

Press Cuttings

from Broad Street Associates **THE GUARDIAN**

30 APR 1988

Appeal blocked

A San Francisco appeals court refused yesterday to block the extradition to Argentina of a general charged with murdering 39 unarmed prisoners during the "dirty war." Judges Harry Pregerson and Alfred Goodwin signed a one-sentence order denying a stay sought by Carlos Suarez Mason. No reason was given. — Reuter.

Vatican seeks to remove radical's power base

Brazil

Jan Rocha

A NEW proposal from the Vatican could see the imminent break-up of the sprawling 15-million strong archdiocese of Sao Paulo, the largest archdiocese in the world, into independent dioceses.

The Archbishop, Cardinal Paulo Everisto Arns, would be left with at the most three of the present nine episcopal regions. He would no longer control most of the 1,000 priests, the 359 parishes, the 875 chapels and community centres and the seminaries that make up the archdiocese.

At their annual meeting last week, Catholic bishops from all over Brazil queried the reason for the proposal. "If it's for administrative reasons, why just Sao Paulo and not other large cities?" said one of them.

The Bishop of Santo Amaro, one of the present episcopal regions which would become independent, said that the people in his region had already voted in a plebiscite against civic autonomy, and there was no sign that they want religious autonomy.

For many of the bishops it is clear that the target is not administrative efficiency, but the archbishop himself. During his 17 years in charge of Sao Paulo, 67-year-old Cardinal Arns, a Franciscan, has transformed the archdiocese into a centre of progressive initiatives with an influence that stretches worldwide.

Instead of the traditional vertical structure of the Catholic Church, he introduced a democratic organisation, beginning with the grassroots base communities. Every three years church priorities are fixed at mass meetings of lay people and religious workers. It means that meetings now take up a lot of time, discussing planning and debating.

The Curia Metropolitana, a large grey house which is the

Archbishop's central office, is packed with committees and commissions dealing with justice, human rights, police violence, abandoned children, slum dwellers, the homeless, and health problems.

It was an archdiocese-sponsored team of lawyers that researched and compiled a dossier listing the names of torturers and the tortures they practised under the military regime. His latest concern is Aids victims.

The cardinal has not limited his concern just to Sao Paulo or even to Brazil. The UN High Commission For Refugees also has premises, dealing over the

'Political and economic alternatives are the hope of the Third World and the salvation of the First World' — Cardinal Arns.

years with refugees from Argentina, Uruguay, Chile, Paraguay, and Colombia.

It was another archdiocesan committee that produced the first full list of the disappeared in Argentina. The cardinal's visitors include US State Department officials, European ambassadors, heads of multinational corporations, and members of churches from all over the world, as well as strikers, students and local politicians.

Some of the cardinal's international activities have not been very well-received in the Vatican.

He organised an ecumenical congress for Third World theologians in 1980, which was attended not only by Father Miguel D'Escoto, Nicaragua's Foreign Minister, but by President Daniel Ortega, and ended with

a rousing commemoration of the Nicaraguan revolution in the auditorium of the Catholic University's theatre.

Ecumenically, the Archbishop has always been in the vanguard. Rabbis, and "mother of saints" of the Afro-Brazilian Church have sat in front of the high altar in Sao Paulo's cathedral, as well as Protestant ministers and orthodox priests. He has allowed black priests to include African music in their ordination ceremonies.

While the Pope seems earnestly engaged in putting the ecclesiastical clock back, and reasserting his authority in a vertically structured Europe-centred Church, Cardinal Arns has come to represent more than any other Catholic leader the church that challenges the Pope's traditional outlook. "It's a power struggle," said a nun who works in the archdiocese.

In public Cardinal Arns accepts the Pope's decision, but goes ahead with what he feels is right. He has defended the role of married priests, and with another Franciscan cardinal he went to the Vatican to defend the rebel liberation theologian, Leonardo Boff, accused of heretical writings.

"The target of this change is the Archbishop himself," said a professor of philosophy at the Catholic University here. "The Pope cannot move him, so he's going to weaken the organisation he's built up, and move the active bishops he had around him".

Isolated in the middle of conservative bishops who do not agree with his way of doing things, the cardinal's mini-Vatican will be dealt a severe blow.

The first step has already been taken. One of the cardinal's most important auxiliary bishops, Luciano Mendes, who is also chairman of the Bishops' Conference, has just been promoted to archbishop, but in a rural backwater in the state of Minas Gerias. Over the last few years the Pope has deliberately sent progressives to backwaters, and transferred conservative bishops to progressive dioceses.

US court to review Falklands tanker loss

From Howard Williams
Washington

THE US Supreme Court has agreed to review a case against Argentina involving the loss of a Liberian-registered tanker during the Falkland Islands conflict.

The case has been brought under a 1789 US law which allows foreign governments to be sued in the United States for actions which are considered in breach of international law.

The case which the Supreme Court has agreed to review involves the 1982 bombing by Argentine forces of the Liberian-registered *Hercules*, owned by United Carriers Inc and chartered by Amerada Hess Shipping Corp.

The vessel was on charter to transport oil from Alaska to the US Virgin Islands.

After limping into Rio de Janeiro, the vessel was taken out to sea again and scuttled following the discovery of an unexploded bomb still on board.

United Carriers brought a \$10 million lawsuit against Argentina while Amerada sought to recover \$12m it said it lost with the cargo.

Both claims were rejected by a federal judge. But these decisions were overturned by an appeals court.

The US Justice Department appealed to the Supreme Court, arguing that "sensitive foreign policy concerns" were involved.

The Supreme Court agreed to review the case.

Brewery drops £1m commercial

THE Scottish and Newcastle Brewery has sacrificed an estimated £250,000 in recording and filming costs, and £750,000 in broadcasting fees by abandoning a lager TV commercial because of its music.

The company, which gave £10,000 to the Conservatives' election campaign last year, said the advertisement had been dropped because the Glasgow rock band, Shamen, which played the music, advocated drugs and showed pornographic slides at concerts. But the group's manager, Mr Charlie Cosh, denied the claims, and said the company had found out that the song, Happy Days, was a tirade against the Falklands war and the Government.

The advert, for McEwans lager, is being remade.

A soldier's love for the mule

SIR — Legend has it that the mule is a stubborn, difficult and ill-tempered animal. So am I, if I am maltreated. Like Maj-Gen Richardson (letter, April 27), I have the greatest admiration for these splendid animals, which I first encountered when serving with Wingate's Long Range Penetration Groups in late 1942.

The mule, if treated with consideration and respect, was "man's best friend" in the scenario of the war in Burma. Ask any British soldier who was a mule leader — and I have seen some fine, tough men in tears when their mule had been wounded "beyond repair" and had to be put down.

The mule is immensely strong, phlegmatic in temperament, highly intelligent and loyal to his handler if treated correctly. Most of us owed our survival to our mules, who carried our heavy weapons, ammunition, wireless equipment, charging engines and a host of other items vital to our ability to function as a fighting unit.

We had heavy-duty "Artillery" mules, bred in the Argentine, to carry our heavy wireless equipment. Most had put up with an operation on their larynx to prevent their braying disclosing our positions in the jungle. These large animals took a maximum load of 200lb, carefully balanced at 100lb each side of the saddle. If the total load exceeded 200lb, or if the load was unbalanced, the mule would not budge — and rightly so, as a gall would result and the animal could not be worked. Readjust the balance, or reduce the load to the correct maximum, and the mule would respond by marching on and on over near impossible country, while his human masters were dropping with fatigue.

I know I would not be here today had it not been for the mules which carried the radios which called for the air supply drops which kept us alive and fighting during the Burma Campaign.

Lt-Col ROBIN PAINTER
Poole, Dorset

FISHING NEWS
29 April 1988

Falklands fishing in the 90s

THE Falkland Islands government is still some weeks away from releasing details of the outcome of the seminar *Falklands Fishing in the Nineties* held at Port Stanley in March.

Information from the papers presented by vessel operators, scientists and government officials is now being prepared for release to *Fishing News*.

Meanwhile, a report to reshape Stanley Fisheries, the islands' fishing company which has formed joint ventures with foreign fishing companies to exploit the exclusive zone, was presented in Port Stanley on April 20.

The report has been prepared by chartered accountants Ernst & Whinney of London and it was presented to the Falklands Islands Council, the board of Stanley Fisheries and the islands' Development Corporation.

A hard look at the company's structure was needed following the Overseas Development Administration's aid to the company being brought to an end.

Two men from Ernst & Whinney have visited the Falklands and they attended the seminar held to plot the course of future Falklands fishing.

The Falklands has hired a further five observers to sail with the fleet exploiting Falklands waters. They are ensuring that catch log books are being correctly completed and they are also taking samples of the catches.

The observers are well distributed with the fleet. There

— report out soon

have been reports of good hake fishing at the western end of the zone by the vessels licensed for finfish, but *Loligo* catches are reported to be poor — apart from the first month of the season. Catching has lately been centred on grounds west of Beauchene Island.

Fleets concentrating on the *Illex* squid have been working in the south-east, some 40 miles from Port Salvador, but prices are reported to be down on last year.

Some squid jiggers were forced to lay in Berkley Sound for up to a week in March — sustaining a loss of up to \$40,000 — due to a lack of reefers.

For a short period in March each year the reefer fleet concentrates on moving fruit from South America to

Europe. The problem is now over for this year, but the captain of a Korean vessel found transshipping without a licence has been severely reprimanded and will face prosecution if found in breach of the law for a second time.

The Hughes Food Group of Humberside had planned to operate its recently bought vessels *Wagram* (now *King Jupiter*) and *Le Dauphine* (*King Neptune*) off the Falklands, but has failed to make the licence payment by the deadline.

One of the vessels is still stripped down at Hull and the other has been catching mackerel around the UK. Earlier this year the company voiced its concern at the cost of licences to fish in the area, but it has since trimmed its fishing plans.

Hill Cove, the joint venture vessel being operated by Stanmarr, arrived in the Falklands on April 9 to start fishing. She was officially named on April 13 by Mrs. Sally Blake, wife of councillor The Hon. L. G. 'Tim' Blake of Hill Cove, who has the fisheries portfolio.

Argentine general to face trial

SAN FRANCISCO (Reuter) — A US judge yesterday ordered former Argentine general Carlos Guillermo Suárez Mason to be returned to Argentina to face trial for 39 murders committed during the "dirty war" against political opposition.

Mr Suárez Mason was commander of the First Army Corps in Buenos Aires in the late 1970s, as Argentina's military government brutally crushed guerrilla vi-

olence. He fled Argentina in 1984, a year after civilian rule was restored, but was arrested in San Francisco last year. He will not benefit from the *punto final* law passed at the end of 1986, which placed a time limit on prosecutions for "dirty war" crimes, because his case was before the courts before 1986.

Lawyers for Mr Suárez Mason said they would appeal against the extradition order. They argued

that Argentina failed to produce evidence linking Mr Suárez Mason to any crimes.

■ BUENOS AIRES — Former economy minister José Martínez de Hoz and former interior minister General Albano Harguindeguy, who both held office during Argentina's military dictatorship, have been arrested and charged with kidnapping a businessman in 1976, Reuter reports.

Gibraltar move reflects Tory pressure on TV

SIR GEOFFREY Howe's request to the Independent Broadcasting Authority to postpone last night's transmission of the Thames TV programme on the Gibraltar shootings is extremely unusual, but in line with the political pressure being placed on television, especially the BBC.

The only other recent case of direct government intervention in which the IBA and ITV have been involved, arose during the Falklands campaign. The then Home Secretary, William Whitelaw, expressed concern about a Thames Television interview with General Galtieri. In this, too, the IBA previewed the programme and decided it should go ahead.

The IBA is the statutory body charged

By Maggie Brown
Media Editor

by Parliament with regulating ITV and Channel 4 programmes and advertising output, in accordance with government statute. Its officers make a point of previewing the minute percentage of sensitive programming put out by its charges.

Thames TV's *This Week* programme, *Death on the Rock*, was well known to it, and already booked in for a preview, before Sir Geoffrey applied public pressure. Otherwise, it works by highlighting sensitive issues, or matters of changing public taste, pushing the daily respon-

sibility on to programme controllers.

The robust and swift defence of last night's programme rests on the fact that there has already been "wide journalistic investigation" of the subject, and that it would be "unreasonable to deny further reporting of them".

It contrasts favourably with the successful political pressure applied four years ago by Leon Brittan, then Home Secretary, on the BBC Governors over the Northern Ireland programme *Real Lives*: it was withdrawn although transmitted eventually.

The pressure comes at a critical point: the BBC Radio 4 series, *My Country: Right or Wrong?*, which dealt with the du-

ties of public servants, attracted a gagging injunction last December. Although that is now lifted on programme one, it puts the remaining two at the centre of tortuous legal negotiation, and, as a result, no material has been broadcast yet.

The dispute also comes at an interesting point for the IBA. Increasingly, its role is being called into question: it is unloved by the ITV companies it polices and criticises, and regarded with a degree of impatience by the Government.

For example, it is being stripped of its traditional powers over commercial radio, which is to be the first test in Britain of free-market broadcasting, and freed from the constraints of public service

broadcasting commitments. In the past week, the IBA has publicly aired its serious differences with government, emerging in the process in a more positive light as the champion of the viewer and the public interest. The simmering issue of overtly political government advertising is leading it swiftly to redefine its rules.

The authority is anxious to canvass support outside the Government, among MPs, opinion formers, and the public, who, it believes, will be deeply alarmed if their favourite leisure activity is spoilt. Its stance on *This Week: Gibraltar* seems bang in line with that.

Parliament, page 6
Leading article, page 16

Press Cuttings

from Broad Street Associates **THE ~~AGE~~ TIMES**

29 APR 1988

TV advert withdrawn

Scottish and Newcastle Breweries, which gave £10,000 to the Conservative general election campaign, has withdrawn a television commercial for McEwans lager which uses a song critical of the Government. The song "Happy Days", by The Shamen, an Aberdeen group, is about the Falklands conflict. In a reference to the sinking of the Belgrano, the lyric includes: "There is a ship on the sea, shall we send it down? It's only a toy in a tub, shall we sink it now?" The company is commissioning another song for the commercial, part of a £1 million campaign on Scottish television yet to start.

Ex-ministers accused of extortion in Argentina

By Tim Coone in Buenos
Aires

TWO ARGENTINE former ministers have been arrested in Buenos Aires and charged with the illegal detention of, and attempted extortion from, a businessman during the last military government.

Mr José Martínez de Hoz, the military's economy minister from 1976 to 1981, together with former general Albano Harguindeguy, interior minister of the first military junta after the 1976 coup, were placed under preventive arrest on Tuesday evening by a federal judge after more than two years of investigation into the case.

The charges relate to the five-month imprisonment of a textile magnate, Mr Federico Gutheim, and his son in 1976 and 1977. This is alleged to have been on the instructions of Mr Martínez de Hoz, for supposed "economic subversion".

Mr Gutheim later claimed, however, that he was obliged to obtain his release by signing over a lucrative cotton-exporting contract with a Hong Kong-based company. This benefited a foreign company to which Mr Martínez de Hoz is alleged to have had business connections.

A former military president, ex-general Jorge Videla, has also been cited in the case. He is now serving life imprisonment for his responsibility in organising the 1976-83 repression in which more than 9,000 people are known to have disappeared following arrest by the military authorities.

Meanwhile, a US court has approved the extradition to Argentina of Mr Guillermo Suarez Mason, a former general under the same military regime, to face trial on 39 counts of homicide and the falsification of a passport.

