign tomorrow with Mr Giovanni Gorla, the Italian Prime Minister.

This is meant to provide the framework for developing a relationship which has always been coloured by the high proportion - close to 40 per cent - of the Argentine population which is of Italian extraction.

In an interview published by the La Repubblica newspaper yesterday, President Alfonsin said he regarded the treaty as something new in the world. "For the first time we have managed to put into concrete terms something which until now has been pure rhetoric, by which I mean the North-South dialogue."

He said the treaty promised an association between the two countries which went far beyond trade into technological co-operation. With the petrochemical and other projects which were envisaged, the treaty amounted to "the most significant response that Argentina has had from the developed world," claimed the President.

Elsewhere, Mr Alfonsin gave assurances that democracy in Argentina was "solid", that the military was "absolutely subordinate" to the civil power and that he was personally supported by around 60 per cent of the electorate.

His visit will include the usual round of talks with ministers and also Mr Francesco Cossiga, the Italian President. These will be predictably cordial since the bilateral relationship has been free of any serious problems since Italy temporarily supported sanctions against Argentina for a short period at the beginning of the Falklands war.

Trade between the two countries has deteriorated as Argentina's debt problems have worsened. The total value fell by around 30 per cent in 1986 after reaching \$1bn in 1985 with Argentina enjoying a comfortable surplus.

Daily Telegraph 9.12.87

Antarctic crash

By Our Auckland Correspondent

A United States Hercules aircraft carrying 11 people crash-landed in Antarctica last night. The crash was reported by American scientists who recently began recovering the remains of another Hercules which crashed in the same area 15 years ago.

Mines to stay in double blow for Falklanders

By Patrick Watts
in Port Stanley

THE Government has told Falkland Islanders that it has no plans to clear 15,000 mines left by the Argentinians.

In another blow, the Ministry of Defence has sent an investigatory team to the islands, which Falklands councillors fear will lead to further cuts in military commitment to Port Stanley's new hospital.

Mr Ian Stewart, Armed Forces Minister, broke the news about the mines on a visit to the islands.

He said that despite earlier MoD promises that a mine-clearing programme would probably begin in 1988, current government policy was "not actively to pursue a solution".

In 1984, the Falklands population was told by a British officer that he expected equipment would be developed "in two to three years' time" to locate plastic anti-personnel mines, which have foxed mine-detectors.

But Mr Stewart said there had been no satisfactory technical developments.

'No danger'

One Falklands councillor said: "We had hoped the Government would make some sort of positive approach to finding a solution."

An MoD official said: "The locals are well aware of the minefields' presence and provided they treat them with care, they are in no danger. There is no military need to remove them."

Meanwhile, the new £12 million King Edward Memorial Hospital has been opened by Mr Timothy Eggar, Foreign Office Under Secretary, to replace the building which burned down in 1984 with the loss of eight lives.

The hospital is jointly administered by the Falkland authorities and the Armed Forces. However, the MoD's original commitment of five doctors has already been reduced to two, and the arrival of an MoD investigatory team has added to speculation about further cuts.

Falklands councillors fear that the annual £1 million running costs could eventually fall entirely on the islands.

Daily Telegraph

9.12.87

Gibraltar's Sir Joshua steps down

By Francis Cantos
in Gibraltar

SIR JOSHUA HASSAN, the 72-year-old politician who has led the people of Gibraltar for the past 40 years, will tell his ministers today that he will not be standing at the next election early in the New Year.

He is stepping down as Chief Minister allowing his deputy, Mr Adolfo Canepa, to lead his party and the government up to the elections.

His decision comes shortly after the airport talks between Britain and Spain.

On the choice for Gibraltarians to accept the airport deal on joint use with Spain or remain excluded from the EEC air liberalisation package, he said: "There is need for calm and dispassionate debate."

Already the Rock's Socialist leader of the Opposition, Mr Joe Bossano, the man most likely to succeed as Chief Minister after an election, has said his party would rather opt out of the EEC package than agree to the deal.

Hongkong rebuff

By Our Foreign Staff

Mr Martin Lee, the Hongkong legislator leading a delegation to London seeking direct elections in the colony, yesterday walked out of a meeting with Lord Glenarthur, Minister responsible for Hongkong, because of the Minister's refusal to receive only three of the nine-member delegation.

Daily Telegraph 9.12.87

Owen 'gang of three' quietly lays its plans

By David Millward, Political Staff

THREE SDP MPs are quietly putting together the machinery of a political party for those who are disenchanted with the prospects of merging with the Liberals.

Dr David Owen, Mr John Cartwright and Mrs Rosie Barnes are determined to keep the flag of an independent Social Democratic party flying.

The new "gang of three" insist that they are not setting up a breakaway organisation and, despite the often bitter exchanges by the leaders of both factions, say relations between pro- and anti-merger party members remain good.

In the autumn there was talk of legal action over the party name and mutterings over the future of the Cowley Street headquarters of the original SDP.

Major benefactor

But since the end of September Dr Owen and his supporters, currently flying under the flag of the Campaign for Social Democracy, have been working from a suite of seven offices in Buckingham Gate provided by their major benefactor, the grocery millionaire Mr David Sainsbury.

For the second time within seven years Mr Cartwright has found himself involved in building a political party, this time relying on six full time staff—including four "defectors" from Cowley Street and about 30 volunteers.

"In many ways it is much easier than it was in 1981. The problem then was that we were creating a party from scratch.

"We shan't have to do it this time. We are inheriting the SDP constitution," he said. "In most places we have someone on the ground already."

More than 19,000 members of the SDP voted against the merger in August, providing a



Mr Cartwright: Already 10,000 'supporters'.

healthy base for Dr Owen and his supporters to start from.

The Campaign for Social Democracy does not have "members" at the moment and does not charge a membership fee. But Mr Cartwright said it had already identified 10,000 "supporters".

The supporters' names are being logged into computerised mailing lists, and where necessary potential activists are put in touch with local organisers.

The "party" has raised £100,000 since June and £8,000 has been earmarked for The Campaigner, a paper aimed to keep "Owenites" throughout the country in touch with each other. The last edition had a 10,000 print run; the next run is expected to be 70,000.

Dr Owen, Mr Cartwright and Mrs Barnes also address at least eight meetings a month between them.

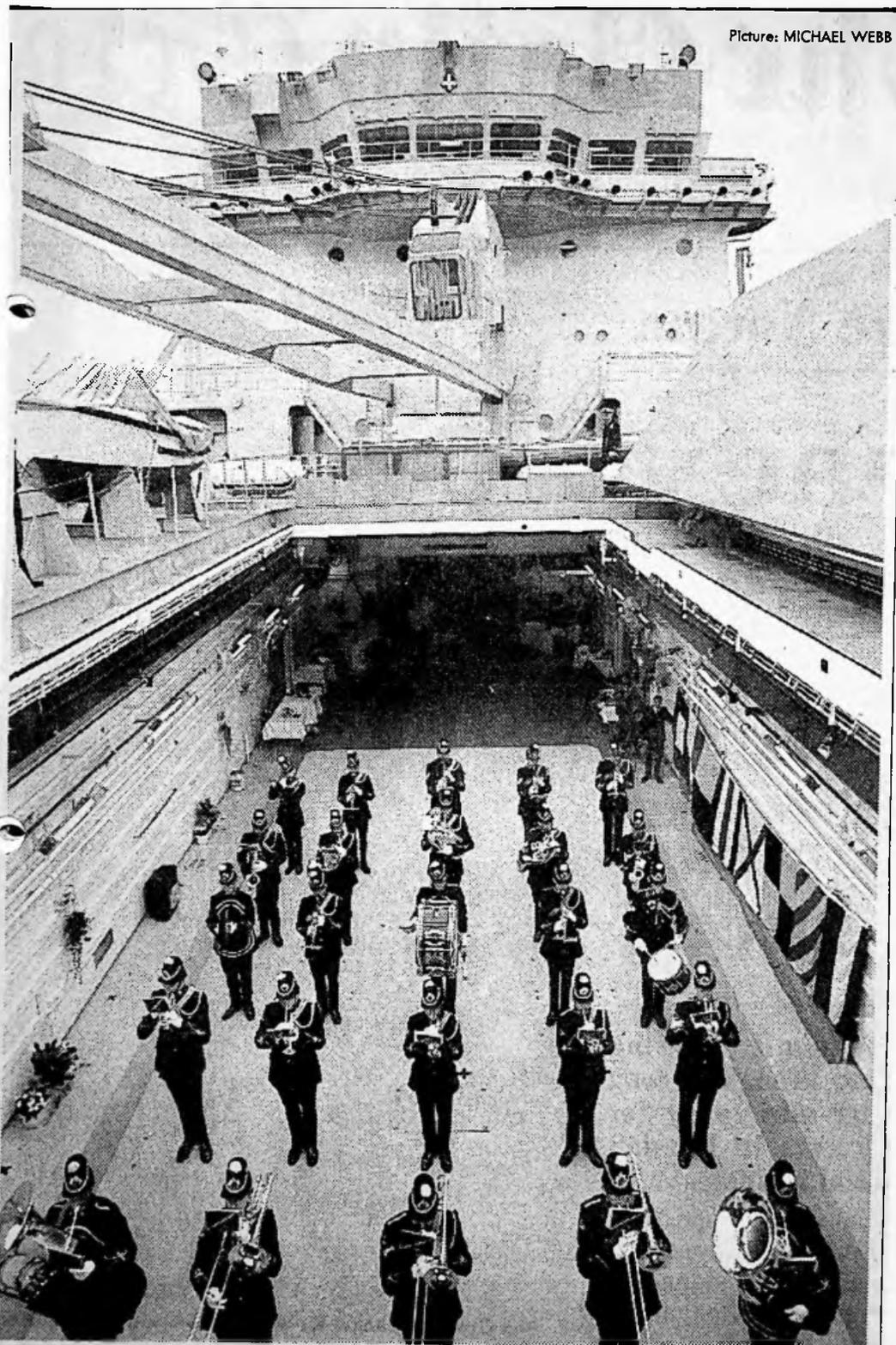
"It isn't part of our case that we are the only true believers or that those who join the merged party are traitors," said Mr Cartwright.