He was in charge of the First Army Corps in Buenos Aires after the 1976 coup. More than 6,000 of the 9,000 known cases of disappearance occurred under his jurisdiction. Mr Suarez Mason fled Argentina in 1984, shortly after the restoration of democratic rule, and was arrested in the US in January 1987.

Earlier this week another US court awarded \$21.1m in damages against Mr Suarez Mason to an Argentine lawyer now resident in the US, who suffered torture and imprisonment for four years under the military regime for his defence of arrested trade unionists.

Curb on fishing near Falklands

BY ROBERT GRAHAM

THE FALKLAND Islands administration has begun a clampdown on over-fishing and illegal fishing in the South Atlantic. In the past few days a Korean vessel has been arrested and a Polish trawler fined.

They are the first such actions since the British Government unilaterally declared a 150-mile fishing zone round the islands and instituted a licence system in January 1987.

The Korean vessel, Cheung Yong 5, owned by Daerim Fisheries, was arrested on Monday 25 nautical miles inside the

zone to the north of the Falklands.

A spokesman for the Falkland Islands' Government said yesterday that the Cheung Yong 5 was fishing without a licence and faced fines on three charges totalling £350,000, plus the forfeiture of its gear.

The Polish trawler is understood to have had a licence but was found illegally transhipping part of its catch, indicating it was exceeding catch quotas.

In the current season which will end in June, 140 vessels have licences to fish in the northern

zone for the more profitable catch, squid. In the southern zone only 43 licences were awarded this year.

The Falkland Islands Government estimates that the value of the annual catch is around £450m. It receives £15m in licence fees.

During this season, the authorities have been aware of increasing infringement of licence rules and illegal fishing, especially in the northern zone where vessels can come in at night, which is when the squid is fished.

Press Cuttings

from Broad Street Associates **THE  TIMES**

28 APR 1988

Ships seized

The Falkland Islands Government announced that two foreign vessels had been detained over charges including illegal fishing.

Press Cuttings

from Broad Street Associates  THE INDEPENDENT

British film-makers are catching up with the Falklands war — Sheila Johnston reports

Beyond the shooting script

IT HAS taken Hollywood several decades and several hundred films to begin to learn to live with Vietnam. Over five years after the end of hostilities, British cinema has scarcely touched upon the South Atlantic. Ian Curteis's ill-fated and still unproduced *Falklands Play* was set at the height of the crisis and in the heart of the corridors of power. But several films now in pre- and post-production are couched in elegiac vein and concerned with the psychological fallout from the crisis; melancholy, perhaps, being the customary and proper fate of the victors.

"We are so scarred from other wars that we are much less certain of our feelings," says Charles Woods, whose screenplay, *Tumbledown*, is prefaced by a statement of his own "intense guilt" about the Falklands. It is based on the real-life case of Robert Lawrence, a Lieutenant in the Scots Guards, who was shot in the back of the head, leaving him distressingly and permanently disabled. Wood says: "The rights and wrongs of fighting war will go on forever; I could find nothing interesting to say about that. But I was fascinated by a newspaper photograph of Robert's face: he looked like a waif, wasted and tragic. Films, I believe, are about looking into people's eyes."

Though primarily following Lawrence's home-coming, his script flashes back again and again to *Tumbledown* with a neurotic compulsion which Ian Curteis finds morbid: "It is an extremely good drama, but dwells heavily on the ghastliness and horror of fighting, without any explanation of why the war was fought. There is nothing about the vital international importance

of resisting armed aggression."

Wood, however, is convinced he has remained scrupulously impartial. "I decided not to make a stand for or against pacifism. I don't want the film tugging at sympathy for the wrong reasons. I want extremists from both sides to be horrified. I'm happy for it to be called subversive. That word is often used pejoratively, but I intend it in the best sense, as seeking to upturn our accepted opinions a little.

"I understand real soldiers — I used to be one. When I first talked to Robert, he was the kind of professional I knew; not a streak of violence in him, just the toughness he is expected to have to do his job. History will always repeat itself unless we face the fact that professional soldiers have a tremendous enthusiasm for what they see as their role."

Martin Allen's first feature film script, *Resurrection*, about the return of a young squaddie missing in action, goes into production on 9 May. He comes to the theme from the opposite tack. "I've never been a soldier," he says. "Never been in a war, or even near a war. I've written plays about football and television, and found it relatively easy to get into those people's minds. But the army is another universe. *Resurrection* is a sort of companion piece to Charles Wood's play. It's also based on a real case, from the same battle: *Tumbledown* was traumatic because it was the last mountain before Port Stanley, and our troops suddenly found themselves up against Argentina's crack commandos."

Allen's hero returns physically intact, but tainted with the rumour of desertion; he is persecuted by the press and by his peers to the point of nervous breakdown. "Robert Lawrence was an officer from a military family with the machinery of the establishment behind him. My character came from a Lancashire working-class background, and hadn't really been expecting to fight. His story focussed for me the frightening hysteria that the Falklands brought out in the British psyche. I'd like to think that a good writer would always question the value of that war."

The subject still remains for many a running sore: Curteis says that, although the BBC's rights to *The Falklands Play* lapsed earlier this week, nobody has picked up what he sees as a "hot potato". Stuart Urban, whose screenplay, *Don't Cry For Me*, was shelved by



Cannon, the original producers, claims: "There was the most extraordinary reaction. Questions were asked in the Commons. The tabloids carried headlines like: British film brands our boys as bayonet sadists." He is planning to relaunch the project with Euston Films.

Ironically several films have suffered less from controversy than from industry indifference; while Vietnam movies continue to invade these shores, South East Asia remains rather more saleable than the South Atlantic. Wood, who had originally hoped to see *Tumbledown* made as a feature film, recalls "an enormous lack of interest" from potential US backers. It was finally made for the BBC, and will be transmitted at the end of May.

Scriptwriter and first-time director Martin Stellman faced a similar dilemma with *For Queen and Country*, which opens in September. In order to attract 50 per cent US finance, he cast the distinguished American actor Denzel Washington as a black British paratrooper who returns to life on Brixton's front line, and festering racial prejudice. Stellman is also keen to stress his film's Hollywood allusions. "It's a kind of urban Western — the story of the hero who comes home to hang up his gun. He wants to lay to rest the ghost of violence. But the ghost is everywhere."

Another more disreputable ghost hovers over *For Queen and Country*, however. "There are obvious broad thematic similarities to *Rambo*," Stellman says. "It would be churlish to deny them. The film is about violence, but it is dealt with critically. When you listen to Falklands vets, you can't help but be impressed by their courage and resilience and extraordinary comradeship. But, old-fashioned, absurd and almost Ruritanian though the background to it was, people did get their legs blown off, or found themselves bayoneting 18-year-old Argentine conscripts. It wasn't a push-button war; it was a war of "yomping" and bitter hand-to-hand fighting."

Wood agrees: "The same story could have been written about someone returning from the Somme." The casting of Colin Firth (the shell-shocked WW1 veteran in *A Month in the Country*) as Lawrence seems to endorse his point. The time will come, he says, when memories lose their individual pain and are absorbed into some larger collective epic that sings of arms and the man, buffeted on flood and field. "There was something of the *Aeneid* or *Iliad* about those young warriors sailing off on an expedition. All wars become mythic eventually, assuming that we haven't already been blown away by men fed on those myths."

'End in sight' for Falklands war

Jeremy Morgan in
Buenos Aires

ARGENTINA is considering declaring a formal end to hostilities in the South Atlantic, apparently as a direct result of a high-level US mission last week, according to diplomatic sources here.

Diplomats say the decision would remove a major obstacle to President Raul Alfonsin's hopes of persuading the US to lift its ban on arms sales to Argentina.

President Reagan is said to have promised Mrs Thatcher last year that the US would not help Argentina enhance its military capability as long as Buenos Aires refused to issue a formal statement that hostilities were over.

Speculation that the boycott is ending has heightened after a spokesman at the US embassy here disclosed last week that some sales had already taken place and others were under discussion.

The Government so far has

said nothing about formally ending the war — but diplomats believe that President Alfonsin is "seriously" studying a text prepared by officials. This apparently refers to a *de jure* end to hostilities, or one "in law."

Observers warn that it remains unclear if this will satisfy Britain. After Argentina's defeat six years ago, the military regime recognised informal statements that hostilities had ceased *de facto*, but this was never accepted by London.

The head of the Argentine army, General Jose Caridi, claimed the US was "well disposed" to help Argentina re-equip its armed forces; his "first phase of contacts" with military officers took place in the US a week ago.

● The owner and master of a South Korean trawler each face fines of up to £250,000 each for fishing within the Falklands Conservation and Management Zone fishing zone, while a Polish trawler master has been fined £1,000, the first incidents since the 150-mile zone was introduced in February 1987.

Luckiest

penguins

alive!

by RICHARD CASEBY

THESE King Penguins will never bite the hand that feeds them. Because without the care of bird expert Richard Hill, who flew 8,000 miles to save them, they wouldn't be here at all.

If the cold weather of the Falklands didn't kill them before they had a chance even to hatch, the depleted fish stocks in the 150-mile exclusion zone around the islands would have meant them starving to death.

Earlier this year, Richard flew out to the Falklands, collected 100 King Penguin eggs, and then returned home to hatch them. The results are now waddling unsteadily around his sanctuary, Birdland, at Bourton-on-the-Water in Gloucestershire. Sixty-two have already made it safely into the world ... and their numbers are being added to every day.

They are nurtured on a nectar of liquidised fish, squid, cream and vitamins heated precisely to 96.5°F and fed to them through a syringe and rubber hose in a way that most closely resembles the feeding pattern of their mother.

After struggling from an egg weighed down by a beak that's 50 per cent of your body weight, it's the least you would expect.

Protected

Thousands of miles from home, they will soon make the acquaintance of 22-year-old Foot and Henry, 15, who are among ten King Penguins earlier rescued from a Taiwanese trawler off Capetown. They had been horrifically injured by sailors pulling them on board with grappling hooks and were found waddling shocked and bedraggled along the dock.

Despite King Penguins being a protected species, such cruelty still occurs in the South Atlantic as Taiwanese and Japanese trawlers regularly process them for food, oil and skins.

The greatest threat, however, is the depletion of fish stocks as boats from Russia, Korea, Spain and Britain all compete and regard the penguin as a rival.

But for this brood — named Capt Alan and friends after the crew of the Fleet Air Arm ship Black Rover which took Richard to the breeding ground: — all that is history. The eggs were placed in an incubator and transported by ship, helicopter and jet. Three of them insisted on hatching aboard the VC-10 before it touched down in Britain.

But the indignity of having a name tag taped to a flipper did nothing to detract from their natural air of authority and poise. Weighing around four ounces, the fluffy chicks will grow to sleek, imperious three feet tall specimens weighing 4½lbs, with bright yellow collars ringing their black throats.

But that means round-the-clock feeding by Richard, 44, his son Nicholas, 21, and helper Mary Wilton, 35. 'It's very tiring indeed, but it's delightful to see each of them develop their own personality,' said Richard.

'Once we establish a strong breeding rookery we will offer King Penguins to other sanctuaries. We have no intention of selling them, although I know that on the black market in West Germany, adult King Penguins can fetch £5,000 from private collectors.

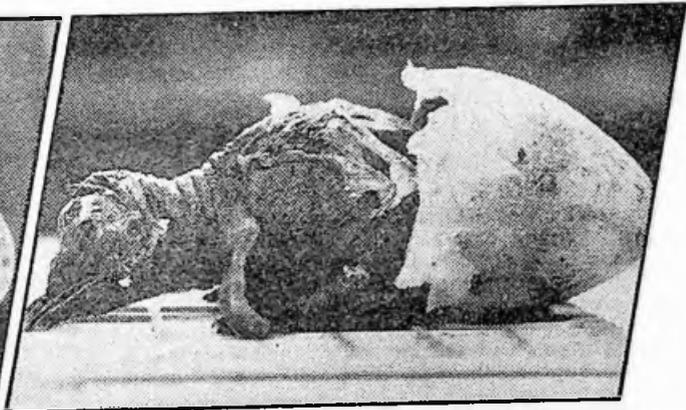
'And they will never be released into the wild. They are totally reliant on us for food and could never fend for themselves.'

The Kings who came in from the cold . . .

KINGS from a far-off country . . . but because their South Atlantic waters are almost fished out, bird expert Richard Hill airlifted 100 King Penguin eggs from the chilly Falklands, right, to a new home in Gloucestershire to save them from extinction. Feeding a bird in the hand, let alone a brood, is a costly exercise – each King eats six pounds of fish a day – and a baby, left, is fed through a syringe and rubber hose because it's the nearest they can get to the mother's natural method. But for Richard and his dedicated team at Birdland, above, all the effort has been worthwhile.



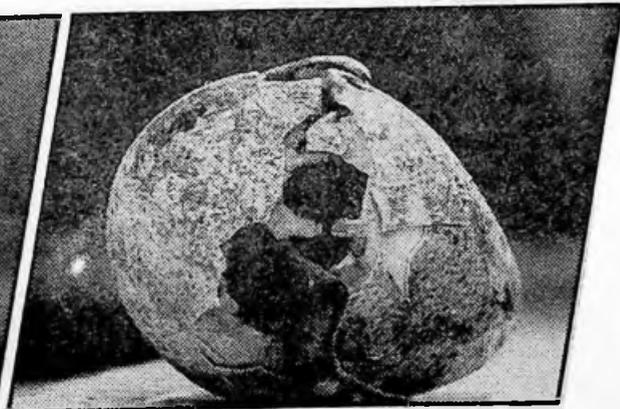
Top heavy: The beak weighs him down



A King is born: But he's not very regal



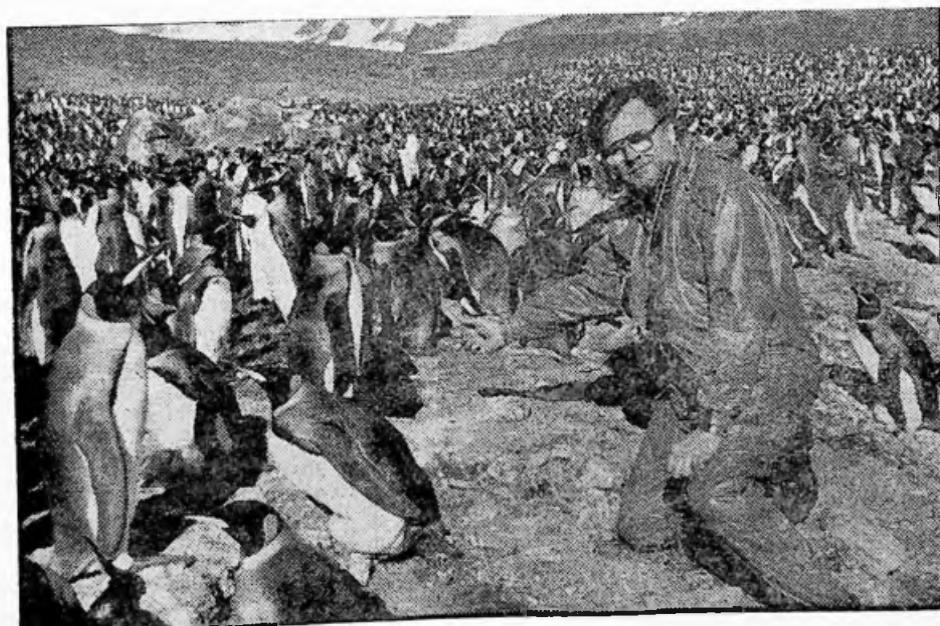
It's a cracker: A new arrival far from home