"We will look like Social Democrats, we will act like a Social Democratic party and that is what it will be."

Press Cuttings
from Broad Street Associates

THE WALL STREET JOURNAL 7 DEC 1987

Daily Telegraph 8.12.87



Picture: MICHAEL WEBB

Why Gibraltar feels deal is stab in back

SIR—For centuries Gibraltar has been the symbol of British pride and military prowess. We Gibraltarians have prided ourselves in this description, chanting for many "British we are and British we shall stay" with blind loyalty.

Gibraltar's trust in the British Government has never wavered, and our constitution allows Great Britain complete and utter control over our foreign affairs. However, it seems that the one-time symbol of British pride is turning into the symbol of British shame.

Yet few people understand that Gibraltar is a colony today because the Gibraltarians want it to remain as such. Colonialism has never been imposed on us, but rather, we were born out of the colonial system and a high percentage of the population still embraces it. In the 1968 referendum, 12,138 Gibraltarians voted to remain British and only 44 wanted to be Spanish.

No wonder therefore that the deal struck by Sir Geoffrey Howe and the Spanish Foreign Minister (report, Dec. 3) has been felt by Gibraltarians as a stab in the back. Ostensibly the welfare of 320 million people in Europe ranks higher than the identity and heritage of 30,000 Gibraltarians.

Yet why do we have to be sacrificed to appease the Spanish government, and who is to say that Spanish designs on Gibraltar will end here? They have used Gibraltar to blackmail Europe once and have been successful.

DANIEL ANTHONY FEETHAM
Student, Reading University

The band of the Royal Corps of Transport being lowered into the hold of the new landing ship Sir Galahad during a dedication service yesterday at Southampton. The £40 million vessel replaces the ship of the same name lost during the Falklands War.

Press Cuttings
from Broad Street Associates

THE WALL STREET JOURNAL
EUROPE

7 DEC 1987

Argentina May Curb Payments On Its Debt

By PETER TRUELL

Staff Reporter of THE WALL STREET JOURNAL

BUENOS AIRES—Argentina is likely in the next few months to declare a moratorium on most of its \$35 billion foreign bank debt, according to Argentine officials, politicians and some of the country's creditors.

The breakdown in Argentina's payments to foreign bankers could come at the end of the first quarter, when the country will probably once more fall out of compliance with its economic program with the International Monetary Fund. That would mean that Argentina couldn't get any more foreign loans, which it has been using to stay current on its debt.

Such a breakdown, coming amid worldwide economic uncertainty spawned by the October stock-market crash, would compound problems for international banks in particular and the world financial system in general. Brazil, which declared a moratorium on its foreign bank debt in February, is slated to resume interest payments next year. But it isn't likely Brazil will have reached a final debt settlement with its foreign creditors by then.

In that situation, U.S. banks may have to increase their reserves against loan losses, adding to the billions of dollars they have placed in those reserves this year. Such strains would be hard for some of the weaker big U.S. banks to bear.

Argentina, Latin America's third-largest debtor, with total foreign debt of about \$54 billion, only narrowly averted a moratorium in early November. It almost ran out of money then, while it wrangled with the IMF over renegotiating its economic program. Its inflation rate and domestic credit expansion had soared above targets agreed upon with the IMF.

Inflation, almost 20% during October, is a major problem. Argentina's foreign-exchange and gold reserves are exceptionally low: The latest IMF figures show reserves at \$1.5 billion in June, about one-third that of a year earlier.

Officials won't say how big the reserves currently are, but most observers say they probably are less than \$1 billion, much of which isn't readily usable.

Discussing the international debt situation in general, Argentine Treasury Secretary Mario Brodersohn cited growing tensions. "For certain reasons, we're moving toward a confrontation," he said.

The Peronist opposition, the most powerful party in Argentina's lower house, is more blunt. "We were on the borderline of calling a moratorium, and we're going to be so again," said Eduardo Amadeo, an economist who advises Peronists.

He continued: "The year 1988 is going to be a very, very difficult year. Gross national product will go down 1%. It will be a difficult year for foreign trade and for foreign debt." (GNP measures the nation's output of goods and services.)

Mr. Amadeo added that if the country has another squabble with the IMF, the government will be forced into a moratorium. "We will support them," Mr. Amadeo added.

Creditors also are gloomy. "At the end of the first quarter we get the crunch," said a U.S. banker, who expects Argentina to be forced into a moratorium at that time. "The IMF is at the end of its rope with Argentina. The staff will dig their heels in." An IMF spokesman declined to comment.

Meantime, Argentina exists hand to mouth. Tomorrow, it will receive a \$225 million loan from the IMF. It also is due soon to receive \$495 million of a \$1.95 billion bank loan granted this year, as well as some money from the World Bank. But much of that will go to repay a \$500 million bridge loan from major industrialized countries that Argentina needed to get through the end of 1987.

The situation is exacerbated by domestic politics. As part of its renegotiated economic program with the IMF, the government is committed to a revenue-raising tax law. But the Peronists say they will block that law in its present form.

The IMF insists that, if the tax law is pared back to suit the Peronists, the government make up the difference with indirect taxes. But, Argentine officials note, that would make it more difficult to control inflation.

Press Cuttings
from Broad Street Associates

THE WALL STREET JOURNAL. 7 DEC 1987
EUROPE

Argentina is likely to declare a moratorium on most of its \$35 billion foreign bank debt in the next few months, according to Argentine officials, politicians and some of the nation's creditors.

(Story on Page 9)

Press Cuttings

from Broad Street Associates

THE GUARDIAN

7 DEC 1987

Lynx's campaign to end fur trading may result in a bonfire of fur coats, reports Judy Rumbold

Ecstasy without an animal's agony

WHEN 15 British designers, including Richmond/Cornejo, Helen Storey and Darla-Jane Gilroy were approached by Lynx to create a classic alternative to the fur coat, the use of fake fur was discouraged. Like a vegetarian nut cutlet in the shape of a lamb chop, says Mark Glover of Lynx. "If something is disgusting and immoral, why try to imitate it?"

Mark Glover is Campaign Director for Lynx, and he carries a leg-hold trap in his bag, wherever he goes. It's an ugly, jangling contraption made of cast iron and chains, and serves as a shocking reminder of the needless pain suffered by animals slaughtered for their fur. A short information film made by Lynx spells out in gory detail, the murderous antics of fur farmers in Canada, and the agony and suffering endured by defenceless animals. All for the trivial end product of a fur coat or stole.

Pain is a necessary feature of the leg-hold trap, the most popular hunting device. Animals are commonly left in the traps for two or three days, and go to extraordinary lengths to free themselves, often biting or tearing off their own limbs during the course of the struggle. Species such as the Falkland Islands fox and the sea-mink have disappeared completely. Trapping, argue the farmers, prevents overcrowding, and they look upon it as a kind of harvesting. The reality is that trapping is governed by market forces, not sound environmental reasoning. The Trapper and Predator Caller is the pornomag of the Canadian fur trade. It promotes trapping as a sport, with much macho bravado thrown in.

When, on occasion, domestic dogs, cats and birds are caught by mistake in leg-hold traps, they are discarded and later destroyed, regarded as useless, non-lucrative deterrents to the real business of the day. Dogs and cats are known in the fur trade as trash.

In the two years Lynx has campaigned for an end to the fur trade, there has been a genuine fall in demand for fur. Debenhams, for instance, is getting rid of all its fur concessions, not because of the Counter-productive antics of the Animal Liberation Front, but as a result of "a business decision taken on the basis of a fall in demand." Superfluous supplies of fur have led to year-round price-cuts on coats and stoles at retail outlets throughout the country and excess pelts are being used by the likes of Konrad furs to make mink teddy bears, "for the girl who has everything."

Lynx has taken great steps in dissuading people from wearing fur, by producing promotional material that shocks the viewer into questioning the trade's morality. Following the success of David Bailey's commercial, the follow-up is more hard-hitting, and is directed by Chris Hartwell. Released last month and promptly banned by the Cinema Advertising Association on the grounds of "dubious taste," the commercial highlights the glamour and the horror of fur, and features flies and maggots in gory abundance. Public antagonism towards the wearing of fur is increasingly reflected by a falling demand for fur products, and Lynx finds it hard to understand the CAA's decision.

Mark Glover's ambition is to have an enormous bonfire fuelled by fur-coats. Lynx already has a store of them at its headquarters, some donated by enlightened converts, some commandeered from charity shops and jumble sales. Surveys show that seven out of ten people in Britain say it's wrong to kill animals, and that now, only a small minority of women own or wish to own fur coats. Mark Glover says: "The hardest thing we have to do is to get into Vogue and Harpers & Queen, in order to reach the last few who insist on wearing fur."

Picture by Peter Brown

Right: wool black coat with crossover belt; black Lycra/cotton hooded mini dress lime tights; black leather ankle-strap shoes.
All by Richmond/Cornejo.

*Hair by Debbie Horgan for Daniel Galvin Colour Salon
Make-up by Anne-Marie Lepretre*



Daily Telegraph 07.12.87

Minister seeks Thatcher visit to Poland

By Robin Gedye
Eastern Europe
Correspondent

POLAND'S Foreign Minister, Mr Marian Orzechowski, arrived in Britain yesterday for talks that he hopes will prepare the ground for a visit by Mrs Thatcher to Poland next year.

Downing Street and the Foreign Office remain tight-lipped on the chances of a visit, but Polish officials have been sounding out Whitehall for some time on the possibilities.

Mrs Thatcher, the best-known European leader in the Soviet bloc, is openly admired by many of the people and respected by their governments.

For Poles, for whom Mrs Thatcher's determination to fight for "Las Malvinas" held poignant parallels with Britain's decision to go to war over Poland with Nazi Germany, she represents a politician capable of standing up to Moscow.

For the government she is a tough leader willing to pursue unpopular economic policies, qualities which the Soviet bloc needs desperately.

Since imposing martial law in December 1981, Gen Jaruzelski has had to struggle to present an acceptable political face to Western Europe. There are some in the Foreign Office who believe the Polish government has come of age.

President Raúl Alfonsín of Argentina will be relieved to arrive in Italy on Wednesday for a state visit — tomorrow Peronist unions begin two days of strikes against his government's economic policies. Most of the austerity measures urged on Argentina have been abandoned, but inflation has kept the workforce restless.

Lynton McLain looks at Swan Hunter's course for profits

Shipyard diversifies to stay afloat

Trafalgar House's decision to mothball Scott Lithgow, bought from British Shipbuilders in 1984, has taken excess capacity out of UK shipbuilding, but the remaining yards are still chasing too few orders.

Swan Hunter was also privatised, nearly two years ago now.

It has only two ships on the stocks and a third about to be launched. The result is that the company is having to diversify to survive.

SWAN HUNTER Shipbuilders, in private hands again after nine years under the flag of British Shipbuilders, no longer builds ships so big they block daylight from workers' cottages.

Instead, Tyneside's only remaining shipbuilder and possibly biggest all-purpose yard in the UK has been forced by declining merchant-ship orders and limited naval markets to evolve new strategies to generate profits.

The yard has built more than 2,700 ships, including 400 warships, over the past 125 years. However, future profits will not come necessarily from building ships, Mr Peter Vaughan, joint managing director, says, although the company is about to announce its first export success since privatisation, a ship-repair contract for an African country.

Swan Hunter Shipbuilders was privatised in January last year in a management buyout, in line with government policy to divest British Shipbuilders of its warship yards. The company was bought for \$5.35m by Swan Hunter, a limited company formed for that purpose.

The yard reported a \$4.94m trading loss on \$115.33m turnover for the 18 months to September 30 last year. This compared with the trading loss of \$11.9m on turnover of \$135.67m in the year to end-March 1985, when the yard was still state-owned.

The company has improved productivity: the time to build a frigate has been cut from 261 weeks in 1979 to an expected 165 weeks for HMS Marlborough, its first Type 23 frigate, started this autumn.

However, in spite of this improvement the orders have long since declined since the days when the yard built the 250,000-tonne Esso Northumbria in the 1960s: before launch the ship's bow bulged between two rows of cottages at the end of the Wallsend slipway and the company had to pay the electricity bills for lighting the houses in daytime.

Swan Hunter is unlikely to face a similar overhead again: since launch of Esso Northumbria, when more than 15,000 people worked at the yard, the

houses have gone, along with 80 per cent of the company's workforce.

Swan Hunter wants to stay in merchant and naval shipbuilding work, yet the Government says warship-builders are ineligible for state subsidies, the so-called intervention funds, available for purely merchant shipyards, the rump of which, mainly on the Clyde and Wear, are still in British Shipbuilders.

Naval work is equally hard to obtain. It is insufficient to fill shipyards across the globe, with few exceptions, in spite of record spending on defence equipment. The Ministry of Defence acknowledges huge overcapacity in UK warshipbuilding.

Warships can be built not only by Swan Hunter, but by the other private-sector yards of Yarrow, Vosper Thornycroft, Cammell Laird and the now mothballed Scott Lithgow, and by state-owned Harland and Wolff. Kleinwort Greaveson Securities, in a report published in the autumn, forecast that such was overcapacity in warship-building in the UK that "a decade hence could see only one yard building surface ships and one other building submarines".

This is the background against which Swan Hunter has to chart its course as a private company. The last of four ships the yard has built as replacements for vessels sunk in the Falklands conflict, the Type 22 frigate HMS Coventry, has finished its sea-trials and will be handed to the Royal Navy next summer.

HMS Coventry was launched in April last year by the management of the newly-privatised yard, in defiance of a striking workforce.

Mr Alex Marsh, chief executive, says the management would do the same again but the need to "survive and succeed in the private sector has been instilled into everyone in the company."

He says the knowledge that "there is no process of bailing out available concentrates the mind wonderfully on the achievement of profit and performance."

The yard is building just two warships, HMS Chatham, to be launched in January, and HMS



HMS Coventry: completed sea trials

Marlborough, and one commercial ship, a cable-repair vessel for Cable and Wireless.

The order-book, with steelwork for just two ships, is enough to last two years at best, with all the vessels due for delivery at the end of 1989. The yard hopes to be awarded the contract for the second auxiliary oiler-replenishment vessel, the AOR2, before Christmas.

The pattern emerging from the ordering by the Ministry of Defence suggests that just enough naval vessels will be ordered to meet the Royal Navy's requirements and just enough to stop yards in unemployment blackspots from collapsing.

For Swan Hunter, AOR2 will probably be awarded just before HMS Chatham becomes the last ship to be launched from the Neptune shipyard, upriver from the main Wallsend slipway, where all future ships will be built. Swan Hunter will use the Neptune yard for fabrication work only.

The strategy for a modus vivendi, in the face of an almost non-existent merchant-ship market and a stuttering warship market, is taking shape: the company wants to sell its expertise as project managers, to take charge of overseas ship contracts and to sell design skills, in the broad area of "maritime defence".

The management structure was changed in September to provide a framework for this attempt at diversification and exploitation of existing skills in new ways. There are now two managing directors, Mr Peter Vaughan, in charge of commercial work and diversification, and Dr Ken Chapman, in charge of marketing, development and sales.

The company has teamed with Ferranti, the UK defence elec-

tronics company, for joint studies on the so-called landing-platform dock vessels, which could replace HMS Fearless and HMS Intrepid, the Royal Navy's two ageing assault-ships. Ferranti brings its skills in weapon systems and Swan Hunter its skills in building ships.

Swan Hunter would almost certainly want to present its skills in maritime defence to potential overseas customers in partnership with specialist companies such as Ferranti.

This is one way to achieve future profits without necessarily building ships. Without the ships, though, Swan Hunter recognises that it will lose the skills on which to base its diversification work.

In trying to make money from activities other than direct shipbuilding, Swan Hunter is attempting to assist the Indian Government to build its own aircraft-carriers, through help on the pre-planning stage.

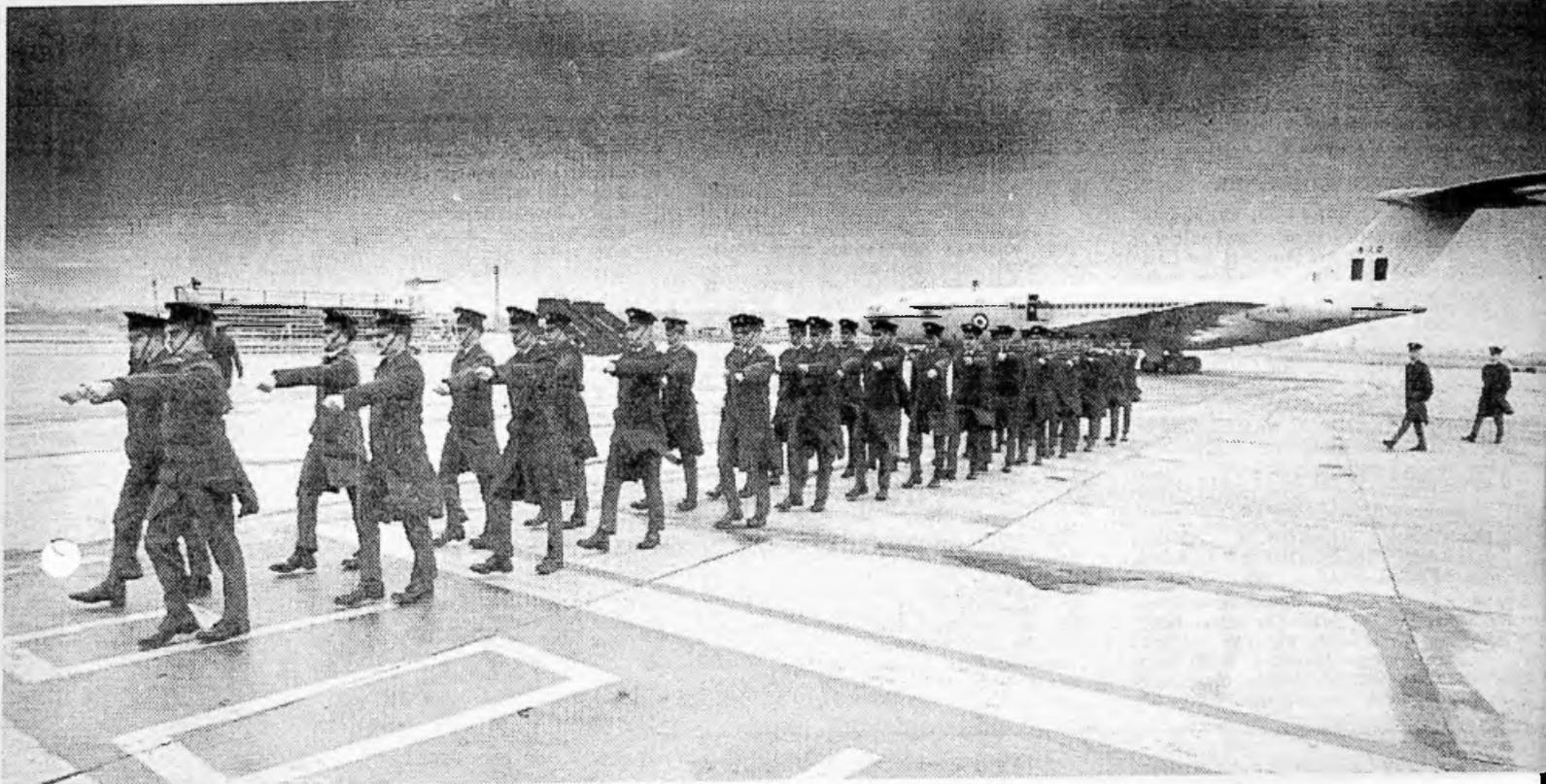
Mr Marsh said: "We have skills in managing the complexity of aircraft-carrier construction - Swans built HMS Ark Royal and HMS Illustrious - and this is something we can sell to India."

The shipyard is also trying to win exports, in competition with Vosper Thornycroft, for 76-metre corvettes.

The company said the corvette's export potential was vast.

Before Christmas 260 employees at Swan Hunter will have lost their jobs in a redundancy programme announced this year and leaving Swans with 3,300 employees. This, Mr Marsh says, is "the size of overseas yards and about the level of efficiency for the market we are in."

Changes since privatisation, including job-losses and flexible working, had cut overheads by 25 per cent.