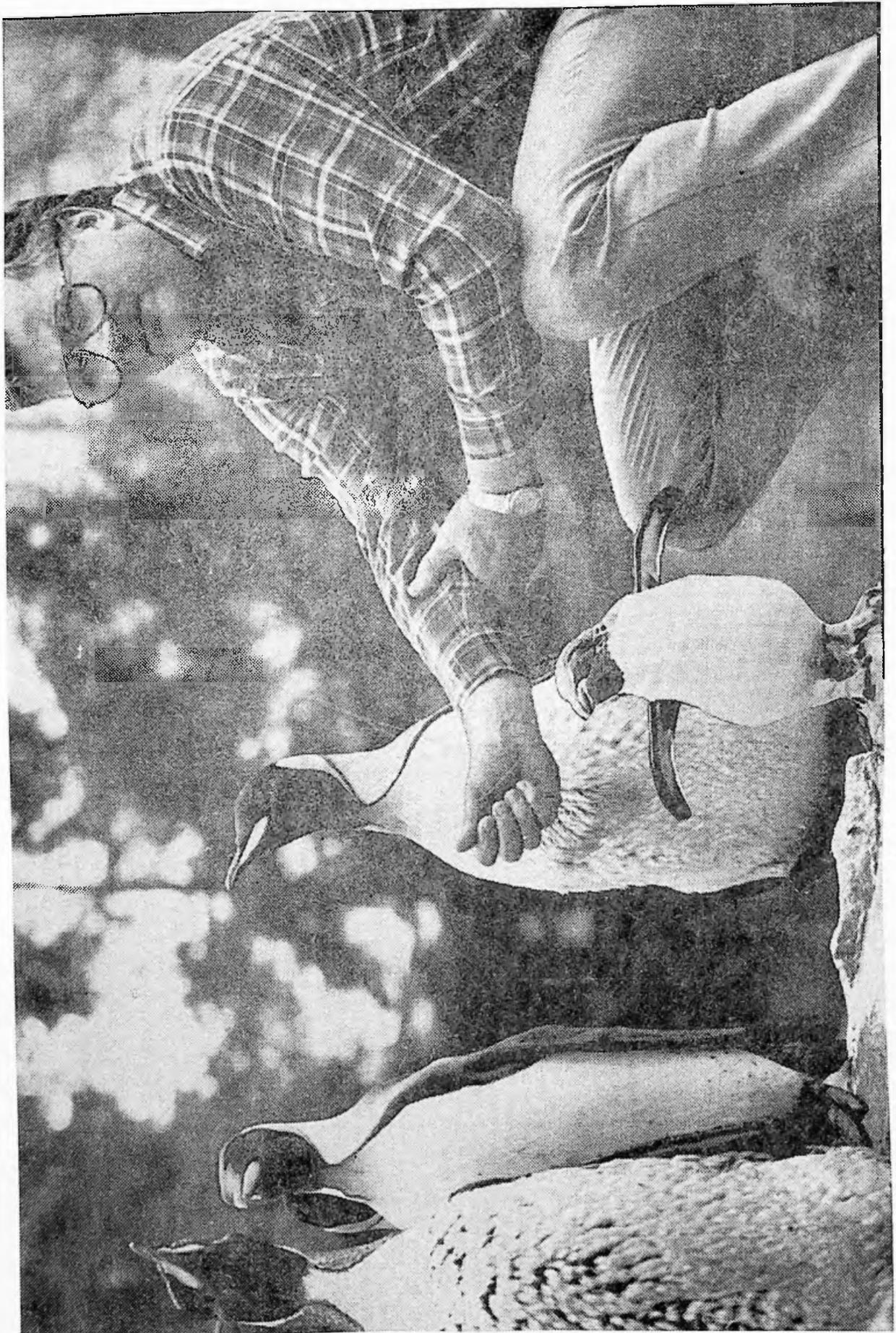


Watch the birdie: He's breaking out



Pick up a penguin: New arrival at Birdland





Mexico sticks to austerity

UNOBTRUSIVELY, the Mexican Government has been confounding the sceptics at home and abroad with its economic performance. The cut in the public sector deficit, the increase in non-oil exports, the accumulation of reserves and the drop in inflation against a background of tight economic management, offer overwhelming proof that President Miguel de la Madrid is not ducking his responsibilities in the last year of his six-year term. As a result Mexico is raising itself head and shoulders above Argentina and Brazil, the other two main Latin American debtors, in economic management, and demonstrating what can be achieved in a relatively short space of time with coherent policies that are not side-tracked by political in-fighting.

There was a moment late last year in the wake of Black Monday (and an even more spectacular crash in the Mexican stock exchange) when President de la Madrid hesitated to take unpopular decisions. The temptations were real enough: should he risk being the one recent President to have presided over a 'sexennio' of zero growth and exit on an unglamorous record of technocratic management, leaving a sound long-term base for his successor?

In the event the lessons of his predecessor's disastrous last-minute act of populism, the bank nationalisations, seem to have been well learned. He also has had enough faith in Mexico's own particular political system, dominated by the institutionalised presence of the PRI, to act on the basis of continuity. Thus in an electoral year, instead of handing out sweeteners, he has opted for austerity and even temporary recession.

Need for courage

This was what was needed to tackle high inflation and a public sector deficit equivalent to 16 per cent of gross domestic product. Nevertheless, it required courage. Since December, when the stabilisation programme was introduced, real wages have fallen further and credit has been tightened. In the first quarter of the year this produced visible

popular discontent, even forcing Mr Carlos Salinas de Gortari, the PRI presidential candidate, to adjust his campaign strategy.

However, the Government has stuck to its objectives. The latest evidence of this resolve can be seen in last week's major privatisation of state interests in the copper industry. It disposed of Cananea, a sale which incidentally showed that the administration was resisting the old temptations to benefit private sector monopolies.

Orthodox approach

The De la Madrid Government will not reap the direct rewards, unless it wishes to be irresponsible in stimulating an early recovery. Mr Salinas, who seems almost certain to win the presidential elections in July, wisely recognises this and has given every indication of being anxious to maintain an orthodox approach. He will rely on a further slimming down of the public sector, a realistic exchange rate, trade liberalisation to help with domestic prices and encouragement of the trend away from dependence on oil exports. He also has a sufficient cushion of foreign reserves to pay for increased social welfare if wage purchasing power continues to lag behind inflation.

Some elements from the Mexican experience can travel elsewhere in Latin America, most notably consistency in establishing a long-term framework for lessening state intervention and deregulation. However, Mexico possesses a more unified decision-making process; it has a Government open to little real challenge from opposition, a more obedient trade union movement, and it benefits in many intangible ways from proximity to the US.

The De la Madrid administration has achieved results by following the prescriptions considered necessary by the international financial community. In following this path at considerable sacrifice, Mexico is likely to expect some recognition for its efforts. To return to sustained growth, external funds are still going to be needed.

Alfonsín Delays Plan for New Capital

BUENOS AIRES (Reuters) — President Raúl Alfonsín has decided to delay construction of a new Argentine capital as part of a severe budget cutting program, government sources said Tuesday.

Mr. Alfonsín hopes to trim \$1.5 billion from the national budget by sacrificing funds pegged for major national development projects, including that of the capital, they said.

Last May Congress approved the transfer of the capital from Buenos Aires to the area of Viedma, 960 kilometers (600 miles) to the south on the northern edge of Patagonia. Opposition political parties have objected to moves to fund the project. Mr. Alfonsín proposed the transfer to promote decentralization of Argentina's political and economic landscape.

Row flares up over ban on Falklands play

**By Jane Thynne
Media Correspondent**

CONTROVERSY is about to flare up again over the BBC's cancellation of a play about the Falklands conflict by Mr Ian Curteis, following the tabling yesterday of a House of Commons motion calling for it to be produced.

The early day motion, tabled by Mr Tim Smith (C, Beaconsfield), Mr Gerald Howarth (C, Cannock and Burntwood), and Mr Richard Holt (C, Langbaugh), contrasts the treatment of *The Falklands Play* with *Tumbledown*, a drama about a Scots Guardsman wounded in the conflict, which is to be screened at the end of May.

A House of Lords debate today, calling attention to the responsibilities of the BBC to maintain impartiality on controversial matters, will consider whether Mr Curteis's play should be produced.

Peers will also discuss the recent TV play *Airbase*, which portrayed American bomber pilots as drug addicts.

Mr Michael Grade, the former BBC Director Of Programmes, announced last year that production of *The Falklands Play* had been cancelled, and the rights were returned to Mr Curteis in December. But Mr Curteis claimed that the BBC governors had decided only to postpone the play until after the general election.

Press Cuttings

from Broad Street Associates **THE  TIMES**

Milne speaks

The BBC Board of Governors has become more political in its complexion with the appointment of more members of "a manifestly conservative turn of mind", according to the former director-general, Alasdair Milne. "The board has a conservative look about it, its thinking tends to be conservative, and that is something I regret because it tends to play into political hands in a way that is unhealthy," he says in a BBC radio interview next month, his first since he was dismissed last year. He also discusses BBC coverage of the Falklands and the miners' strike, the *Real Lives* affair, and his own dismissal, which he describes as "outrageous".

Argentine Wins Damages in U.S. From Ex-General

Washington Post Service

SAN FRANCISCO — A former Argentine Army general has been ordered by a U.S. District Court judge here to pay \$21.1 million to an Argentine who was tortured and imprisoned under the general's command.

The suit was brought by Horacio Martínez Baca, 46, an Argentine lawyer who had represented labor unions and held local government posts before being abducted in 1976 and imprisoned without charges for four years.

General Carlos Suarez Mason, 64, "intentionally, systematically and, with an awareness of the consequences, directed a pattern and practice of terror against the general population of Argentina" while commanding the 1st Army Corps in Buenos Aires, Judge Samuel Conti wrote in his order Monday.

It spoke of a pattern of "abductions, disappearances, torture, prolonged arbitrary detentions and summary executions."

Mr. Suarez fled to the United States five years ago to avoid prosecution for rights violations. He has been imprisoned in San Francisco since last year.

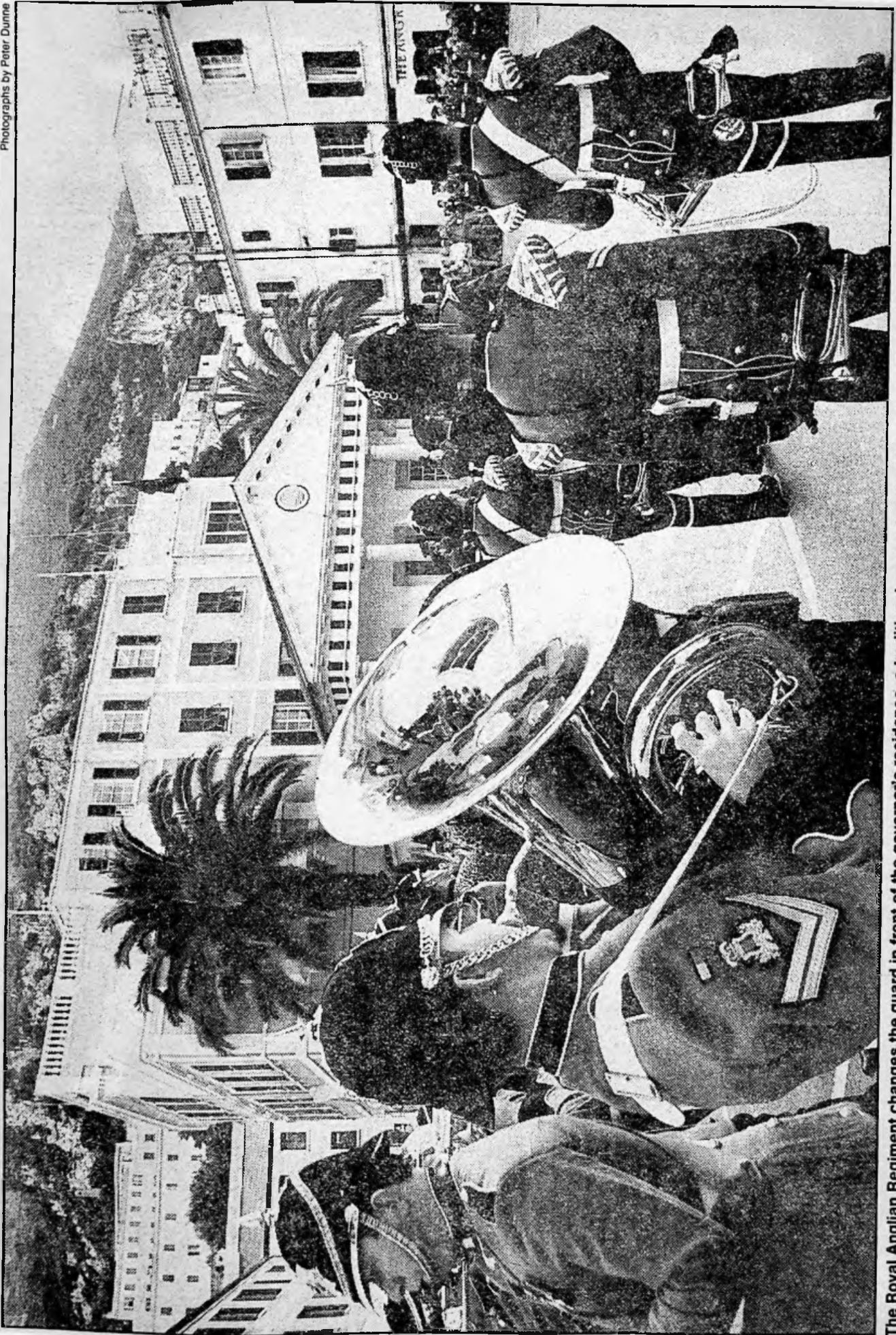
DAILY MAIL

27.4.88



SPIRO Agnew — remember? — is back in court. The former vice president, forced to quit after he pleaded no contest to tax evasion, has now lost a Supreme Court appeal in which he claims he was cheated out of more than \$2million commission for arranging a 1980 deal between a defence contractor and the Argentinian government. Agnew, now a business consultant, says he was hired to open doors within the Argentine military junta and after a \$3.65million bribe was paid to an air force general the telecommunications company he represented got a \$57 million contract but he got nothing. Sad.

Photographs by Peter Dunne



The Royal Anglian Regiment changes the guard in front of the governor's residence, a traditional scene that the IRA would have shattered if its bomb had been successful

The haunted rock

The spirits of an embattled past linger in Gibraltar's tourist thoroughfares and along its mystery-shrouded tunnels. On a recent visit to the Rock, MICHAEL WATKINS rediscovered the indomitable character that underlies this tiny British corner of the world

GIBRALTAR enters the bloodstream early, almost with the mother's milk: along with Winnie the Pooh, Elgar, Beechams Powders and Norman St John Stevas. We may not be familiar with Woolloomooloo or Wum, but we've all heard of the Rock. Over and over again. No, not *ad nauseam*, for we are not disgusted by homeliness; and Gibraltar is as homely as Shepton Mallet or Woking. Probably more homely than Woking.

There are two schools of thought about Gib: that we should cling on like limpets to the Rock, or that we should hand it over, gift-wrapped, to the Spanish — and if they don't want it, to the tribes of the Limpopo or to the Mormons of Utah.