The RAF guard of honour during the summit dress rehearsal at Brize Norton yesterday (above).

Miss Abbott's VIP welcome

THE GUARD of honour of the Queen's Colour Squadron stood at rigid attention.

The strains of the Soviet national anthem sounded over the tarmac. Then out of the aircraft stepped Sqn Ldr Fr. Huddleston and Flt Lt Debbie Ferkin.

Waiting to greet them in yesterday's dress-rehearsal at RAF Brize Norton, Oxfordshire, for today's visit by Mr and Mrs Gorbachev was Miss Kate Abbott, the fiancée of a squadron-leader at the station, playing the part of Mrs Thatcher.

Also there was Gp Capt Christopher Lumb, the base commander, who will be the first to meet the VIP guests.

The only thing missing was the red carpet as personnel at the station made sure that there will be no hitches when the Soviet delegation's four Ilyushin Il-62 aircraft make a refuelling stop on the way to the Washington summit.

While the aircraft refuel, the Prime Minister and Mr Gorbachev will squeeze in

By James Bone

more than an hour of talks in the officers' mess at Brize Norton. Sir Geoffrey Howe, Foreign Secretary, will hold parallel talks with Mr Shevardnadze, the Soviet Foreign Minister.

Mrs Gorbachev will visit a local primary school before rejoining her husband and Mrs Thatcher for lunch, which Mr Younger, Defence Secretary, will also attend.

As part of the rehearsal, the officers' mess on Saturday night offered the menu which will be served at today's lunch: grilled salmon, Parisian potatoes and broccoli spears followed by Raspberry Vacherin, coffee and petits fours.

Hors d'oeuvre have been dropped to keep the meal brief. If time gets tight, the coffee and petits fours could also go.

Preparations were also under way for Mrs Gorbachev's scheduled visit to the Edith Moorhouse Primary School in nearby Carterton, during which she will be

accompanied by Mr Kenneth Baker, Education Secretary.

However, there were complaints last night from local councillors over Oxfordshire Engineering Department's decision to spend £10,000 to resurface a 1,000-yard stretch of the road that Mrs Gorbachev will take to the school.

The council had more pressing matters to spend money on, councillors said.

During her 45-minute visit to the school, Mrs Gorbachev will see children using computers, doing a technology project, and rehearsing a nativity play. She will be presented with a soft toy and a lace bookmark made by the pupils.

To welcome her, some of the school's 200 pupils, many of them children of RAF Brize Norton personnel, have learnt Russian phrases.

"It's going to be a busy day," said Mr Brian McCutcheon, the headmaster. "With all the high security going on around us, we still have to run a school and show Mrs Gorbachev how we do it over here."

Falklands' hidden £100m

THE cost of defending the Falkland Islands is over £100 million a year more than the Government says, it was claimed yesterday, writes *Hugh O'Shaughnessy*.

'The full cost of defending the islands will this year be nearer £400 million than the £257 million estimate that the Ministry of Defence quotes for the current fiscal year,' said Dr Paul Rogers, a defence analyst at Bradford University. Dr Rogers was congratulated by MPs in 1984 for his evidence to the House of Commons Defence Committee when it studied the future protection of the islands.

'The figure of £257 million quoted by the Ministry includes garrison costs and operation costs but does not take into account the cost of paying and equipping the members of the forces stationed there, Dr Rogers said. 'Nor does it take account of transport costs or the

need to build facilities on Ascension Island.' The Ministry of Defence argues that most of those costs would occur anyway, and so they should not be attributed specifically to the Falklands operations.

The latest controversy about the islands comes on the eve of the opening of the new hospital at Port Stanley, to replace the one which was burnt down in 1985. The ceremony will be carried out on Tuesday by Mr Tim Eggar, junior Minister at the Foreign Office.

Meanwhile the South Atlantic Council, which was set up with all-party support after the 1982 Falklands War to promote eventual reconciliation between Britain and Argentina, has gone into a state of suspended animation. It has laid off its only full-time staff member because of a shortage of funds. The initial funds it received from British charities and religious bodies have been exhausted.

Last course of the Belgrano

Richard Brooks, media editor, stated last week (News) when referring to the new Belgrano film, that Mrs Thatcher hotly denied that the ship was moving away from the British task force at the time the order was given to torpedo it, with the loss of 368 lives.

I well remember when I questioned her on 'Nation-wide' in 1983 that she tried to insist that, when sunk, the cruiser was sailing towards the Falklands.

However, the facts have been clearly established. The Belgrano reversed course at 9 a.m. London time on Sunday, 2 May, and kept on a steady westerly course from then on. The order which allowed the Conqueror to attack was signal-

led to the submarine at 1.30 p.m., following a decision taken by Mrs Thatcher at lunchtime at Chequers. The Belgrano was sunk at 8 p.m. London time, 11 hours after it had reversed course.

The latest factual information is contained in a very readable book, 'The Unnecessary War', which Spokesman Press are bringing out this month. Diana Gould, Cirencester.

SATURDAY PEOPLE



Anne Sloman: luck finally ran out

But, producer...

UNTIL this week, the most excruciating moment in Anne Sloman's career at the BBC was having to decide whether to break an unlikely news item from South America that Argentina had invaded the Falklands. Then temporary assistant editor of BBC Radio's Today programme, she checked with the Foreign Office. "Believe me, Anne," a spokesman told her, "nothing is happening. If it was, we would know about it."

She was not exclusively zoned for ignoring them: later she won the mandarins' co-operation for a succession of acclaimed radio series which subjected government services to unprecedented scrutiny. On Thursday her luck ran out when the latest, My Country Right or Wrong, featuring interviews with former spooks, was injunctioned by the Government.

The diminutive Ms Sloman — "an amazing bundle of energy," says a colleague — is head of the Beeb's Special Current Affairs Unit, responsible for The Week In Westminster, Inside Parliament, From Our Own Correspondent, as well as live election coverage.

Her hands-on style prompts some internal moans about arrogance, abrasiveness and ambition. Supporters, however, retort that her high quality output tends to provoke envy.

"She's a tough character," conceded one. "But she's got extremely good judgment and a very high reputation in Whitehall. She has held up all those

secret worlds to the light, and as far as I know hasn't had a single complaint."

Ms Sloman, who joined the BBC straight from university in 1967 on a three-week contract ("And they haven't got rid of me", she once quipped) took her microscope to the Civil Service in the successful series No Minister. At a celebration party afterwards she buttonholed Sir Geoffrey Howe. The result was another series, But Chancellor, looking at the Treasury. There followed With Respect, Ambassador, and, last year, the award-winning The Thatcher Phenomenon.

Throughout she insisted that no pinstripe be allowed the right of veto, nor advance sight of scripts. "They just had to trust me," she maintained.

Paul Barker, her presenter in My Country Right Or Wrong, spoke yesterday of her reputation for "charming the birds off the trees" — notably in securing an interview with a chary national security adviser in Washington. "She has a great ability to drive herself hard and expect a lot of hard work out of others, while at the same time running her domestic life," he said. (She is married, with two sons, and has just moved house).

Barker had become an admirer of her work after reading The Thatcher Phenomenon in book form. "It was one of the few things that told me what actually made Mrs Thatcher tick," he recalled.

Stuart Wavell

5 December 1987
Guernsey Evening Press & Star

Falklands visit

The Bailiff has arrived in the Falkland Islands for the opening of new sheltered accommodation for the elderly. Special report from Tim Earl in page 5.

Bailiff arrives in the Falklands

by Tim Earl,
Port Stanley

THE Bailiff, Sir Charles Frossard, has arrived in the Falkland Islands after an 18-hour flight from RAF Brize Norton.

He is visiting the islands for the opening of the new sheltered accommodation for the elderly, towards which Guernsey contributed £100,000 after the Falklands conflict in 1982.

The flight began at 7.30 on Thursday evening and, after a one and a half hour stop at Ascension Island, the RAF Tristar touched down at Mount Pleasant Airport at 5.30 p.m. yesterday.

The visiting party included Mr Timothy Eggar, Secretary of State at the Foreign Office with special responsibility for the Falklands, philanthropist Sir Jack Hayward, and his son Richard.

On arrival they were greeted by a large, enthusiastic crowd of islanders and servicemen from the base.

They were led by Governor Mr Gordon Jewkes, first secretary Roger Bayliss, and Falkland islanders.

SOLDIER



Left - Capt George MacFarlane makes friends with a young rock cormorant

Right - No matter the environment, the routine is the same. After an exercise comes the clean up



The MEN of C Company Group 1st Battalion The Devonshire and Dorset Regiment thought that they were pretty good soldiers when they boarded an RAF Tristar for their tour in the Falkland Islands.

Four months later - and now rejoining the rest of the battalion at Kiwi Barracks, Bulford, Wilts - their Officer Commanding, Maj Chris Biles, knows his men are razor sharp after a unique soldiering experience.

The Janners took full advantage of service in the South Atlantic. Where else can a unit train on an area such as Onion Range in the heart of East Falkland? The boundaries are as far as you can see and live firing can take place with absolutely no fear of disturbing the civilians - there are none for miles!

Every week of the tour a platoon of D and Ds exercised on the range - despite the ever changing Falklands weather

which can produce horizontal sleet and a wind chill factor of minus 15 degrees Centigrade in a matter of minutes.

Maj Biles said: "I believe there are few places for the infantry to train that can better Onion Range. The conditions can be harsh and it is no fun to stumble up to your waist into a peat bog at night.

"A highlight of the tour was undoubtedly Exercise Sea Trout when a battery of 29 Commando Regiment RA provided support for a live firing company attack. It was an experience few will forget."

JANNERS'

SOLDIER



A patrol from C Company Group passes Many Br House on West Falkland

JAUNT!



Cheque mates!

Sgt Steve Felton (left) hands a cheque for £1,000 to Maj Ann Ward OARANC of King Edward Memorial Hospital while Lt Rupert Gibb presents a plaque of the battalion's battle honours to Wendy Fitzgerald, the civilian chief nursing officer at the Islands' hospital

THERE was a cutting edge to the duties of C Company Group, 1 D and D - the Falkland Islands are still an operational area with a high degree of military preparedness. Every soldier was aware that he was in the South Atlantic to do a real job, not just train.