My own feelings on the matter are more sentimental than pragmatic; there has been so much sacrifice, so many lives given in order to keep the Union flag fluttering. It was never a pushover, even since, under the 1713 Treaty of Utrecht, Gibraltar was ceded to Britain in perpetuity. Think of the Great Siege, from 1779 to 1783. It was to Gib that the Victory was towed after Trafalgar, bearing Nelson's body. By no means was every mortal casualty killed outright in that "great and glorious" battle: Lieutenant William Foster died of wounds, aged 20, in Gibraltar; Captain Thomas Norman met His Maker on December 6 1805, having "suffered several weeks with incredible patience and fortitude". I visited their graves in Trafalgar Cemetery, bowing my head as T-shirted tourists roistered by.

This is what strikes me most poignantly on return visits, the amount of blood-letting over so small an estate, two and a half square miles... Lieutenants Worth and Buckland "killed by the same shot"; the roll unwinds mercilessly. Disease, on the other hand, was no respecter of women and children. A tablet in the King's Chapel garrison

church records the death of 13 men, four women and 35 children of a "pestilential disorder". Only Richard Holroide Merch fared well, surviving 53 years on the "plaguy" Rock to fall off the perch in 1758 aged 96. He must have brushed his teeth in neat rum.

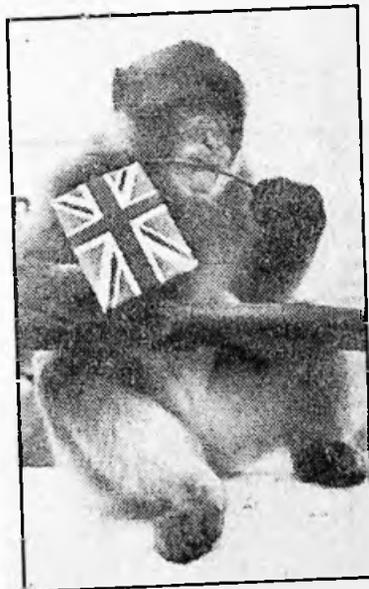
And if his spirit still lingers, he is in populous good company. Gibraltar is the most haunted place I know. I've come across my father's ghost, taking a spot of leave en route to join his regiment in India. I have even encountered the spectre of my own youth, in passage for Malaya where once I had a walk-on part in a lesser campaign. Gibraltar's streets are chock-a-block with those who have passed this way: an uncle in the Coldstream Guards, cousin Mollie in the Naafi, a school chum aboard HMS Valiant.

Which is why I keep a soft spot in my affections for the dear, drear old

dsyptic, so troubled, like many of us, by wind. It comes sporadically, gusts of meteorological indigestion from Andalucia, across the Bay of Algeciras, to seek relief along the runway of Gib's airport.

These intestinal vagaries do not perturb me as I come in to land, past the Rock, that primeval molar set in the Mediterranean's gaping mouth, forever defying extraction. For I am glad to be back, despite the anxiety that my blood pressure will rise a couple of notches when I see what the building speculators have been up to.

God, it makes me mad! The art nouveau of the concrete mixer, I mean. There is such a heap of totalitarian-looking junk. You'd



Even the apes fly the flag

think they'd fall to their knees in homage before the colonial beauties still around; before such rarities as the Old Naval Hospital, Bleak House, the Admiral's Residence, the two cathedrals. But deep in the Gibraltar's kindly, marzipan centre resides the heart of a trader, of an entrepreneur.

He is not hewn from heroic stuff; being more Chaplin than Charlton Heston, he is as likely to trip over his cane as use it as an offensive weapon. Indeed, I believe it is unlikely he would ever fight for his country, although he would certainly pass the ammunition while someone else did.

No, he is a fixer of consummate ingenuity. He is a dedicated family man with the soul of an archangel — child-lover more than dog-addict.

A couple of years ago I was interviewing Sir Joshua Hassan, the chief minister, an elegant old crocodile of a statesman, when my ballpoint pen retracted on a more permanent basis than was operationally acceptable. "Give it to me," he commanded; and, in seconds, the retaining thingummy straightened, he returned it repaired. A born fixer.

The Rock Hotel had given me my usual room and when I opened the french windows the view was as I remembered; on my right the

Iberian peninsula led mistily to Tarifa Point, to my left Morocco's Rif Mountains balanced on their pedestal of cloud. Tankers, vast and featureless, were anchored in the Strait. There was a good deal of municipal concrete and acres of washing flip-flapping from windows.

Main Street remained, if I might resort to understatement, one of the least engaging thoroughfares in Europe, its shops — with names such as Zuccherò, Bombay Bazaar, Elias Seruya — stocked with exotica unobtainable elsewhere: pocket calculators, Sony Walkmen, gold-plated watches, Old Spice, Edam cheese, tinned pilchards. Green pyjamas; women's cardigans of the sort that look as if they are knitted out of Heinz Sandwich Spread.

The Gibraltar Arms dispensed Whitbread, the Angry Friar gushed forth Bass Charrington, there were chips with everything, policemen bonneted in London bobbies' helmets and Guard Mounting in the presence of His Excellency The Governor at 10.20am on Tuesday. The duty bugler sounded his lonely notes and the regimental band played Soldiers of the Queen in front of the governor's residence, The Convent — another building which breaks with the traditional Gib architecture of pugnacity. For while I am being so smart and clever, I should remind myself that North Bastion, Flank Battery and the Line Wall were assembled to withstand attack, not to delight aesthetes. Gibraltar's role was that of garrison, not holiday camp; and if these roles have, peripherally, been reversed, it is the way of the world.

But, as the Rock has resisted sieges of a bellicose nature, it has withstood pressures of more subversive variety: there is not a McDonald's in sight. I would go as far as claiming that no self-respecting Gibraltarian has ever knowingly eaten a hamburger. Some things are immutable; of such is the Gib character, emotionally manacled to Britain. "How are things in Yewkay?" they inquire wistfully. "Our daughter Michelle is at college in Brighton," they tell you. "We're coming over next month."

Yet within the Rock's subterranean corridors of power come telegraphic murmurs of sensitive pride: "If the Queen goes to Spain this year . . . if Maggie goes to Spain . . . without coming to Gibraltar . . . our passionate love affair with the UK may cool . . . the Foreign Office in London is not a charitable institution, we should not expect altruism . . . we must learn to stand alone."

Mind you, they've had practice at standing alone. For 17 years after Franco slammed the La Linea door shut, until it was re-opened in 1985, Gibraltarians were under virtual house arrest. An entire generation was confined to the space of an English hamlet; after which a very odd thing happened: Gibraltarian young, given the run of the Costa

Continued on page 2

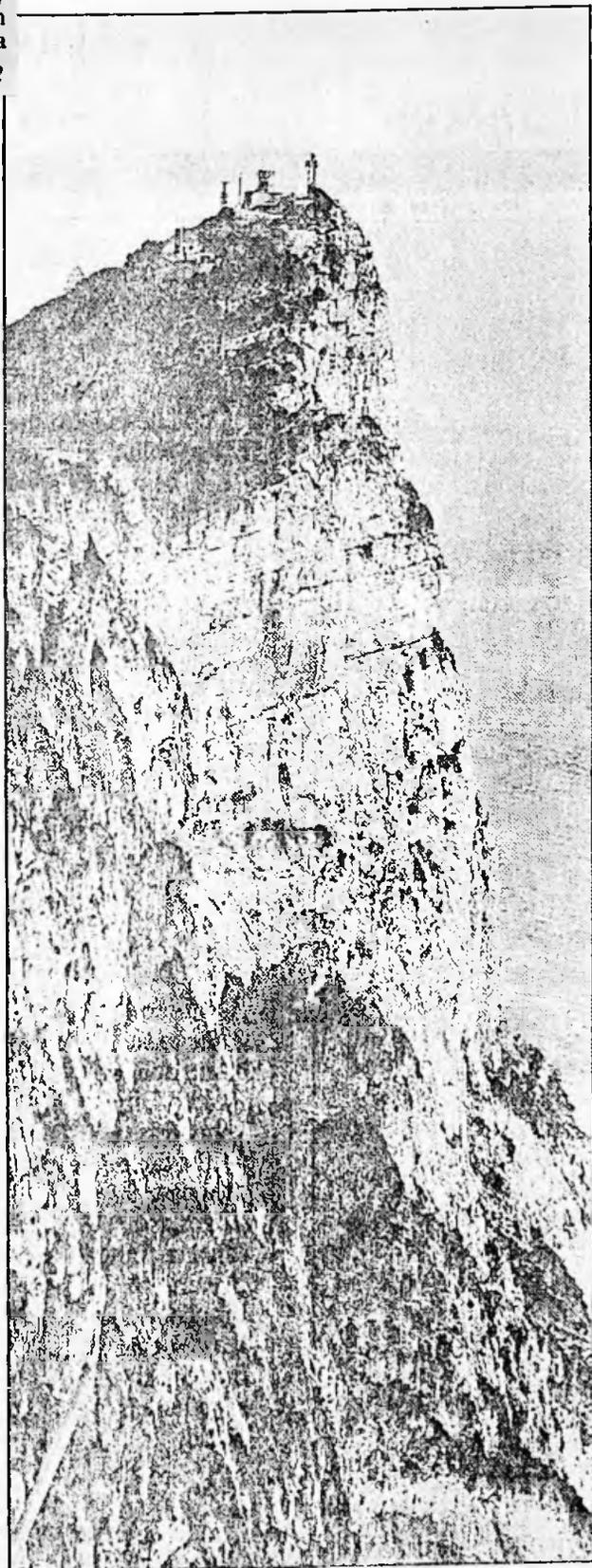
del Whatsit from Algeciras to Marbella and beyond, didn't like what they saw. They didn't like seeing policemen touting guns; so they came in from the cold-shouldering, back to the village that Gibraltar really is.

Spaniards flood into Gib because they are curious to see "the promised land". We all flood into Gib to see how a population of 30,000, 10,000 vehicles, four synagogues, a couple of thousand Arabs and 1,300 registered cycles can all live together in a place the size of a tooth cavity without a punch-up.

There is a cosiness, a Mediterranean climate, an ornithological paradise stocked with short-toed eagles and Eleonora's falcon; to say nothing of Hottentot figs, prickly pear and orchids — as well as 34 miles of tunnels. It was along one of these tunnels, running beneath the sea, that the apes are said to have scuttled from Africa. It was in one of these tunnels that two young army officers, intent on a duel, disappeared, never to be seen again.

Gibraltar only seems placid, reclining on a reputation of suet-pudding reliability. It imparts to the world, through Messrs Thomas Cook and brethren of that ilk, an aura of total inability to shock or offend. Which is well said and perfectly true, no doubt. Yet this passivity refers to life on the Rock; while, for the imaginative, there is always another dimension, in this case life in the Rock. What of those duelling officers who disappeared? What of the tunnels leading, via Tangier, to King Solomon's Mine? From what vile crevice were IRA gunmen spawned?

What troll kingdom exists within those honeycomb bastions; what Gormenghast intrigues fester beneath the sedate façade of the tourist office in Cathedral Square? These are questions I ask myself when, with mounting respect, I contemplate the secret life of my Gibraltarian friends.



The Rock of Gib: get to the top care of a cable-car ride

Sunday Times Travel Brief

GIBRALTAR

How to get there: British Airways (Tel: 01-897 4000), Gibraltar (GB) Airways (same number as BA) and Air Europe (0345-444737) have direct scheduled flights from London, Gatwick, to Gibraltar. GB Airways and Air Europe fly daily, BA five times a week. Air Europe also operates regular departures from Manchester. A midweek Super Pex or Moneysaver return fare from London costs £107 (bookable at least three days in advance).

Michael Watkins travelled with Cadogan Travel (0703 332661) which offers hotel and fly-drive packages, as well as two-centre holidays (Gibraltar/Tangier and Gibraltar/Spain). Seven nights' half-board at The Rock Hotel, for example, costs from £337, including flights, from April 1. Other hotel and/or self-catering tour operators include Gibraltar Travel (01-579 0307), Thomson (01-387 8484), Intasun (01-290 1900) and Stallard Holidays (01-254 6444).

Where to stay: the best hotels include The Rock, recently refurbished at a cost of £1½m, (01-995 8211), Holiday Inn (01-722 7755) and Caleta Palace (01-242 9964). Modest options are Queen's (051-236 9306), Bristol (Gibraltar 010-350-76800) and Montarik (Gibraltar 77065). Aparthotel Ocean Heights also offers self-catering (01-248 8316).

When to go: July and August can be uncomfortably hot. The best time to see the 400 species of

flowers (including Gibraltar's unique sea lavender and candy tuft) is spring. Spring and autumn are ideal for watching the huge bird migrations between Europe and Africa. February has the most wet days although sunbathing is still feasible.

Before you go: a passport is required. For day excursions you will need at least a British Visitors' Passport for Spain, a full 10-year version for Morocco.

Getting around: the airport's proximity to the town centre, a 20-minute stroll, is featured in the Guinness Book of Records. Taxi transfer is about £1.25. Nine different bus routes charge 20p flat fare. A cable car runs regularly from Grand Parade to the top of the rock (seven minutes). A car is useful for exploring the Spanish hinterland and costs 15% less in Gibraltar than over the frontier. The major hire companies are at the airport and in town.

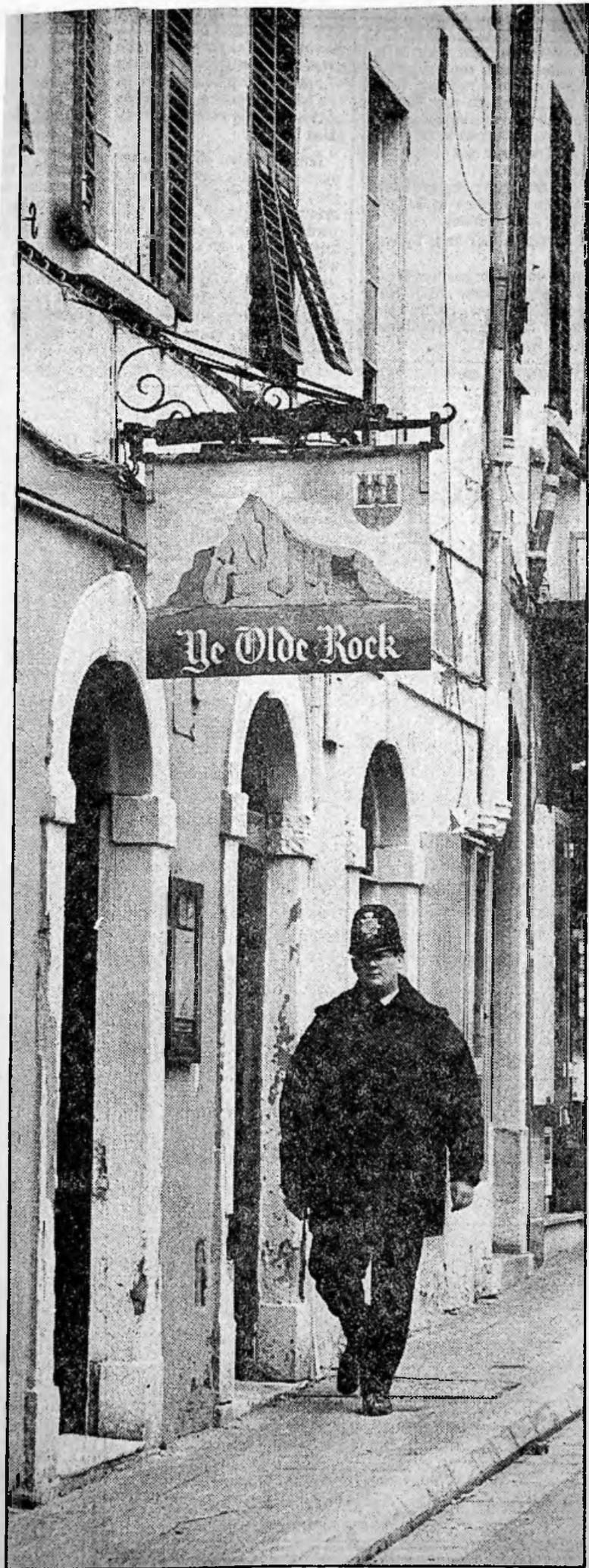
Currency: sterling and Gibraltar notes are interchangeable. Banks are open 9am to 3.30pm Monday to Friday, 4.30 to 6pm Friday.

What to expect: Gibraltar is VAT-free. Tipping customary at 10%.

Further information: Gibraltar Government Tourist Office, 179 The Strand, London WC2R 1EH (01-836 0777). In Gibraltar the tourist offices are in Cathedral Square and The Piazza, Main Street (both 76400).

Sunday Times 25 April 1988

25 APR 1988



British pubs and bobbies, but shutters proclaim the un-British sun

**DUCHESS
OF YORK
'IS FINE'**

THE DUCHESS of York's father, Major Ronald Ferguson, yesterday dismissed rumours that she was unwell after she missed her first public engagement during her pregnancy. He said she was 'well but tired.'

The Duchess was due to join her husband at the Falklands Families Association weekend reunion in London.

The syndrome takes its toll in the pack ice

From Richard House
on the MV Greenpeace in Antarctica

THE SEA is full of whales. Group after group of humpback whales play round our ship, sounding like donkeys with jets of spray, poking their immense barnacled snouts out of the water before sliding under the hull. They come so close we can look them in the eye.

After two dispiriting weeks examining sub-Antarctic islands littered with weathered whalebones and the ruins of Norwegian whaling stations, such innocent curiosity towards mankind is reward indeed. But madness stalks the decks. Antarctic Winter Syndrome, induced by close confinement through months of perpetual darkness, already looms among the crew of the MV Greenpeace, despite eight hours of bright sunshine.

Signs of the syndrome, arguably first described by Coleridge in *The Rime of the Ancient Mariner*, are rife. Our chief engineer keeps a crossbow in his cabin. As a pastime he forges vicious hunting knives to give to favoured ladies of the crew. Black Bob, the second mate, betrayed the crew's pent-up hostility toward the ship's oft-drinking, watch-dodging press corps when the anchor got stuck on the bottom with 12 metres of chain out. Ten thousand turns at the rusty windlass were ordered for the journalists, while Black Bob's inner ear rang to the music of cat o'nine tails. The electrician's successful surgery on the winch saved us.

The syndrome almost always appears in small groups spending the months of darkness cooped up together in expedition huts or scientific stations. During the enforced hibernation, hormonal changes in the pineal gland may cause alarming personality shifts. At its core lies sexual deprivation, though scientists say the presence of women does much to exacerbate problems for men. Symptoms are as diverse as the flaws in human nature, but the condition is characterised by severe turbulence in group dynamics, paranoia, aggression and even violence.

It has plagued almost every over-wintering expedition since 1898, when Adrien de Gerlache and his ship *Belgica* were first gripped by pack ice. Crewmen took their bags and began walking home over the ice, while others attacked already maddened shipmates.

Shackleton's rivalry with Scott, which began when he was sent home from Antarctica in 1903, was probably caused by an undiagnosed bout of the syndrome on

their first journey together toward the Pole. Shackleton's diaries of his 1909 assault on the South Pole — some even written in secret code — expressed vitriolic hatreds. After 14 months on the ice in 1916, he wrote that many of the Endurance crew had "quite lost their heads". They had glimpsed what he called "the naked soul of man".

In 1934 the US Admiral Richard Byrd attempted to spend a winter alone in Antarctica, but after four-and-a-half months a combination of the syndrome and carbon monoxide poisoning from a leaky generator exhaust put paid to him. "Great waves of fear, a fear that I have never known before, swept through me and settled deep within," he wrote. Two Britons who walked to the Pole in 1986 still do not speak to each other.

During the heroic age of polar exploration, the only known antidotes were charades and parlour games, though these have now been replaced by riotous parties where the shortage of women is made up for by imaginative dressing up. Our tour of scientific bases from different countries has shown how each copes with the Antarctic Winter Syndrome, providing piercing insights into national character.

Certain habits are common to all, notably a boyish return to stamp collecting. Baby-making is the standing order for Chileans, whose government encourages births on the continent to strengthen any future territorial claims. Their colonising labours are accompanied by the martial sounds of Radio Soberania, their private FM station. The Koreans, sealed into an orange computerised cocoon, may not even notice their first winter.

The homely Poles inhabit a wood-panelled station that resembles an Austrian skiing hotel, complete with pictures of the Pope and a bar stocked with Russian champagne. They have brilliantly eased the psychological strains caused by man's hankering for green things in these frozen wastes. In their greenhouse Polish scientists commune with lettuces, cucumbers, and even strawberries ripened by ultra-violet light.

Until last year, the Poles were almost the only station to include women scientists among their over-wintering teams. But some unmentionable sexual mishap has now caused the banishment of ladies. Only tiny relics of these bygone days remain, such as the intriguing spy-holes drilled in the bedroom doors.

Antarctic winter has suppressed neither sex nor samba at the ebullient Brazilian base, where a naval psychologist is investigating the effects of a winter's deprivation. Judging by the way these Brazilians — only a month into their winter posting — hurled themselves on to female members of the Greenpeace expedition during a night's riotous dancing, his report will be gripping.

Behind this cordiality the Brazilian commander — who had been warned by his Chilean colleague not to receive these nature-loving crypto-Communists — showed considerable astuteness. Put off their guard by gallons of Brazilian hospitality, Greenpeace activists forgot to take pollution samples or criticise his base.

The crew of the US ship which in 1984 rescued seven Argentines from outside their blazing Almirante Brown base began to suspect the commander himself of lighting the fire. His paranoid behaviour with fire extinguishers, and his habit of stealing the crew's toothpaste confirmed he had succumbed to the syndrome.

The Americans take psychological problems seriously. Antarctic recruits must fill in a questionnaire which asks whether they intend to carry out religious conversions on their benighted brethren.

Perhaps the syndrome has also been responsible for sudden departures. No one knows why the British base set up in 1947 on King George Island was abandoned so hurriedly in the 1960s. Arrivals 20 years later found an open bottle of beer and half-drunk glass on the table. In the shambles that was once the radio room lies a notepad from which a last message was hurriedly torn. Used toothbrushes still hang by the bathroom mirror, beside ancient flannels belonging to Jack and Jim. Where are they now?



Greenpeace members transfer oil from leaking drums left on the British Antarctic Survey base at Deception Island, abandoned in 1969. Greenpeace sent a complaint to the BAS in Cambridge and stored the oil in new containers. At the BAS base on the Antarctic Peninsula Greenpeace found sewage was poured into the sea and waste was dumped.

Unsung hero whose Cook's tour led to whole natural world

Sir Joseph Banks was instrumental in introducing the Merino sheep to Australia and convicts to Botany Bay. It was thanks to him that the bread-fruit was cultivated in Jamaica and tea in Assam. He was responsible for the management of the Royal Botanic Gardens at Kew for half a century, and in that time saw several thousand new species of plants cultivated there. His industry was unremitting, his correspondence stretched over the whole globe. Johnson, in *The Vanity of Human Wishes*, proposed to survey mankind from China to Peru, but Banks made the whole natural world the object of his survey and his inquiry was as intensive as it was far-reaching, for there seemed no end to his curiosity.

He sailed to the Pacific with Captain Cook as resident scientist on the Endeavour, and from the voyage brought back 3,600 different species of plants, of which about 1,400 were previously unknown to botanists. This contribution to knowledge may be gauged by comparing this number with the 6,000-

SIR JOSEPH BANKS

by H B Carter

British Museum (Natural History)
£45 pp671

Allan Massie

odd species already described by Linnaeus in his *Species Plantarum*; more than 1,000 species of the animal kingdom were also collected. That might be thought achievement enough for any man's lifetime, but though Banks made no other such voyage himself, he played a part in organising and facilitating, numerous other expeditions including those of Bligh to the South

Seas, and Mungo Park to the Niger. Banks was first of all a botanist, but he was to be found everywhere on the common ground between science, industry and agriculture. Born in 1744 and dying in 1820, he belonged to an age of rapidly expanding knowledge and contributed more than most to it. He was president of the Royal Society for almost half a century. No one, not surprisingly, has held the office longer. He was instrumental in establishing the Ordnance Survey, and it was thanks to his encouragement that William Herschel, the astronomer who discovered Uranus, flourished. Banks was a member of Sir John Sinclair's Board of Agriculture, and Henry Dundas valued his advice in the administration of India. Banks recommended the establishment of a botanical garden at Calcutta where they might investigate the means of eradicating famine from the sub-continent by determining which foreign plants might do best there.

The list of his achievements begins to sound like Mr Toad's song in praise of himself; Banks, however, was modest, retiring, declined to hold government office and had to be persuaded by George III himself (a personal friend) to accept a baronetcy. Wherever he moved, he was sure to find something to interest and excite him. He took measurements of the famous cave on Straffa. Arriving in the Orkneys, he at once set his artist-companions to work making exact drawings of the ring of standing stones at Stennes. Dis-

villes, Pitts, Stanhopes, Pelhams, as well as to lesser gentry - Knatchbulls, Hawleys, Collingwoods. But his own qualities were clearly exceptional. If not a scientist of the first order, he was a Maecenas of science.

The wonder is that he is so little known. Many a student has read deeply in 18th-century history and remained ignorant of him, a fact which is a reproach to the political bias of so much of our history. But it is also because Banks, diligent, industrious and imaginative as he was, fails to strike the individual note. This admirable biography is full of detail and anecdote; yet they are not the sort of anecdotes that bring a man vividly to life.

The book is, in that old phrase, accurate here, a labour of love. Carter has spent 25 years on the task. He has done something of great value. This is a book stuffed with fact, a treasure-store of information. It may be objected that the writing is undistinguished and that the central figure never quite springs to life. Yet it is a book in which anyone who is interested in the history of human knowledge will delight to delve. Carter has brought together in admirably coherent form a quantity of information never before so collected. It is, in the best sense of the word, amateur history, like those admirable county histories in which the Victorians excelled. We owe Carter a debt of gratitude.



Banks: a Maecenas of science

appointed on a trip to Kent by the discovery that high tides had forced the sand inland and so prevented him from seeing "the cudweed and the associated horned poppy" he extracted "some compensation from finding a sea-louse" of a kind he had not seen before.

He was fortunate in belonging to a happy time when a man could still take all learning for his province, but he requited his good fortune by being a benefactor of us all. He occupied a position unique in British history; he was, in his biographer's words, HM Minister for Philosophic Affairs. Of course he could never have exerted such influence if he had not also been born to influence, a Lincolnshire gentleman whom his assiduous biographer places among the three or four hundred richest men in the country. Moreover, the family tree reveals a network of cousinage which stood him in no harm; he was connected to Gren-

**PAGE OF THE
WEEK**
APRIL 24 - APRIL 30

Falklands victory

April 25, 1982 London: An exultant Mrs Thatcher appeared on the steps of 10 Downing Street and told waiting journalists to 'Rejoice'. Twenty-two days after the Argentine flag had been raised on South Georgia, the tiny Falkland island had been recaptured. Less than four months later, with places like Goose Green and Port Stanley having become household names, the Falklands War was over and the British task force began returning home. During the conflict 254 British, 746 Argentinian and three Falkland islanders died.

Attlee blows his top

ON a recent Parliamentary trip to the Falklands, Earl Attlee was the only delegate to take up an invitation to visit a mine-detection unit.

The only other peer had another appointment, and the MPs, in the words of Lord Attlee, "either wanted to go shopping or talk with the locals."

So the visit was cancelled. "I blew my top," says Lord Attlee. "I said I hadn't come 8,000 miles as the guest of the MoD to go shopping."

Lord Attlee was taken out with the unit and spotted three mines that had recently been uncovered from the sand.

Tired Duchess

The Duchess of York, who is six months pregnant, missed an official engagement yesterday because she felt tired. She was to have accompanied her husband to the annual reunion of the Falklands Families' Association at Chelsea Barracks.

COMING HOME

The Royal Navy's oldest frigate, HMS Plymouth, built in 1958, will be the first veteran of the Falkands war to be paid off this week. A scrap dealer has offered £70,000 for her, but the Navy will give enthusiasts a chance to raise funds to preserve her as a floating museum.

US resumes arms sales to Argentina

**Jeremy Morgan
in Buenos Aires**

WASHINGTON has quietly resumed some arms sales to Argentina, despite British hopes that a ban dating back to the Falklands war would be kept in force.

Confirmation that some supplies have already been delivered came from an official at the US embassy here last night towards the end of a visit by a high-level US government delegation. There had been "some purchases of military equipment" by Argentina from the US, the spokesman said.

"There are again discussions between Argentine and US officials regarding possible future purchases," the official added in a statement. The spokesman declined to give any further details on actual sales or the aim of new talks.

The US team, led by the Assistant Secretary for Inter-American Affairs at the State Department, Mr Elliot Abrams,

arrived here earlier this week.

But suspicion that an arms deal was in the air was fuelled above all by the presence of Mr Robert Pastorino, a senior defence official.

Argentine officials claim that talks have focussed on a possible sale of gun turret assemblies for tanks built by the Argentine army. Observers here note that Mr Pastorino was invited to an army tanks exercise on Thursday. The Argentine army is also keen to acquire new spare parts for its equipment.

President Reagan is understood to have promised Mrs Thatcher that US sales would not be allowed to improve Argentina's military capacity until Buenos Aires formally declares an end to hostilities in the south Atlantic.

One deal involving spare parts for the Argentine air force's Skyhawk fighters is said to have been blocked by President Reagan after intense pressure from British diplomats — and it is said from the Prime Minister herself.

0★

All islanders to take blood tests — even the babies

FALKLANDS IN FEAR

OF AIDS

EVERY man, woman and child — including babies — are to be tested for AIDS on the Falkland Islands.

The 2,000 civilians will be blood-tested for the HIV-positive virus later this year.



Dr Derek Murphy, chief medical officer for the islands, said last night. "People here are scared about AIDS, and we feel it is better to be safe than sorry."

Since the conflict, thousands of people have visited the Falklands.

Dr Murphy, 57, said: "In the last year alone, more than 11,000 people came here.

"We also have trawlers from 16 nations calling here, so we are erring on the side of safety."

He added: "In the past few months we have distributed videos warning about AIDS."

The virus has not been found on the Falklands, but Dr Murphy said they knew 720 people had died in Britain and more than 30,000 could be carriers.

He explained that the AIDS blood tests would also check on another disease once prevalent on the islands.

The disease, hydatid, often discovered in dogs and sheep, can be contracted by humans and produces cysts.

Doctors

Experts believe the disease has been wiped out but want to check with these tests.

More than 1,200 citizens of Port Stanley will be tested at the new hospital there, and a further 800 living in outlying settlements will be visited by doctors.

The blood samples will be tested at a laboratory in Guildford, Surrey.

Dr Murphy added: "Because this is an island, people do feel threatened by AIDS and there is good support for the scheme."

Tests for Aids on Falklands

By David Sapsted

The Falkland Islands Government is to include an Aids test on blood samples to be taken from all 2,000 islanders later this year.