The infantry has a key role in protecting vital assets at RAF Mount Pleasant and the East Cove port complex about five miles down the road. Platoons were on standby day and night.

"Knowing that there is a real threat to be guarded against all the time made people realise that there was an important job to do," said C Coy Group OC Maj Chris Biles.

Perhaps the soldiers' favourite tasks - after exercises on Onion Range - were settlement patrols across many scattered islands.

Patrols varying from six to 12 men were dropped by Chinook helicopter or inserted from the sea by warship with a two-fold purpose - to demonstrate that the islands are actively defended and to foster good relations with the

Falkland Islanders. A typical patrol would cover between 30km and 60km over four to seven days.

It was rare for the small groups of soldiers to find anything but a warm welcome from the locals and unheard of for the company's high reputation to be anything but enhanced.

Patrols walked through dramatic countryside on East and West Falkland, while others visited wildlife havens such as Sea Lion Island and New Island where penguins, elephant seals and rare birds abound.

Maj Biles said: "The soldiers found they were entering a

difficult world when they visited settlements. Young men from a throw away society suddenly found themselves in a world where survival depended on making the maximum use of everything. Nothing could be wasted.

"What might have appeared to be an old piece of wood to us could have been earmarked as part of a kennel door to the local farmer."

The soldiers also had the chance of working side-by-side with the other two Services, gaining a valuable insight into the working of the Royal Navy and Royal Air Force - even if one or two soldiers did return from sea a greenish shade of khaki!

Despite the hard work - 100 hours or more a week for some - the Devon and Dorsets did have time to relax - if you call pushing a bed 35 miles down the bumpy pot-holed road to Stanley recreation. The 5½ hour effort raised £1,000 towards the cost of an incubator for the local hospital, and the company has challenged anyone to beat their time!

D and Ds sharpen up in Falklands



Pte Darren Whitworth finds the going a trifle damp on Onion Range

Coalite Group ahead at £17.5m

By Lawrence Lever

Coalite Group, whose activities range from smokeless fuel manufacture to sheep farming in the Falklands, yesterday reported an increase in half-year profits before tax, from £14.4 million to £17.5 million.

The increase was achieved with a lower contribution to profits from interest and similar income. This was £3.49 million, as against £4.43 million

Turnover of £291 million was swelled by last November's £99 million purchase of the Hargreaves fuel distribution and shipping group. In the first half last year turnover was £182 million. The company says that it has successfully integrated the Hargreaves fuel operations with its Charrington Fuels subsidiary.

Increased operating efficiency in the company's smokeless fuel business has enabled it to keep the price of Coalite constant, for the second successive year.

Coalite, which is chaired by Mr Eric Varley, the former Labour minister, increased its earnings per share in the six months to September 30 to 11.45p (10.73p) and is paying an interim dividend of 2.5p (2.25p).

It says that profits for the full year "will be dependent on the weather and the level of consumer demand".

'Lord Shackleton' sails

LORD SHACKLETON, the former Boyd Line freezer *Arctic Freebooter*, sailed from Hull on Monday afternoon bound for the Falklands.

She is being operated there in a joint venture between the Falklands company Stanley Fisheries Ltd., and Hull based Witte Boyd Holdings Ltd., and will be the first trawler to operate under Falklands registration. (*Fishing News* October 16).

Skipper Mick Langrick is in command, and Barrie McCall is relief skipper and

first mate. A delivery crew of 16 is aboard, but more will be taken aboard when *Lord Shackleton* reaches the Falklands in about a month's time. She will have a fishing crew of around 32.

The freezer will be calling at Montevideo for fuel on passage, but is "ready for action" as soon as she arrives at the Falklands. She has a full complement of Ijmuiden and Engels pelagic trawls and Alfredo bottom trawls on board, and has had a special net platform built aft.

Trials were carried out at

Turn to page 11

Lord Shackleton sails

from page one

the Silver Pits in the North Sea about two weeks ago and went off without a hitch said Boyd Line's operations manager, Terry Thresh.

The 1,500 ton freezer, built at Goole in the mid' sixties, was one of Boyd's most successful vessels in her days in the distant water industry, and one of the earliest freezers to join the UK fleet. She has been converted for her

Falklands role at a cost of over £1m., and will be able to freeze 45 tonnes a day of either squid or headless fin fish.

The Falklands licenced squid season does not start until February 1, so *Lord Shackleton* will probably begin her career on fin fish such as hake, *Notafinia*, ice fish or southern blue whiting, before switching to calamari squid, which is caught by trawling rather than jigging.

HUGHES FOOD

Acquisition torrent

The trouble with Hughes Food is that it never stands still long enough to be counted: most of the eleven acquisitions it made since March came too late to affect the interim figures. All the same pre-tax profits virtually doubled to £2.11m (£1.02m) in the six months to September, with powerful internal growth in its fish and machinery divisions.

A series of acquisitions took food processing from losses of £37,000 into profits of £104,000; the division has been boosted by the purchase of Laurel Farm chilled foods and Schooner Seafoods. Par-fried chip maker Idwal Fisher has moved to

new premises to cope with demand. Hughes' new acquisition S&A Foods, a small firm which makes convenience Indian and Chinese meals for supermarkets, has seen sales jump significantly in the past few weeks thanks to Hughes' input of new machinery and marketing.

Brokers reckon full year profits could be around £5m, which at 73p puts the shares on a prospective PE ratio of 16. Though that is nowhere near its former astronomic rating it still discounts what observers expect to be rapid growth.

Fish is a key growth centre, though an initial rush of haddock sales to the US has tailed off due to exchange rate shifts. Hughes has bought two large trawlers, with plans to make that seven; it is also setting up joint trading ventures with countries as far afield as Africa and the Falklands to fish their waters. Cash will be put up by the governments involved, as Hughes brings its marketing expertise to the party. Like Hillsdown, Hughes is also establishing strong sourcing for its fish processing business (with customers like M&S).

The new convenience food plant at Selby is soon to start production under the Omega brand and customers' own labels. New Hughes inventions include the premium priced 'whorled chip'. Meanwhile the Impact fork lift truck franchise has new premises and should grow soon by acquisition.

The inaugural interim dividend is 0.25p.

First again

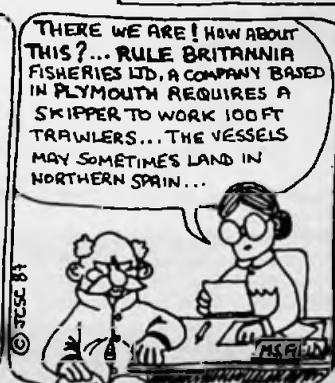
Fishing News 4.12.87



● THE 78m. freezer trawler *Le Douphine*, has been bought by the Hughes Group (*Fishing News*, November 27). She is pictured in Hull's Albert Dock, and is to be extensively refitted, including installation of 100 tonnes a day freezing capacity. The vessel is to be re-named *King Neptune*, and the former Marr freezer *Westella*, which the Hughes group has also bought, will be named *King Jupiter*. The vessels will operate in UK and Falklands waters, and could provide klon-dyking outlets for the pelagic fleet.

FLYDRAGGER

ALBERT IS AT THE **JOB CENTRE!**



First again among equals

EACH year, a growing number of impatient shareholders have demanded to know when Marks & Spencer would put a woman on its board. It certainly made no sense to have a Kremlin-like board when most of the staff and, in fact, most of the customers are women.

Marks & Spencer has, in at last making such an appointment, chosen a woman accustomed to being first to enter male enclaves. Baroness Young was the first woman Leader of the House of Lords, first woman Chancellor of the Duchy of Lancaster, first woman Lord Privy Seal and, more recently, first woman deputy Foreign Secretary, number two to Sir Geoffrey Howe.

Janet Young is by temperament a diplomat and one upon whom history has smiled; she has often been in the right place at the right time, without planning it. She is a determined, surprisingly shy, ultra-hardworking woman, always neat, ever-watchful.

Some people find her shyness gives a first impression of frostiness. Those who know her like her a lot. She first met Lord Rayner, chairman of Marks & Spencer, when she had day-to-day responsibility for the Civil Service. Rayner was called in to help with the reorganisation. When he heard she was stepping down from the Foreign and Commonwealth Office this year, he invited her to lunch at St Michael House "to talk about how I could help Marks & Spencer. We decided my knowledge of Parliament and local government would be useful. Big business needs to maintain its links".

Janet Young had made a point in the reorganisation of the Civil Service of looking for ways to advance women. Indeed, rumour has it she fell foul of Mrs Thatcher over this.

She is a committed activist for women's advancement, but she is not in favour of positive discrimination: "I hope I have been put on the Boards of Marks & Spencer and National Westminster Bank for what I can contribute. One can show in life that women qua women have a contribution to make and should be considered for these jobs."

At 61, she is still remarkably youthful. In the summer she and her now-retired husband, Geoffrey, spent a holiday hiking in the Canadian wilds.

Her political career had a late start. After 10 years as an Oxford City Councillor, she became an alderman and leader

of the council. "It was 1967. I was 40. I can remember clearly the day I took over. I realised that for the first time I had got a really responsible job."

Her children by then were five, 13 and 16, all at school. She is now matriarch to three daughters, three sons-in-law, and four grandchildren. "As a doting grandmother, I shop at Marks & Spencer for children's clothes," she said. "They didn't used to be so good. I'm glad to say they've improved lately. As a busy Minister, I can definitely say we have lived off Marks & Spencer food for the last eight years. I think some of their dishes are absolutely superb."

The daughter of a Don, she grew up in Oxford, which is still her home. Her degree in Modern Greats is from St Anne's. If she hadn't become a politician she says she would have become a musician. I first saw Janet Young in action five

years ago at the Conservative Women's Conference at the Royal Festival Hall. She was exhorting the party to select more women candidates, and urging more women to put their names forward to stand for parliament. Has any progress been made?

"I've certainly seen advances in my political lifetime. When I was in local government only about 12 per cent of the councillors were women. Now it's more than 20 per cent. There has been an increase in women on the Conservative Party candidates list. Conservative women are well represented on top jobs in local government. Of course, we can do better, but it's an important advance."