The Falklands' chief medical officer, Dr Derek Murphy, said last night that the tests were to be carried out to see whether hydatid disease, deriving from a sheep-carried parasite, had been eliminated from the islands.

He said: "As we were getting blood samples from everyone and because we had read of the threat posed by Aids in Britain, we decided to include an HIV test."

Dr Murphy said there had been an upsurge of visitors. Some 11,000 people, including servicemen, passed through the airport at Mount Pleasant last year. "With so many arrivals, it would be nice to know that the islands remain Aids-free," he said.

US ready to resume arms sales to Argentina

By Tim Coone
in Buenos Aires

A RENEWAL of US arms sales to Argentina, suspended since a decision on human rights grounds taken by the Carter Administration in 1978, is imminent, following high-level meetings in Buenos Aires and Washington over the past week.

Although the sales are expected to be limited to spare parts rather than major pieces of military equipment such as missiles or aircraft, the renewal of military links takes on a special significance due to the formal state of hostilities which still exists between the UK and Argentina following the 1982 Falklands War.

A meeting of high-level US diplomats has been taking place in Buenos Aires during the past week, including Mr Elliot Abrams, US Under-Secretary of State for Latin America, General (Ret) Vernon Walters, US Ambassador to the UN, and senior ambassadors from various US delegations in Latin America.

Contacts

The gathering forms part of a regular annual meeting of US diplomats on the continent, but has been extended beyond internal policy discussions on this occasion to include contacts with Argentina's President Raul Alfonsin, his Defence Minister, Mr Horacio Jaunarena, and even senior members of the Peronist opposition. Senior Pentagon officials have also been present.

The gathering also coincides with the visit of General Dante Caridi, the Argentine Army Chief of Staff, to Washington and various military units in the US.

Although both the Argentine government and the US embassy have played down the contacts, they have let it be known that the renewal of arms sales to Argentina has formed part of the discussions and that a formal announcement of an agreement may be made over the weekend.

The principal US equipment possessed by Argentina, which has suffered most as a result of the arms embargo, is the fleet of ageing Sherman tanks and infantry carriers (half of which broke down during last January's military insurrection) and some 70 Douglas A-4 Skyhawks which are operated by the Air Force and Navy.

The official US view on renewing spare parts sales is that it will help to settle the armed forces' growing discontent over budget restrictions and the increasing obsolescence of their equipment.

FALKLANDS CONSERVATION ZONE

Imperial's role in Fish Stock Management



From right, Mr Timothy Eggar MP (Parliamentary Under-Secretary of State at the Foreign and Commonwealth Office) with Professor Bryan Coles (Pro Rector) and Dr John Beddington (Director of the Renewable Resources Assessment Group) during Mr Eggar's visit.

Mr Timothy Eggar, MP, Parliamentary Under-Secretary of State at the Foreign and Commonwealth Office, visited the Renewable Resources Assessment Group on 21 March to discuss with members of the Group the work they are doing on the fisheries around the Falkland Islands.

The area around the Falkland Islands has recently been declared a resource management and conservation zone by the Falkland Islands Government (FIG). These waters currently support a major international fishery for two species of squid and several finfish species.

The fisheries for the squids *Illex argentinius* and *oligo gahi* are the most important in the South Atlantic in terms of tonnage and economic value. The *Illex* is highly prized by the Far East fisheries and the *Loligo* by the Europeans. Until 1987 the fishery was totally unregulated and fishing effort was increasing rapidly. The need to conserve these stocks was one of the major reasons for establishing the 150 mile Falklands Islands Conservation Zone (FICZ) around the Islands.

The Renewable Resources

Assessment Group, part of the Centre of Environmental Technology, is under contract to the FIG to provide information and advice on managing these fisheries.

Management of the squid resources around the Islands must take into account the biological and economic characteristics of the squid fisheries. The squid species in the Falklands are annual, that is they complete their life cycle in one year. This means that the stock size at the beginning of the fishing season is dependent on the number of spawners at the end of the previous season. There is a high degree of environmental variation. Management must ensure the stock survives by maintaining a sufficient number of spawners at the end of the fishing season.

The assessment procedures developed by the Group give estimates of the proportional escapement or exploitation rate of the squid stock. It is updated weekly during the fishing season, the boats being required to send in their daily catch rates for analysis.

To ensure sufficient escapement, fishing effort or harvest rate must be controlled. This is done by strictly limiting the number of licenses issued by the FIG. The number issued

depends on the assessment analysis of the catching power of the various vessels from different nationalities.

The Group's assessment work provides advice to the FIG on the license levels and allocation between fleets and on the license fees for the coming season. In addition the progress of the fishery through the season with respect to conservation and management goals are closely monitored.

The main fleets fishing in the Falklands are from Japan, Taiwan, Korea, Spain and Poland. There are a few boats from the UK, Italy, Greece, Portugal and Chile. The license regime has brought in an additional income of around 14 million pounds a year to the Islands.

In addition to squid there is a highly profitable finfish fishery around the Falklands that has been licensed in order to conserve the stock for the future. The finfish include hake, red cod, whiptail and most importantly the southern blue whiting, *Micromesistius australis*. This resource is however heavily infected with a myxozoan tissue parasite, *Kudoa allaria*, which forms large cysts up to two centimetres long in the muscle of the fish. The parasite is not pathogenic nor infectious to humans but cosmetically it makes the product more difficult to sell.

The Group is supported by the Stanley Fisheries Limited, the commercial arm of the Falklands Islands Development Corporation, to examine the dynamics of this host-parasite system. Using mathematical techniques being developed by the Group the populations of both fish and parasite will be modelled enabling various management strategies, aimed at reducing the level of parasitism of the fish to be explored.

The possibility of the existence of a commercially valuable deep-sea crab fishery has led to the development of plans for an exploratory survey by a Korean fishing vessel, sponsored by a British fishing company, Berkeley Sound Shipping. This company has contracted the Group to collect fisheries data and biological information vital for the future management of the fishery, should it prove viable.

Witte Boyd, another British fishing company, has started to exploit the inshore crab fishery in the Falklands and they, together with Stanley Fisheries Limited, are sponsoring a PhD student in the Group to work on the biology of the fishery.

How warmer seas put coastal plains at risk

FOLLOWING global warming and after decades of delay due to their immense size and depth, the world's oceans will warm, and the water in them expand, causing sea levels to rise.

Irving Mintzer, of the World Resources Institute in Washington, calls the delay a "commitment". Policy changes now cannot influence effects already set in train, but may mitigate effects decades on. "We cannot stop the Greenhouse Effect," he said. "We can only influence how much it takes place."

Predictions vary greatly, but it seems safe to say that a "business as usual" degree of human activity over the next century will cause a rise in sea levels of between 50cms and 200cms by the year 2100. "The trouble is, the predictions have a huge range," according to Professor Tom Wigley, of the University of East Anglia's Climate Research Unit. "But a rise of one foot in the next 40 years is not outlandish."

Several scientists are emphasising that there may be "positive feedback" effects: for instance, that warming of the globe will increase the amount of water vapour in the atmosphere: this is an important greenhouse gas.

The increased heat at the North and South poles will melt ice there. This does not matter where the ice is already floating (because it displaces much the same by volume whether solid or liquid), but it will matter where it is now safely on land, in the form of ice-caps or glaciers. Great chunks of the Antarctic ice-cap are believed to be held by shallow



Rising sea levels will increase the threat of flooding in eastern England.

reefs, and could be raised by a crucial half-metre or so, to float free and displace sea water.

Raising sea levels will put many of the world's richest agricultural lands at risk. In Holland and Britain (whose eastern coast is in any case gently falling into the sea) the incidence of floods will almost certainly increase.

The Dutch and British have already spent millions of pounds on sea defences: these will need reinforcing at huge expense. But a country such as Bangladesh, already subject to a disastrous cycle of flood and drought, is likely to see at least the former increase dramatically. Parts of China are similarly at risk.

However, the uncertainties attending the rise in sea levels now believed to be inevitable pales into insignificance compared with the impossibility of predicting the results of a global warming on the world's climate. By some ac-

counts, it is leaving a kind of equilibrium state and entering on a future, both uncertain and violent, in which there will likely be an increased occurrence of storms.

However, according to Dr John Mitchell, of the Meteorological Office, Britain's leading establishment which is trying to model the Greenhouse Effect on computers, there is no particular reason to suppose that this will happen.

He suggests that the new climate may be fairly stable, but include extremes of heat in some places. But he will not be pressed on a region-by-region assessment of what will happen. The computer models are just too primitive for that.

The new changes are likely to be very rapid, compared with previous climate alterations. It may be, for instance, that the forests growing at a particular latitude now will find the new heat uncongenial, and die. But there may

not be time for their seed to spread northward and regenerate to colonise the newly-located zone of temperature which might have suited them.

The picture for sub-Saharan Africa, already prone to drought, is typically confused. It is likely to get hotter. But the question is how will the seasons be affected and whether it will be wetter, or — impossible for its agriculturalists to survive — drier. "Precipitation is the most difficult element to predict," Dr Mitchell said.

There is every likelihood that many desert regions will be pushed over the edge, into uselessness. However, there is probably a slim chance that Ethiopia and the Sudan may be wetter, and grow more.

But it is at least possible that at the same time North America and the Soviet Union will find their grain-growing belts pressed northward, as drought afflicts the farmers' present terrain. There is some likelihood that the soils northward of the present grainlands will not support cereals growing on anything like the present scale. This could mean that the northern hemisphere is a less good insurance growing area for Africa's harvest failures.

It may turn out not to be this bad: Africa might, at the margin, blossom; technology may find new ways of growing grain in the northern countries: the difficulty for policy-makers is to decide whether the risk is worth taking.

Aid given to Falklands veteran

SIR—Mr P. D. F. Cleaver expressed his belief that "it took some three years for Mr Robert Lawrence to obtain compensation for his injuries" (letter, April 19). He is misinformed.

The Ministry of Defence does not pay compensation as such to members of the Armed Forces who are injured whilst on active service. However, on discharge in November, 1983, Mr Lawrence received the awards to which he was entitled under both the Armed Forces Pension Scheme and under the DHSS War Pension Scheme.

In addition, he was paid a substantial sum from the South Atlantic Fund and a further amount from Scots Guards Regimental Funds. The amounts granted to Mr Lawrence from these sources were paid between November, 1982, and August, 1983, little more than one year after the end of the Falklands conflict.

Your readers will also want to know that no widows of those killed in the Falklands were "given 24 hours notice to quit their married quarters". The Ministry of Defence went to great lengths to ensure that the changes in personal circumstance of those widowed by the conflict were treated with the utmost sensitivity.

Brig SAM COWAN
Director of Public Relations (Army)
London SW1

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

FISHING INDUSTRY IN ANTARCTIC:

For : BROAD STREET ASSOCIATES STEVEN PERRETT

Prog: MORNINGTIDE Service : BBC HUMBERSIDE Serial: 047509/PD

Date: 20.4.88. Time: 0600 Duration: 3 minutes 40 seconds



CHARLIE PARTRIDGE:

Now scientists on board the British Antarctic survey flagship, the John Biscoe, have arrived back at their home port of Grimsby, laden with vital information for the British fishing industry and an urgent message for the government. One of the ship's main jobs this trip has been to see how well fish and marine life in the Southern Ocean will stand up to heavy commercial fishing. Humberside companies are of course already strongly involved in fishery plans in the Falklands and South Georgia. But, as Mike Cartwright reports, the message is that without tightly policed and scientifically backed controls, many species could be wiped out as the fishing jackals move in.

MIKE CARTWRIGHT:

The Biscoe is back in Grimsby after 7 months in Antarctica. It's one of the two expedition support ships based in the port. One of the main jobs of the scientific team over the last few trips has been to investigate commercial fishing potential. They have much work to do, but it's already clear that Britian is going to have to move quickly to protect its fishing interests from the scavengers.

Principal scientist, Julian Priddell, says there's already evidence that the South Atlantic is being badly over-fished.

JULIAN PRIDDELL:

Oh very much so, not so much with the Antarctic .*(word unclear)... because we're still at an exploratory stage, we know that we can take them out of the Southern Ocean but it's still time before we have an economic fishery there, but certain fish species have been very badly over-fished around the island of South Georgia for instance.

M.C.:

Companies in Grimsby and Hull are either directly involved in fishing ventures in the South Atlantic, or hoping to be. The Biscoe actually met up with the Hull based exploration trawler, the Lord Shackleton. Proper regulation is vital to the Humberside interest. Dr. Priddell says they're working as quickly as possible to give scientific back up to the case for policing.

J.P.:

The potential is enormous, there is a variety of estimates for the amount of krill swimming around in the Antarctic and all of these exceed the current world catch of fish put together, so if you're looking for a source of protein, obviously you should be looking towards the Antarctic. Economically it's possibly a different picture, but we are involved with an international body, the Commission for the Conservation of Antarctic Marine Living Resources, and they are trying to gather as quickly as they can, all the scientific information that we need in order to regulate both the fishery of krill and squid and fish in the Southern Ocean.

M.C.:

Speed is necessary say the scientists because other nations have got in before us in what are essentially British Antarctic waters.

J.P.:

It's a shame that the fishery has been developed primarily by other countries and we're beginning to see an increasing interest in the Falklands as a fishery base rather than simply going out and regulating it and taking their dues for the catch taken by other nations. We're very conscious as a country, that we need to establish the regulations and of course a lot of the prime fishing sites are in what we think of as British Antarctic territory.

M.C.:

Proper regulations, says Dr. Priddell, can't come too soon. Damage is already being done at a phenomenal rate.

J.P.:

Some fish stocks have been depleted drastically to five or ten percent of their pre-fishing level. Certainly there is a vast potential again. The Southern Ocean is very rich in plant life, which in turn supports these krill, which in turn support a number of other animals, including fish and squid. The problem we have is that the growing season through the year is very short, which makes some species extremely vulnerable.....(interference on broadcast).

*(word unclear, sound like krill)

Scramble for claims in the Antarctic's great gold rush

A TINY orange matchbox stands at the foot of majestic cliffs in the sweeping panorama of Admiralty Bay, the only visible speck of human life. On closer inspection, the box turns out to be a converted shipping container belonging to the government of Ecuador. Inside are four beds, food and fuel. "This is your house, you can use whatever you need. God bless this hut," reads an inscription in several languages. Not far away, Peru has pitched a tent.

Latin American governments do not build these refuges only for the benefit of lost travellers. In their eyes they constitute the first legal steps towards sharing in what some say could be the greatest natural-resources Eldorado of all — the carve-up of Antarctica's mineral wealth. Since members of Scott's ill-fated expedition dragged 35lb of geological specimens homeward, the obsession with mineral riches has grown out of all proportion to proven discoveries.

Offshore petroleum reserves are estimated by the US government at 48 billion barrels, yet all but 1 per cent of the continent is covered by a mile-thick crust of moving ice, and offshore oilrigs and underwater wells would be prey to blundering icebergs. Commercial drilling and mining technologies that already exist in the Arctic could probably not function here.

However, since 1961, when Britain and 11 other nations ratified the Antarctic Treaty, another 25 countries, including Ecuador and Peru, have joined the international club that dedicates the continent to pure science. Environmentalists say much of their geological science is, or could

From Richard House
on King George Island,
Antarctica

soon become, concealed commercial prospecting.