The advance of Conservative women in parliament has been much slower. There are only 17 women among 374 Tory MPs, an increase of three at the 1987 general election. Why, in her opinion, is Janet Young the

only woman Mrs Thatcher has ever promoted to Cabinet?

She tries to explain it: "Perhaps because I've been in national politics longer than most of the other women."

I point out some of the *men* in Cabinet have had less experience in politics than some of the women MPs. Janet Young shrugs. "That is a question for Mrs Thatcher, the reasons why she chooses to do things."

Baroness Young was in Cabinet through the Falklands war. "Clearly, to sit at the top table and hear the major policy decisions being talked about was extraordinarily interesting." When I ask for anecdotes about her time in Cabinet, she stonewalls. She can present the image of the perfect palace major domo who is not going to put a foot wrong. A future ambassador.

Edward Heath, a considerable admirer of Janet Young and the Prime Minister to

whom she owes her life peerage, acknowledges: "I can't give you any anecdotes about her because she's not an anecdotal sort of person."

He describes her as "firm and calm in the face of a crisis. Whenever I had to deal with her she was always extremely balanced." Had she been received with masculine disrespect by Cabinet colleagues? "Quite the opposite. I had real encouragement from them." And the worst 10 minutes in her political life? "Losing the transport clauses in the 1980 Education Bill when I was Minister of State for Education. It was the biggest defeat the Government has had in the Lords practically this century. I don't often drink brandy but I went out and had one after that!"

Of all the political posts she's held, which had she enjoyed most? "Leader of the House of Lords," she replied at once.

When she was removed in

June 1983, after two fulfilling years at the job, to make space for Willie Whitelaw, it must have hurt. "Yes, I *was* disappointed. I'm human. But this is political life."

The professional trouper was putting on a brave face. Did she go and have a weep in the ladies' loo? "I had to decide whether to stay in Government without a Cabinet post. First, I phoned my husband to break the news."

Eventually she joined the Foreign and Commonwealth Office, becoming Deputy Foreign Secretary. "I travelled to 60 different countries. There's absolutely no substitute for visiting other countries. I had never been a widely-travelled person. On the whole, women are not; they haven't the opportunities."

The most unforgettable trip was a gruelling 11-day visit trip to the Falklands in 1984. "I had to pop in on Grenada first,

after the American intervention. Then we flew straight on to New York. From New York we flew across the Atlantic to Senegal. From West Africa down to Ascension, and from there to the Falklands — hour upon hour, 13 hours in a Hercules bomber, too dark to read, too noisy to speak. And then, when the in-flight re-fuelling didn't work . . ."

When Geoffrey Young retired as Fellow and Tutor in Organic Chemistry (at Jesus College), it was not long before she decided to step down from the Foreign Office to spend more time with him. Recently, on television and in the press, the Tory backbencher-cum-pundit, Julian Critchley, has speculated on the future Leader of the Conservative Party and the future chairman. At the end of each speculation, Critchley stated emphatically: "Neither post will be held by a *woman!*"

Janet Young laughed: "Did

he say that?" Pause. "I don't want my views on that statement written down!"

As to the future leader: "I think it's quite wrong to say there won't be another woman. Who would ever have predicted 15 years ago that Mrs Thatcher would win three remarkable election victories?"

Janet Young is the only woman who has ever held the post of Conservative Deputy Chairman (she was firm, I use Conservative nomenclature); doesn't she think it odd that although there are several women of calibre and experience in both the House of Lords and the House of Commons, not one woman's name was mentioned in connection with the chairmanship?

Was she herself slightly surprised that she wasn't approached? Was it a case of a prophethood in her own land? "I don't know. I've never been offered the chairmanship of the Tory Party. I was both deputy chairman and vice chairman for eight-and-a-half years."

She had even acted as chairman when Lord Thorneycroft went into hospital. Would she have accepted the chairmanship if she had been invited? She laughs again. "I think that's a leading question!"

Her present office is a very long room with high ceilings which she shares with Lord Hailsham. The tall Church-style windows look out over the Lord Chancellor's Garden and the monument to the Pankhursts. Her office at the Foreign Office used to buzz with the comings and goings of a cohort of young men and women who organised her visits and her visitors.

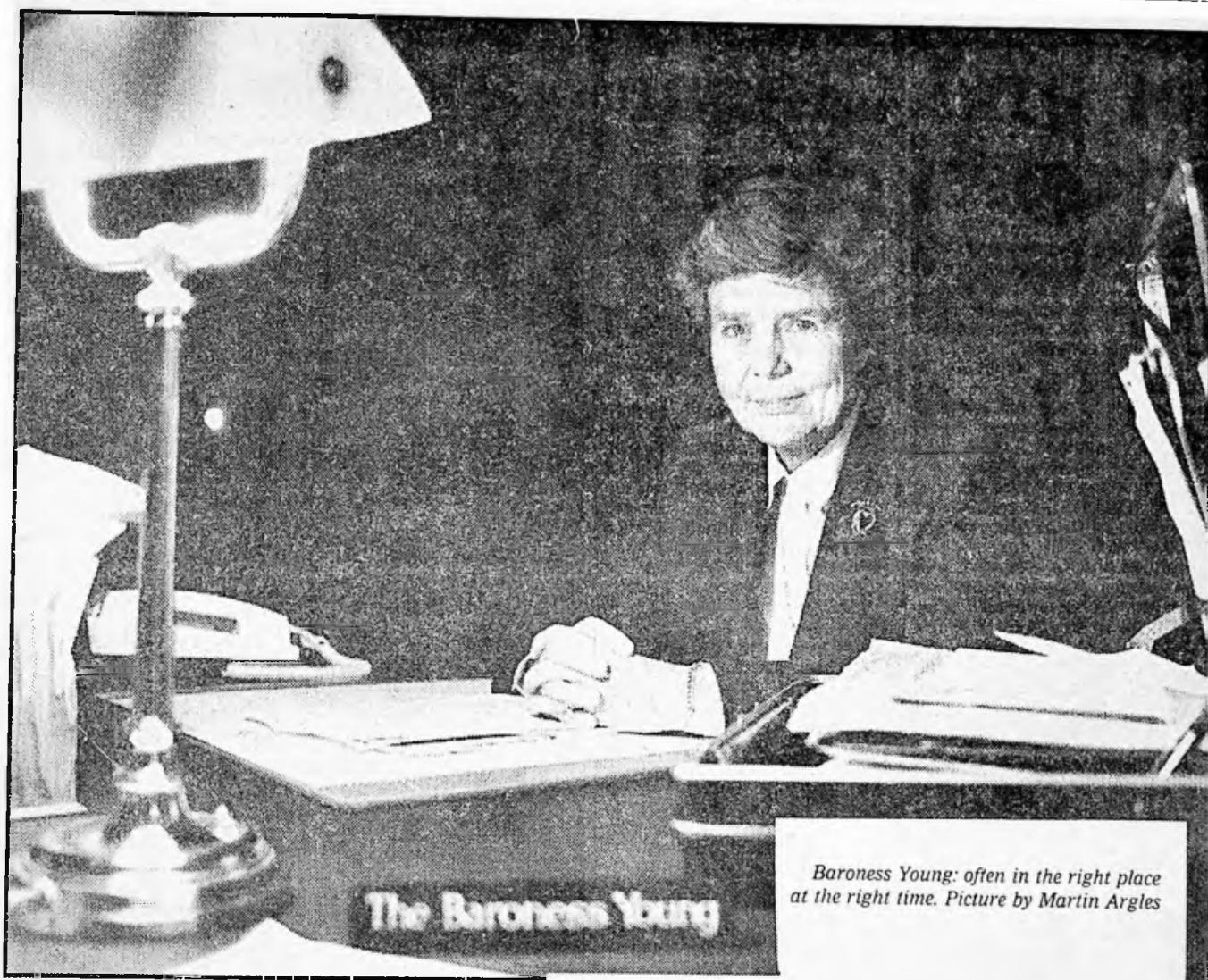
She gestured towards a large, unwieldy mound of papers. "Of course one misses the marvellous Private Office. It means now everything simply takes so much longer to get done."

As we left the House of Lords together, Baroness Young set off at an athletic pace into the winter darkness to seek a cab. As I hurried to keep up, she said: "I'm positively brimming with enthusiasm over these two new posts. Marks & Spencer and NatWest are very exciting. I've had a very good run in politics. I'm continuing to do a lot of speaking for the party. If something came up on Exports, I'd be very keen on that. And I intend to help pilot the Government's Education Bill through the Lords."

At Marks & Spencer she will be one woman among 15 Board members. There are eight women executives out of 103 in the company. She is making one step forward for woman-kind at St Michael House. At the next AGM, Lord Rayner can boast to shareholders that 7 per cent of the Board are women.

Press Cuttings

from Broad Street Associates (3) **THE GUARDIAN** - 2 DEC 1987



Baroness Young: often in the right place at the right time. Picture by Martin Argles

Janet Young has notched up some notable firsts — first woman leader of the House of Lords, first woman Lord Privy Seal. Now she has been appointed to the boards of two large British institutions, both of whom have never before entertained a woman among their elite ranks. Lesley Abdela reports

DEATHS BLAZED SWEEPS HOTEL

TWO people were killed in a London hotel fire today.

More than 200 people were evacuated from the Rubens Hotel in Buckingham Palace Road soon after 9.30.

Ambulancemen said a woman was found dead on the fourth floor of the building which is opposite the rear entrance to the Palace.

A man in his forties, who was rescued by firemen

by Peter Gruner
and Peter Kingston

and taken to the Westminster Hospital, died later.

Another guest was rescued by firemen after perching for several minutes on a window ledge.

One of the guests revealed that around 50 people had struggled to escape the blaze through a ground floor fire door, but it was locked.

A 22-year-old accountant from Birmingham, who had been staying on the fourth floor, said the guests were crowded in a stair well desperately trying to push the bar to open the door.

"They couldn't open it, so I went to the first floor, opened a window and shouted out for help," he said.

"I asked people outside to try to open the door from the outside but that was unsuccessful."

Eventually the guests escaped through a basement fire door.

The accountant, who refused to be named, said the fire alarms had sounded several times during the morning.

Initial indications were that the fire started in the lift lobby, but the cause was still a mystery.