Because the idea of commercial mining was so distant when the treaty was signed, it did not mention the subject. In 1977 a moratorium on prospecting was agreed, but should the 30-year treaty become subject to renegotiation in 1991, those nations which acceded later to the accord may legitimately make claims as consultative parties. Under the rules of the treaty, only nations that have exhibited an active scientific presence on the continent can claim consultative status — and a slice of territory if the present arrangement should ever collapse. Though many scientists from the nine nations which have established bases in Antarctica simply duplicate and hand on each other's readings, a functioning weather station is considered as "active science".

Already 19 countries have geological programmes and newcomers, led by South Korea, make no bones about their economic interest in the continent. The commander of South Korea's base, Soon Keun Chang, said he expected drilling on the continent, which should be developed in 50 to 100 years, when commercial whaling or scaling may also restart. "The Antarctic, man's last remaining treasure trove of rich natural resources, abounds in mineral deposits: oil estimated at 50 billion barrels, coal, copper, iron, uranium, gold and silver." An official South Korean report said: "The krill [a type of plank-

ton] supply in the southern ocean is more than enough to meet the protein demands of the world's population."

Yet the exploitation of Antarctic minerals is open to doubt. "Decades of investigation have yet to produce conclusive evidence of any mineral resources sufficient to arouse even the mildest commercial interest," according to two British scientists, P. D. Clarkson and R. N. Crockett, who added that "an extractive hydrocarbon industry is still decades away". David Walton, of the British Antarctic Survey, said there was "increased political awareness of the problem that will be posed if economic resources are discovered". Critics fear the minerals issue could undermine the unique treaty system that has successfully preserved Antarctica as a nuclear-free, demilitarised condominium.

Next month the 12 original treaty nations are to meet in Wellington to try to agree on the text of a minerals regime they have been discussing since 1982. New Zealand officials chairing the meeting say guidelines must be established before commercial quantities of minerals are found.

Non-government organisations are pressing for the talks to be postponed for two years. They believe governments are sliding into a "quick and dirty" carve-up of resources when the environmental risks are too great on a continent where an oil slick would take 500 years to disperse. At a best estimate, Antarctica's oil could fuel humanity for just two years, in return for dotting the world's only remaining untouched continent with the marks of human occupation.

TELLEX

THE BROADCAST REPORTING SERVICE

REPORT

CHARLES LEVITT:

Humberside's commercial fishing interests in the South Atlantic are under threat from drastic over fishing according to scientists on the Grimsby based Antarctic Survey Flagship. The vessel John Boscoe has returned from investigating and the southern oceans potential for heavy commercial fishing. Principal scientist Julian Priddol says the waters are rich, but tight regulation of British controlled grounds is urgently needed before other countries wipe out fish stocks.

JULIAN PRIDDOL:

Some fish docks have been depleted drastically to 5 or 10% of their pre-fishing levels. Certainly there is a vast potential again. The Southern Ocean is very rich in plant life, which in turn supports these krill, which in turn support a number of other animals including fish and squid. The problem we have is that the growing through the year is very short, which makes some species extremely vulnerable to exploitation and so we do need to have the space before we can regulate and assess the fishery.

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For : BROAD STREET ASSOCIATES STEVEN PERRETT

Prog: NEWS Service : BBC HUMBERSIDE Serial: 047412/RC

Date: 20.4.88. Time: 0800 Duration: 1minute.

Debt-equity swaps: the logic is clear but the technique is in its early days

Citicorp's decision may have been a turning-point

DEBT-EQUITY conversions, as a means of fuelling and funding developing-country project opportunities for western exporters, are gathering pace, despite technical complexities and institutional reservations.

They are emerging as a "salvage operation", says Mr Daniel Nash, senior corporate finance adviser at Mitsubishi Corporation, who foresees a major growth in the practice, assuming that banks increasingly accept that they are "not going to retrieve the money owed to them, and that debt-servicing will become increasingly disorderly."

For the exporter, Wimpey Project Finance's director, Mr Nick Harding, regards debt-equity swaps as a potentially "fruitful area" for mobilising equity participation in a developing-country project.

The theory of debt-equity conversions has an impeccable logic to it. It runs that banks, realising that, in many cases, they are not

going to see loans repaid, will increasingly seek to convert them into equity in developing-country projects, via approved debt-equity conversion programmes incorporating attractive local currency mark-ups.

Alternatively, they may sell the loans at a discount to exporters, who themselves convert them into local funds via a swap programme which generates an appropriate premium level of local currency for mobilisation in local projects.

The result, either way, is a net reduction in developing-country indebtedness, a decline in bank exposure, cut-price access by banks and exporters into developing-country markets, and the fostering of productive capacity in countries with seemingly intractable debt problems.

So much for the theory. In practical terms, it is still very early days for the technique which Wimpey's Mr Harding puts

at the "exotic" end of the project finance menu.

Still, Chrysler, Kellogg, Coca Cola, Saab-Scania and Eastman Kodak are among a growing number of major companies that have either completed or contemplated debt-equity conversions, principally within the framework of emerging Latin American programmes.

The process is awash with difficulties. Banks and exporters don't simply get together and self-start programmes. These can only be achieved with the help and regulatory approval of the host country government itself.

To date, only a small number of countries have enacted relatively limited debt-equity conversion programmes. Significantly, however, they include Latin America's two largest debtors, Mexico and Brazil, as well as Venezuela, Chile and Argentina. Others have been launched in Jamaica and the Philippines while, for example, Morocco is among those pondering programmes.

Moreover, early this year South Africa offered creditors holding frozen South African debt the opportunity to convert it into local equity in a move aimed at partly offsetting the impact of disinvestment.

Among the more tangible achievements generated by debt-equity conversions in recent months have been project fundings in Argentina and Jamaica. In the former, the Campbell Soup Co subsidiary, Swift SA, funded the planned construction of a slaughterhouse and meat-processing plant via a \$71m debt conversion.

Meanwhile, one Jamaican swap involved a Colorado agri-business firm, Western Agri-Management, accessing Jamaican currency at a substantial premium via a conversion operation in which Chase Manhattan participated. The firm

wished to expand its vegetable production on the island.

Under the terms of the Jamaican debt-equity swap programme earlier this year, commercial banks sold loans at half their face value to buyers who collected their full value in local currency for use in funding projects on the island.

Apart from the need for officially-installed programmes that provide attractive local currency yields, another key constraint that remains is a lingering psychological hang-up of the banks themselves towards their developing-country loan portfolios.

In order to make loans available for conversion into local currency, or local currency-denominated equity stakes, they have finally to accept that the loans are not likely to be re-paid, that they are not worth 100 cents on the dollar, and move to meet the balance sheet implications of those facts.

In this respect, Citicorp's decision last year, to add a massive \$3bn to its loan loss reserve, is regarded by many as the fundamental turning point in the way major banks regard their developing-country loan portfolios. The pretence that they are worth their book value is now being eroded. However, the extent to which this will affect the availability of loans for conversion programmes will, in no small part, reflect the ability of banks

and their auditors to handle the bottom-line implications.

For banks that wish to participate directly in debt-equity conversions, there are other problems. Regulation K of the US Bank Holding Act, despite some amendments last year, places considerable constraints on banks investing in non-financial sector business. US bankers argue that this needs to be reformed, to allow them a wider range of equity investment possibilities.

Then there are the legal complexities of the deals themselves. According to legal experts, banks entering into debt-equity conversions must be careful not to generate a short-term advantage over fellow members of the syndicate with which the converted loan is associated. If, by virtue of entering into such a conversion a bank gains a perceived short-term advantage over its former syndicate members, it could

contravene the original loan agreement's *pari passu* clauses.

Meanwhile, in the debtor countries, an appreciation of the potential value of debt-equity conversion programmes is tempered by several factors, including the potential inflationary impact of creating the extra local funds to complete the process. Against this, the authorities have to balance the contribution the projects will make to the country's development.

Then there is the additional issue of nationalist sensitivities. The sight of foreign companies funding their participation in developing-country projects with cut-price local funds is not appealing to all shades of political opinion.

Alan Spence

Editor, International Trade Finance, a bi-monthly report published by Financial Times Business Information

Teachers in Argentina suspend strike

By Tim Coone in
Buenos Aires

ARGENTINA'S teachers return to work today after a Labour Ministry ruling that their six-week-old strike must be resolved by compulsory arbitration.

The strike has been unprecedented in the country's public sector, particularly because the teachers have not traditionally been at the forefront of national strike action. Neither are their leaders identified with the traditional Peronist blue-collar trade unionists.

Ms Mary Sanchez, the secretary-general of the teachers' union CTERA, warned yesterday that the strike's suspension was only a truce and that industrial action would be renewed if no advance was made during arbitration.

The teachers have been demanding a unification of pay scales throughout the country, with a basic minimum of Aus 770 (\$110) per month. The Government for its part, while recognising that teachers are poorly paid, has said that it lacks the resources to satisfy the claim.

At the weekend, however, President Raul Alfonsin met Mr Antonio Cafiero, the Peronist opposition leader, to discuss possible new tax measures in order to increase teachers' salaries. One probable new measure will be to tax income on government bonds, of which there are now some Aus 7bn to 8bn in circulation.

Filthy rich Paul will clean up in Soho!

★ A NEW Sun Money series starts today examining how the rich and famous look after their money and the way they spend it. SARAH GRIFFIN opens the account by bringing you an exclusive interview with multi-millionaire Paul Raymond.

PORN-KING turned property tycoon Paul Raymond is a frustrated man . . . he reckons he's only worth £50million!

"I have been called the 123rd richest man in England," he says, "but that's not good enough.

"If I'm not in the top 10, then I don't want to play!"

So Paul, 62, is striving to fulfil that ambition by expanding his property empire in London's Soho.

REVUEBAR

But how does a man who has built a fortune on saucy sex shows and girlie magazines spend his money?

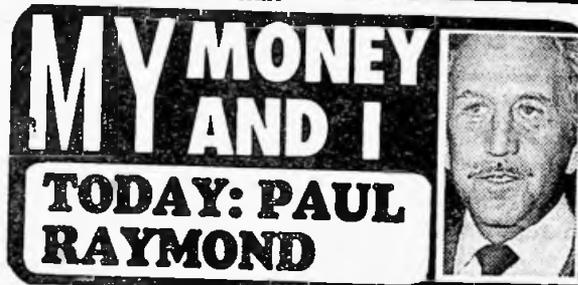
He says: "I don't like to show off about my money. I have no country home, no villas abroad."

However he unashamedly admits: "I have a magnificent flat in London's Mayfair, with a housekeeper and a Rolls Royce plus chauffeur.

"But I don't live as people would expect me to. There's no aircraft and no yacht."

But sun-tanned Paul has just come back from the pleasure playground of St James's Club in Antigua—"It cost £3,700 first class just to fly there"—and then a fortnight in South Africa.

When he left to fly to



the West Indies, he was about to buy Watford Football Club from Elton John. The deal fell through.

He says: "There were lots of debts and it would have cost a fortune to put right.

"I've always wanted a lot of money. When I was 27 I decided that it was time I got a regular job so I started travelling striptease shows."

REVUEBAR

He then opened the Raymond Revuebar in Soho and boosted its instant success with a string of soft-porn magazines, led by Men Only.

The Revuebar celebrates its 30th anniversary

tomorrow and is a now a huge tourist attraction. But the man behind the success story still shudders at the price of luxury.

REVUEBAR

He says: "I will pay for expensive suits, but let's face it, £700 is a hell of a lot. Luckily I am a standard size, so I can buy some of my suits off the peg at Marks."

"But I don't go mad and buy 24 pairs. I think some shops' prices are quite obscene."

Girlfriends young enough to be his daughter have become something of a Raymond trademark.

He says: "I guess it must be easier for an

older guy like me to take out pretty young girls if he's got a penny or three to spend on her."

He also gives some of his fortune to charity and won the hearts of soldiers during the Falklands War by sending down 30,000 magazines and blue films at his own expense.

Born Geoffery Quinn in Glossop, Derbyshire, he made "a few quid here and there" during the war. He says: "In fact I was a bit of a spiv."

"There was a lawyer in Glossop who told my mother that I would either end up in jail or become a millionaire!"

N-power shutdown forces Argentina to ration fuel

BY TIM COONE IN BUENOS AIRES

ELECTRICITY rationing was introduced in Argentina yesterday because of the forced shutdown of the country's two nuclear power stations and a fall in the water level of the dams at the main hydroelectric plants through low rainfall.

The rationing system consists of five-hour cuts spread during the day and evening between various zones of the capital Buenos Aires and is expected to continue for up to two weeks.

Few details have been released about the nuclear plants' shutdown other than that it is due to "technical faults". Mr Roberto Echarte, the Energy Secretary, said at the weekend that he expected the two plants to start functioning again within a week. The nuclear plants provide the base load to the grid and together generate some 15 per cent of the

total electricity consumed in Argentina.

The older of the two plants, Atucha I, which was commissioned in 1973, has been out of operation since last August, when it was shut down for major maintenance.

Unconfirmed reports say that the 350MW reactor then suffered an accident as it was being started up, during which as much as 50 tons of irradiated heavy water might have been sprayed over the interior of the plant when the top of a fuel channel was blown off.

The second nuclear plant, Embalse, a 600MW reactor which was commissioned in 1983, has reportedly been suffering problems with the pumps in its cooling system, which also uses heavy water, and had to be shut down for repairs at the end of last week.

Covert action by police 'trapped aggro bus gang'

UNDERCOVER policemen infiltrated a gang of football hooligans who travelled to away matches in an unofficial "aggro bus" and organised meetings on violence against police, blacks and rival fans, a court heard yesterday.

Mr Malcolm Swift, QC, prosecuting, said the gang called itself the Yorkshire Republican Army and travelled to matches to fight rival fans. One leader liked to be known as "the general".

One of the defendants, David John Brown, aged 26, allegedly told an undercover policeman that football violence did not frighten him because of his experiences as a paratrooper in the Falklands. "Violence always gives me a buzz," he was claimed to have said.

Eleven men deny conspiracy to fight and make an affray at Leeds and elsewhere in England between December 5, 1986, and April 1, 1987.

They are Stewart James Billrough, aged 21, Leeds; David John Brown, 26, Leeds; Nigel Stephenson, 17, Wakefield; Sean Barry Greaves, 20, Leeds; Frank Milner, 20, Morley; Paul John Milner, 23, Morley; Keith Patrick, 23, Leeds; Martin Pickard, 23, Shipley; Anthony Craig Sharlot, 30, Leeds; Patrick Slaughter, 21, Leeds; and Christian Michael Jackson, 19, Todmorden.

Mr Swift told Leeds crown

court that the gang, which met in three public houses near Boar Lane, Leeds, was infiltrated by four police officers in an operation known as Wild Boar. West Yorkshire police arrested the defendants early on April 22, last year.

A number allegedly admitted travelling on an unofficial coach known as "the aggro bus" to away matches. Stephenson was said to have told police he had used his job with British Rail to find out the arrival times of special football trains, and that he had waited at Leeds station saying he was going to "cabbage" opposing fans.

Mr Swift said the 11 gathered many young men around them to cause trouble at football matches, particularly when following Leeds United.

"You will hear evidence of what you may consider an account of a virtual army of football hooligans, seeking and gaining satisfaction by attempting to dominate supporters from other teams," he said.

He claimed that Brown approached one of the officers to join a group of 50 planning to attend a Bradford City v Millwall match in January 1987, telling him: "You have got to keep the name of Leeds ... after all, we are the best fucking hooligans in the country."

The case, which is expected to last eight weeks, continues today.