Desperate

Police were treating the fire as "suspicious," although there was no evidence of arson.

Most of the fire was contained to the fourth floor and the roof.

The hotel, opposite the Royal Mews and the Queen's Gallery, was the target of an IRA bomb two years ago. The device was successfully defused.

Guests said that the fire alarm had sounded two or three times in the early morning.

Continued on Page 2 Col 6

Blaze

Continued from Page 1
ing, and each time staff had told them that it was a false alarm.

One staff member said a guest had deliberately set off the fire alarm system at 6 am but guests were told to go back to their rooms after assembling in the lobby.

Mr Michael McGahey, chairman of the West Counties Tourist Board who was staying at the hotel when the fire broke out, said: "I was not at all happy with the hotel's emergency procedure, and I intend to make my feelings known if there is an inquiry."

A London Fire Brigade spokesman said: "Our men in charge had no doubt that the blaze was stopped from spreading because the fire doors were closed, as they should be."

"We have no reports of doors being locked or jammed."

The hotel's owners were unable to answer serious questions this afternoon about certain safety factors involved in the fire.

A spokesman for the Sarova group said: "I cannot understand how the door may have been locked because the Rubens only passed a fire inspection three weeks ago."

jected to Washington's...
v-East ideological crusades.
This switch from Pan

next few weeks to decide on
concrete steps.

Back to the Latin roots in Acapulco

Jonathan Steele reports on the decision for greater unity at the eight-country summit

THE PHONEY reporter wearing press credentials and humbly queueing for a copy of the opening speeches at last weekend's conference of eight Latin American presidents was a United States diplomat.

James McAnulty, second secretary at the embassy in Mexico city, was quick to explain that he was not there under false pretences. It was just that the eight countries did not recognise any category of privileged observers and foreign diplomats were told to be content with treatment as press.

It was a small but eloquent gesture of the thrust of this meeting, the first time so many Latin American presidents have come together "without being summoned by a great power", as Jose Sarney, the President of Brazil put it. At the end of the meeting he and his colleagues from Argentina, Colombia, Mexico, Panama, Peru, Uruguay and Venezuela agreed to set up a "permanent mechanism for joint political action" which will hold annual summits.

Before the meeting began, the United States had been worried that the new arrangements might turn into an alternative Organisation of American States, symbolically located in Washington and which the United States has always dominated. They were the same fears the US had when the western European Union was recently revived as a forum in which countries could meet outside its dominating shadow.

Although the group of eight did not reject a future role for the OAS, they decided on a strategy which may be more irritating for Washington. They called for Cuba to be brought back into the organisation from which it was expelled in the 1960s under pressure from the US on the Latin American and Caribbean majority.

They also argued that the OAS should become a forum for North-South dialogue within the western hemisphere rather than be subjected to Washington's West-East ideological crusades.

This switch from Pan

Americanism to Latin Americanism was the most dramatic outcome of the summit. It has been growing steadily during the past few years. Mrs Thatcher helped to trigger it with her successful demands that the US side with Britain rather than support Argentina or remain neutral during the Falklands war in 1982. Where was hemispheric solidarity, the Latin Americans asked their alleged ally in Washington?

Then came the US invasion of Grenada and, more recently, US military pressure on Nicaragua, both of which have been criticised strongly by most Latin American governments.

Yet even these disagreements might not have been enough to spark a Latin revolt if it had not been for the continent's debt crisis. The creditors' crippling demands led by the hard men of the Reagan administration, have finally prompted Latin America to let go of the apron strings.

Argentina's Raul Alfonsin cogently described the net transfer of resources from the Third World to the first required for debt service. "The Marshall plan was an imaginative effort to support reviving democracies after the last war", he told the final press conference. "In Latin America we are experiencing the reverse. In the last five years we have transferred about \$150,000 million to the North, in constant terms roughly two Marshall plans."

While agreeing on the diagnosis the presidents found it harder to agree on a cure. Between the hawkishness of Peru and Argentina and the dovishness of Colombia, which has never asked to reschedule its debts, a consensus eventually emerged.

The presidents were restrained in how they phrased their demands. Although they still accepted case by case treatment they were determined to find ways of expressing a joint political commitment to new approaches. Their finance ministers will meet in the next few weeks to decide on concrete steps.

Where to buy fuel

ENGINE manufacturers and fishing vessel designers are continually working to make fishing craft more economic to operate. However, the price the owners pays for his bunkers still counts a lot.

This is where the advice of a specialist fuel and lubricant supplier such as Tramp Oil and Marine Ltd of Bromley, Kent, England, can be invaluable. It says that fuel and oil prices can vary greatly not only from port to port but, also, from individual local suppliers.

Worldwide bunker suppliers Tramp are becoming increasingly active in bunkering the world's fishing fleets to help reduce their fuel bills by giving specialist advice to owners.

An owner gives Tramp Oil details of his fleet and their likely rotation over a given period. Tramp Oil will then advise him at which port to lift the bunkers to achieve the best prices and whether it would be best to buy at the time of call on the spot market, or to forward buy at a fixed price.

A recent example came when a Far Eastern fishing fleet owner was to operate in the South Atlantic, passage being made westabout via Capetown.

The first decision was where should the bunkers be put on board. The market dictated that this could only be at Singapore which was offering by far the best prices in the region for the 400 tons of gas oil per ship.

A second decision was whether to make the commitment to forward buy at fixed prices — say 2000 tons of gas oil at Singapore over a one-month period — or to buy in the 'spot' market when the vessel calls at the port.

In a static Singapore market a saving could be made by buying forward, although it is possible for the market to move and for the spot price to be more competitive when the vessel arrives. However, from a planning point of view, it may be more advantageous to know the price and availability in advance.

The owner also had to decide on the second call for bunkers. Here the choice was either South Africa at Cape-town, Port Elizabeth or East London, or at Port Louis in Mauritius.

Although there was little price difference between the two, his choice had to be South Africa due to the greater

availability of product and price stability, says Tramp Oil.

If he wished to forward buy at fixed prices, say 3000 tons of gas oil over a one-month period, then the savings to be made in South Africa were five or six per cent versus the spot market.

Lubricants were also required by the owner for the voyage and advice was given by Tramp Oil that lubricants should be put on board as early as possible at Singapore, because they were considerably more expensive in both South Africa and Mauritius.

The owner needed guidance when venturing into the South Atlantic on the pour point level of the product. No problems are found with the supply of bunkers but, when the vessels arrive in the South Atlantic and the temperatures are much lower, the pour point of the fuel becomes crucial for operation in sub-zero conditions.

Looking at the options facing a UK owner scheduled to sail 7000 miles to the Falklands, Tramp Oil advised taking on board sufficient bunkers to reach the Atlantic islands where a differential of about US\$10 per ton

Canary agent

TRAMP OIL'S new agent at Las Palmas, in the Canary Islands, is also a trader in fish cargoes. He is Jose Mayor of Can Oil SA.

The company was appointed as Tramp Oil's agent "to service its growing involvement in the supply of products to fishing fleets operating out of, or calling at, the Canary Islands," FNI has been told.

applies. His choice was either at Las Palmas or further on at Cape Verde.

Las Palmas was preferred, as prices were lower and availability was certain. If a third bunker call was needed, then the UK owner could lift in South America or on the high seas.

Here his choice would be restricted because he was on his way to fish in the Falklands area and a call anywhere in Argentina was not possible for obvious reasons. His choice, therefore, was either Brazil or Uruguay.

Prices of gas oil in Brazilian ports tends to be higher than further south. Therefore, it was proposed to lift in Montevideo at a much lower price.

As for purchasing lubricants, the UK owner needed to take them on board in the UK as opposed to Las Palmas — and certainly not in South America. However, top-ups with engine oil and hydraulic oil could be effected in South America, or on the high seas.

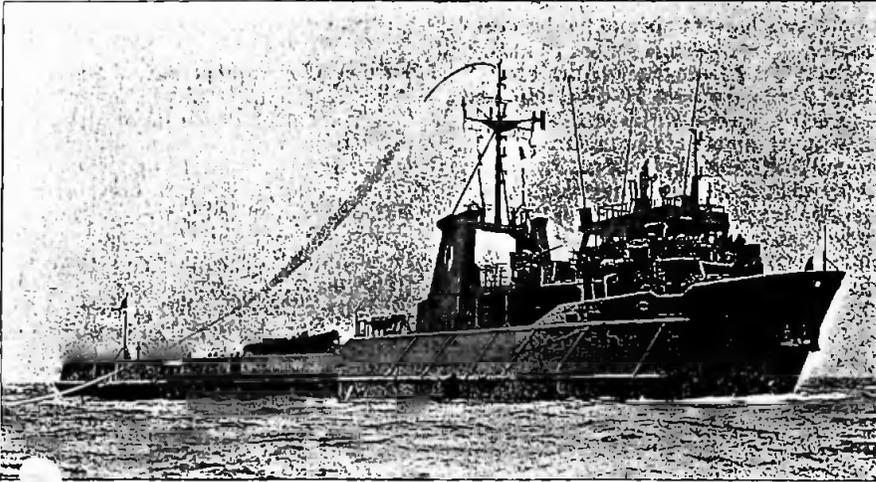
It is always more economical to buy both bunkers and lubricants from the same supplier in a package because the price advantage achieved would invariably be significant.

"Bunkers and lubricants account for a significant percentage of the total operating cost of any fishing vessel. Taking care of how you buy your product, where and from whom can, and does, pay handsome dividends," says Tramp Oil.

Supplies delivered to grounds...

VESSELS fishing off West Africa would normally call at Abidjan for bunkers as this port has the area's most economical supply with the exception of Nigeria.

However, Tramp Oil says that it offers a high seas supply to Korean, French and Spanish fleets off West Africa and this can save US\$15 a ton on gas oil. Also, there is a further saving as the vessels are not subject to port calling costs.



The Falkland Islands patrol ship *Protector*, seen here displaying paying-off pennant in October 1986, has been sold to commercial interests in the Gulf of Mexico. (Walter Sartori)

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New Vessel for St Helena

As part of a British Government aid package to the dependent territory of St Helena, an order worth £20m is to be placed for a new passenger/cargo ship to replace the existing *St Helena*. The new building will be owned by the Government of St Helena and operated by St Helena Shipping Ltd, with Curnow Shipping Ltd as managers.

Of approximately 6,500grt, the new vessel will be capable of carrying up to 1,500 tonnes of cargo, including 300 tonnes of liquid cargo in special tanks. The design, produced by Three Quays Marine Services, provides for the carrying of 20-foot containers. The vessel's two hatches will be served by two mod-

ern cranes, whilst a set of traditional derricks will speed cargo handling at the lighterage ports of Ascension and St Helena.

Accommodation is planned for 126 passengers in a wide range of cabins, but all will share the public rooms and recreational facilities. The latter will include wide sun decks, sun lounge and a large open air swimming pool.

The new vessel is scheduled for completion at the end of 1989, and will enter service early in 1990. Meanwhile, the future of the present *St Helena* has yet to be decided, although it is believed that she may be sold for service on a short haul inter island route somewhere in the world.

Survey Ship

Hecate (A137), "Hecla" Class — paid off for disposal in late 1987.

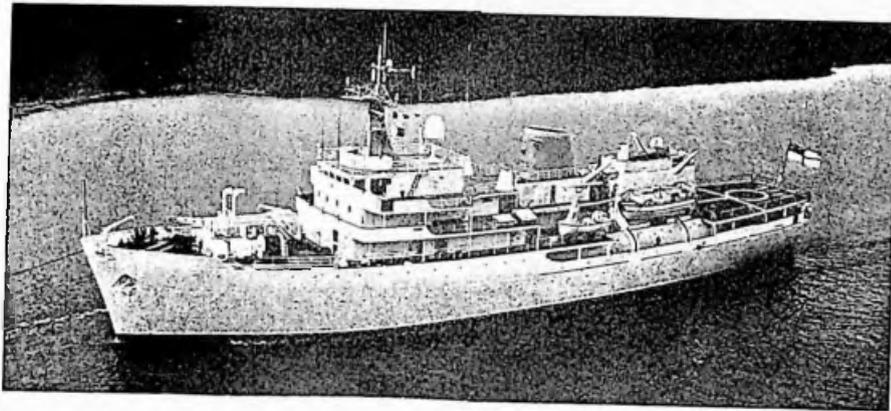
Falkland Islands Patrol Ships

Guardian (P245, ex-ORSV *Seaforth Champion*) — paid off for disposal 27/10/86, purchased by Pounds, Portsmouth in 4/87 and subsequently resold to commercial interests operating in the Gulf of Mexico.

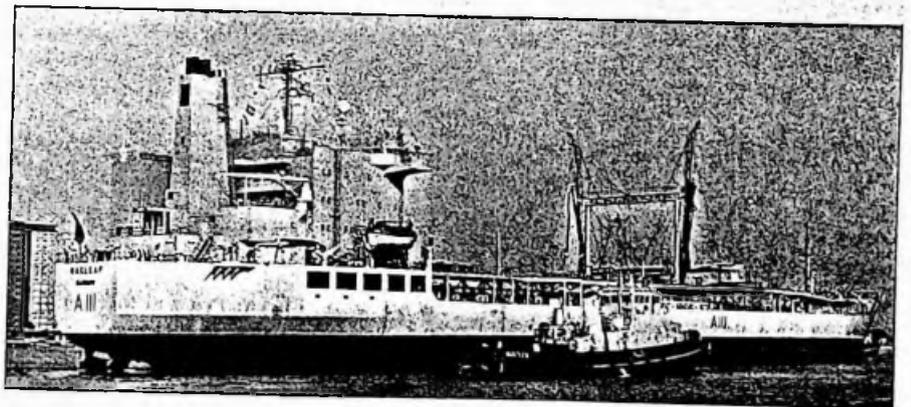
Protector (P244; ex-ORSV *Seaforth Saga*) — paid off for disposal 27/10/87, purchased by Pounds, Portsmouth in 4/

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Below — The survey vessel *HMS Hecla*, seen here in this attractive view in the river Avon en route to Bristol for a courtesy visit in September 1982, is scheduled to be withdrawn from service next year. Recent withdrawals and additions to the Fleet are listed in 'New Warships for Old' in this issue. (Pieter Biesheuvel)



Below — The Royal Fleet Auxiliary tanker *Oakleaf* entering Portsmouth for the first time on 17th September. The fitting of under-way replenishment gear makes the *Oakleaf* the largest replenishment oiler in the RFA fleet. Swedish-built and completed in 1981 as the *Oktania*, the 22,000-ton tanker carries the pennant number A111. (Photo & report by James W. Goss)



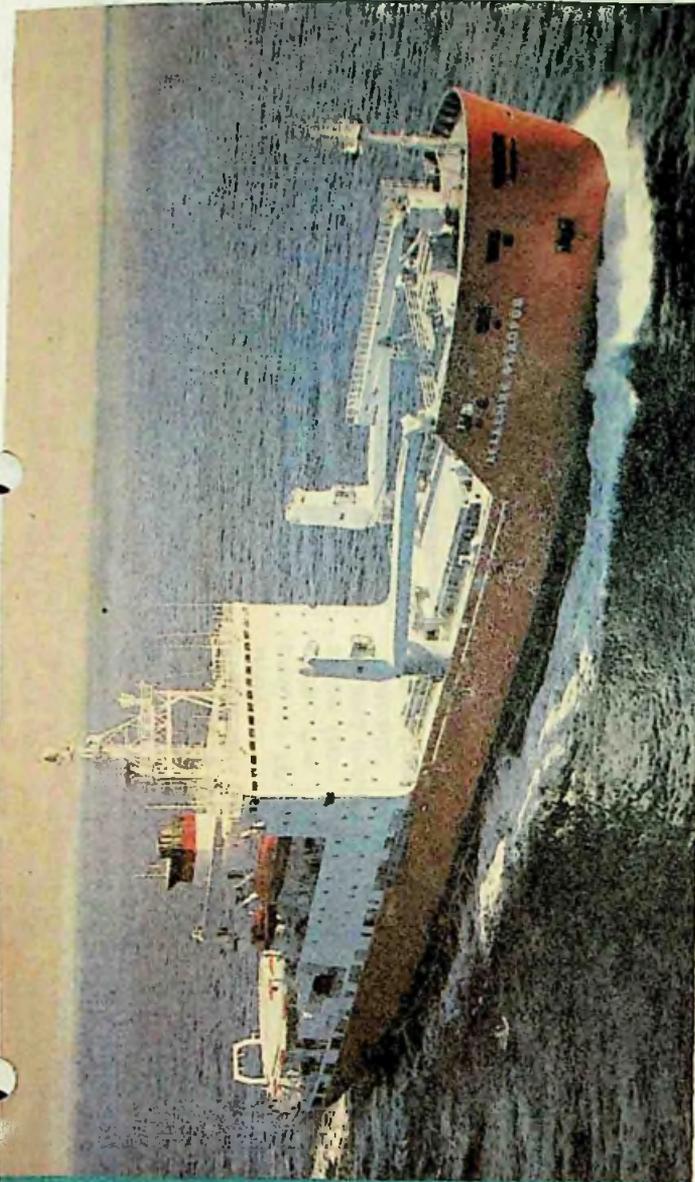
Search in the south

THE 140 METRE long ice-breaking ship *Akademik Fedorov* is now spearheading the Soviet Union's efforts to explore Antarctica and carry out scientific research in this vast region.

With the world's oceans becoming ever more crowded, Antarctic waters could offer resources worth exploiting, but more research is needed.

A 22,000 hp ship, she is one of the most sophisticated specialist vessels ever built.

Finland's Rauma-Repola OY Rauma Shipyard built the 16-knot ship for the Soviet Goskomgidromet.



Taiwan's squid rush

TAIWAN'S Council of Agriculture — the government department charged with commercial fishing — has reported a record 60 applica-

tions for the building of 1000-ton fishing vessels during a period of only one month between September 10 and October 10.

Two firms start deepsea trawling

SHIPBROKERS are finding secondhand trawlers for two British companies spending millions of pounds to enter the deep-sea fishing industry.

A UK-based company operating converted fishing vessels as offshore ships for the oil industry has taken delivery of the 72.5 metre long former W. German factory stern trawler *Wien*, which lost her quota in the re-organisation of the German deepsea fleet under the semi-state ownership of the DFFU, the combine involving German deepsea owners, including Nordsee.

The *Wien* has been moved to Tyneside, in the north-east of England, to be refitted alongside the former Hull-based stern trawler *St Jason*, which has now escaped conversion into an oil industry rescue ship after a long lay-up in Holland due to the downturn in the exploration industry.

The *Wien* was built by Schiffbau-Ges Unterwisser AG at Bremerhaven in 1962

and is powered by a 2345 bhp Klockner Humboldt Deutz main engine.

Both ships are expected to have expensive and thorough refits for operations by their owners in the South Atlan-

tic. The work will include installing extensive German fish factory equipment.

Two ships have just been bought by the Hughes Food Group to start a deepsea fishing venture by Hughes' new marine division just established at Hull, a main base for the UK's former world-leading deepsea fishing industry.

The Hughes Food Group has been buying up shore-



The former French trawler *Le Douphine* — first trawler in the Hughes fleet.

based fish processing plants and ice plants in England and Scotland — and is now venturing to sea.

First ship in the Hughes fleet is the former Fecamp, France, stern trawler *Le*

Douphine, which is joining the ex-Dutch and ex-Hull-based *Westella*, at present named the *Wagram*. This 198 ft registered length ship is now licensed and ready to start pelagic fishing around the UK, while the former French stern trawler has been moved to Hull ready for a refit before she is due to start operations for Hughes early next year.

Christopher Harry Thomas, chief executive of the Hughes marine division, told *FNI* that the two ships are the start of a build-up in deepsea fishing by Hughes.

It is also moving into pelagic fish processing ashore and the vessels joining the Hughes fleet would be equipped with adequate freezing capacity for them to act as British klondykers on the mackerel fishery, starting a challenge to the Eastern bloc fleets which arrive in UK waters to buy pelagic fish each year.

The ships will be renamed the *King Jupiter* (*Westella*) and *King Neptune* (*Le Douphine*).