Teachers' strike in sixth week

Reuter in Buenos Aires

ARGENTINA'S teachers' strike went into its sixth week yesterday despite a mandatory arbitration order from the government. Teachers showed up at many schools early in the morning but instead of holding classes debated

the mandatory arbitration order from the labour ministry.

Mr Marcos Garcetti, head of the teachers' union, sought clarifications on the back-to-work order.

A small fraction of the country's schools had opened before the arbitration order, issued on Sunday, which requires the two sides to reach an agreement.



It's war as U.S. takes revenge on Iran



York Marine: Attacked

By PETER HITCHENS in London
and ROSS MARK in Washington

AMERICA and Iran were last night at war in all but name —with Britain in danger of being dragged into the conflict.

Smouldering hatred between Washington and Iran finally burst into flames as President Reagan took his revenge on Ayatollah Khomeini for laying mines in the Persian Gulf.

At the end of the biggest naval battle seen since the 1982 Falklands War, four Iranian gunboats had been sunk, two Iranian frigates crippled and two Iranian oil platforms reduced to twisted wreckage.

A British-owned tanker, the York Marine, was attacked with guns and rockets by an Iranian gunboat backed by high-speed attack craft.

Bloodshed

There were no immediate reports of casualties, although the ship was said to be drifting and on fire after the Iranian crew abandoned her.

In Washington, a senior Pentagon official said: "We are quite prepared to give Iran further lessons if it decides to escalate the matter further.

"The Iranians know we have the option of destroying targets on the Iranian mainland from one end to the other."

The U.S. Navy, angered by last week's mine attack on the frigate Samuel B. Roberts, injuring 10, blasted two Iranian oil platforms, beginning a day of bloodshed.

Nobody has even begun to count the dead, but one of the Iranian missile boats had a crew of 30 and the frigates each had a ship's company of 125.

Meanwhile the U.S. Navy was

Page 2 Column 1



**AMERICAN NAVY BLASTS OIL RIGS AND WARSHIPS IN
THE BIGGEST SEA BATTLE SINCE THE FALKLANDS**

Reagan takes his revenge on Iran forces

From Page One

searching for a missing attack helicopter with two men on board.

Mrs Thatcher, who backed the American attack as "entirely justified" was waiting for more evidence before deciding if Britain should retaliate.

Britain's naval forces in the area—three warships and three minesweepers—were out of the combat zone at the time.

Foreign Office Minister David Mellor also gave the U.S. full backing in the Commons, where he attacked Iranian minelaying as "a cynical and cowardly act."

But he refused to speculate on Britain's own reaction, telling MPs: "We shall just wait to take a cool look at the situation."

He asked questioners not to press him on any British plans

to respond to the attack on the York Marine.

President Reagan, in his first public comment on the attacks, said last night in Washington:

"We have taken this action to make sure the Iranians have no illusions about further irresponsible action. If they threaten us, they will pay the price."

Orders

He said America would like a normal relationship with Iran, but could not have one so long as Iran backed terrorism, "threatened its neighbours and attacked neutral shipping."

It was on the President's orders that the missile cruiser Wainwright, with two frigates, Simpson and Bagley, moved in to attack Iran's Sirri oil platform.

At the same time Iran's

Sassan oil platform was attacked by the destroyers Merrill and the Lynde McCormick.

In each case Revolutionary Guards on the platforms were given five minutes to evacuate.

Some left but others remained to open fire with machine guns.

The Iranian frigate Sahand then approached the American warships despite radio warnings from an American Hawkeye command plane flying overhead.

The Hawkeye was escorted by three Intruder fighter-bombers, on which the Iranian frigate fired.

Pentagon spokesman Dan Howard said: "The intruders returned fire with two Harpoon anti-ship missiles and a number of laser-guided bombs."

At the same time an American destroyer fired

another Harpoon missile at the Sahand.

Later Pentagon officials said the Iranian frigate was listing heavily and appeared to be sinking. None of the American warships

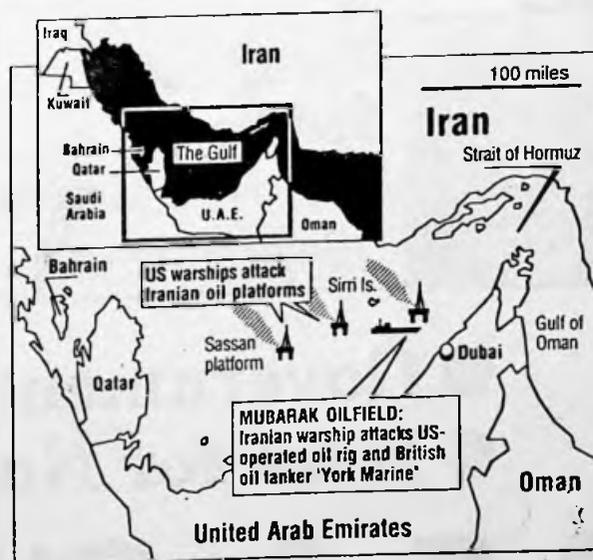
The second Iranian vessel fired a missile at the U.S. frigate Simpson.

The Simpson fired its own missile in retaliation and scored a direct hit on the missile patrol boat, sinking it.

A second Iranian frigate, the Sabalan, suffered severe bomb damage after it fired on American intruder aircraft with her near-obsolete Seacat missiles.

● A MEMBER of Kuwait's royal family held hostage aboard the hijacked airliner in Algiers pleaded yesterday for the release of 17 bombers jailed in his country.

Opinion: Page 8
Reagan spells it out: Page 9



Daily Telegraph
19.4.88

LETTERS
TO THE EDITOR

**Shameful meanness
by Ministry of Defence**

SIR—I do not know the full facts of Mr Robert Lawrence's case (letter, April 16) but I am led to believe that in his injured and partly paralysed state it took some three years for him to obtain compensation for his injuries.

If this is true, it is quite disgraceful — more than that, it is inhuman. Unfortunately, in my experience, this sort of treatment of Services personnel — particularly the Army — is not isolated.

I recall a case in Aden when an officer was gravely wounded when his Land Rover passed over a mine. The officer was filled with metal splinters. His medical officers considered that if his wife was beside him he might pull through. The Ministry of Defence declined to pay her air charter fare and then refused to allow her to fly at

charter rates with the fare being paid by her husband's Regimental Association. In the end, the Regimental Association had to pay the full commercial rate for a passage on a scheduled flight.

If the Ministry of Defence is becoming sensitive over these matters — and it is appreciated in the present case there is a real danger of some people being represented incorrectly — it is nevertheless what it deserves. Widows of those killed in the Falklands conflict were given 24 hours notice to quit their married quarters. What compassion! What feeling!

P. D. F. CLEAVER
Warminster, Wilts

Broad Street Group
narrows to £323,000

A bashing for Broad Street



BROAD Street Associates, the high profile City public relations firm founded by Brian Basham, ran into serious trouble last summer and has been forced to make substantial provisions against profits.

New chairman James Gulliver, who bought into the group just before Christmas, revealed this morning that the company was barely profitable in trading terms in the six months to last October.

It turned in an operating profit of just £5000, against £318,000 in the first half, and £979,000 for 1986, the year in which it obtained its USM listing.

In addition the group has been forced to make provisions of £200,000 for bad and doubtful debts in its PR business, but the effect of this is mitigated by £95,000 of profits on short term investments.

Cost increase

The loss at the pre-tax level is £83,000.

The group was hit mainly by the costs of a major expansion into consumer and other areas of public relations, where costs were incurred but the business failed to materialise.

Loose financial controls elsewhere in the group also

James Gulliver: believes no further provisions will be needed

meant that while the business—particularly the financial PR business—grew in turnover terms, this was outstripped by cost increases.

Gulliver says he has worked hard to get to the bottom of the group's problems and believes that no further provisions should be needed. The group expects to pay a final dividend.

Gloomy

The group has decided to move its year end to March, so there is a further set of figures to come for what will be a 17 month financial year.

These figures will also make gloomy reading.

But in the current year running since March Gulliver believes the group has been on a sound footing and operating at substantially higher levels of profitability.

Daily Telegraph
19.4.88

Broad Street Group narrows to £323,000

By John Butterfield

EX-ARGYLL Group chairman James Gulliver, who bought 10 p.c. of the enlarged equity of City public relations company Broad Street Group late last year, is adopting a kitchen-sink approach to the group's problems.

Broad Street, founded by Brian Basham, made just £5,000 operating profit in the second six months to October 31, for a 12 months total of £323,000 against £979,000 previously.

Since December, a rigorous review of all financial systems, outstanding debt and work in progress has been carried out.

Full provision for amounts unlikely to be recovered and costs associated with expansion come out at a hefty £200,000 and these have cut pre-tax profits for the 12 months period

from £990,000 to £198,000. The period is being extended to end-March.

Mr Gulliver warns that further costs associated with extending the range of public relations services and building the advertising company will be felt in the last five months, but these should not affect the operating profits adversely in the current year, he says.

Currently, the proportion of group fees being paid on a retainer basis continues to increase. New assignments from British Airways, Nissan UK, Saatchi and Meyer International have recently been undertaken.

The board expects to pay a final dividend—1.1p for the year ended October 31, 1986.



James Gulliver... applying a rigorous review

Losses mount at South American car maker

AUTOLATINA, THE largest motor manufacturer in South America, has announced a \$223m loss for its Brazilian operations in 1987, Reuter reports from Sao Paulo. This compares with losses of \$78m in 1986.

Mr Wolfgang Sauer, president, said the company's intention was to break even this year.

Autolatina, the holding company for Volkswagen and Ford in Brazil and Argentina, employs 54,000 workers in Brazil and has a total of 15 plants in Brazil and Argentina.

BROAD STREET ASSOCIATES PUBLIC RELATIONS

Daily Telegraph - 16th April 1988

'A glorious chapter in our history'

SIR—Mr Norris McWhirter (letter, April 13) quotes from my published screenplay *Tumbledown* out of context. In doing so he perpetuates the error of the *Sunday Express* of Oct. 4 1987, for which that newspaper was duly admonished by the Press Council.

As he has quoted from my published text, I wonder if I might be extended the same courtesy with the following: "... the Falklands War was inevitable and right ... the operations were carried out with great expertise and courage by the leaders and soldiers of Britain ... it was an expression of British determination to stand up to aggression no matter what the cost in men and material and, indeed ... it was a glorious chapter in our history."

Mr McWhirter comments on the cancellation of a play because of the forthcoming election. I too was extremely concerned when the making of *Tumbledown* was postponed because of the forthcoming General Election. I would have been glad of his support at the time but luckily didn't need it.

He suggests that I have given "instructions" to the director of *Tumbledown* to "dwell" on "horrendous" wounds: I don't think so. After writing a lot of films I have given up instructing directors, especially directors of intellect and integrity like Richard Eyre. In my stage directions I have confined myself to describing the terrible wound sustained by Robert Lawrence, MC, on *Mt Tumbledown* as accurately and as well as I am able.

CHARLES WOOD
Banbury, Oxon

Press Cuttings

from Broad Street Associates THE  TIMES

15 APR 1988

11th strike

Buenos Aires (Reuter) — Workers virtually paralysed Argentina with the eleventh general strike against the economic policies of President Alfonsín, called despite the failure of previous strikes to force government changes.

TRAVEL UPDATE

Argentina's state-owned airline, Aerolineas Argentinas, canceled all its domestic and international flights Thursday as Argentine workers staged the 11th general strike against President Raúl Alfonsín's economic policies. Train service was also paralyzed. (Reuters)



TIMES DIARY

MICHAEL WINNER

I've just sent some flowers and a note of apology to one of my favourite ladies, Mrs Margaret Thatcher. I'm unable to attend a little bash of hers at Number Ten next week as I'm up in Scarborough directing a film of Alan Ayckbourn's next play, *A Chorus of Disapproval*.

The Prime Minister is a gracious and hard-working host. At a recent cocktail party I found myself in a group with Mr Ayckbourn, Sir Peter Hall of the National Theatre and Terry Hands of the Royal Shakespeare Theatre, all wondering why they'd been asked.

But it was the party before that produced a moment I shall always remember. Mrs Thatcher stood on a small box and gave a speech to a hundred or so cocktail guests. Although it was some years after the Falklands War, she spoke dewy-eyed of those tumultuous days. "In these very rooms," she told us, "William Pitt decided to claim rights to the Falklands. Then again, in 1833, Earl Grey took full possession for Great Britain. During World War Two, how very helpful the Falklands base was to our navy!" A pause, "And I, too, paced the floors of these same rooms, thinking and pondering before deciding to send our boys in a Task Force to the Falklands."

We listened intently. "So you see, you are all foot-notes on the pages of history!"

A stunned silence. Wonderful, I thought. British eccentricity at its best. Near me, Jonathan Lynn, writer of the television series, *Yes, Prime Minister*, was jotting down the words avidly in his notebook. He never used them. No one would have believed them.

Minister voices concern at BBC Falklands drama

By Jane Thynne, Media Correspondent

MR GEORGE YOUNGER, the Defence Secretary, has said his ministry is "deeply unhappy" about the format of a BBC play on the Falklands war to be broadcast next month, and has tried to persuade the corporation to rewrite it.

In a letter to a relation of a Scots Guardsman, Mr Younger said the play, *Tumbledown*, the first major BBC drama about the war since the cancellation of Ian Curteis's play last year, was "causing misgivings within the department, and I know, within the Scots Guards".

The film charts the story of Robert Lawrence, a lieutenant in the Scots Guards. According to Mr Younger, writing last October, the play would cause "grave offence to some individuals who would consider themselves portrayed and who had no way of defending themselves or their reputations".

The Ministry of Defence held discussions with the BBC about the play last year, when the corporation applied for the ministry's assistance, and officials were shown the script.

The ministry had suggested "major rewriting", said Mr Younger, but the BBC had refused. According to Mr Younger: "We have made our views on the project very plain to the BBC and have flatly refused to offer any form of assistance to them."

In two meetings between ministry officials and the BBC, Mr Richard Broke, the play's producer, was told that Mr Younger was "deeply unhappy about the mixing of fact with fiction, and that the script was unrepresentative".

But because the film is a drama, and not a documentary, Mr Younger concluded that "I am sad to say there is really no further influence I can bring to bear" on the BBC.

The script for the film was written by Charles Wood in 1985, and accepted by the BBC in 1986. Production was then delayed for "budgetary reasons" although, according to Mr Wood, the delay was due to the imminence of the general election.

Lieutenant Robert Lawrence was shot in the head leading a platoon of the Scots Guards on an assault against *Tumbledown*

Mountain the day before the end of war was declared. Although he lost 50 per cent of his brain in the incident, he was not operated on immediately because other men were considered on the brink of death, and his life was not in danger.

According to Mr Wood, who wrote the script from Lt Lawrence's account, "It is an innocuous film about one young man's honest feelings about what happened to him and his feeling that he was not treated properly".

A threat to bring an injunction against the play, because of the portrayal of the medical authorities, has also been made by a member of the Royal Army Medical Corps, who treated Lt Lawrence after the battle.

In an earlier account of his treatment Lt Lawrence said: "I was there fully conscious for three and a half hours at the back of the queue because they thought I was going to die and there was no point in working on me."

But Dr Malcolm Jowitt, who attended to Lawrence in the Falklands, said yesterday: "Even if Lawrence states the film to be fiction, because his statements have already been published, there could be grounds for a case of libel and I would most certainly consider taking out an injunction in order to get him to change it."

Mr Jonathan Powell, the Controller of BBC 1, said yesterday: "Mr Younger's letter was not written to the BBC, and if the Ministry of Defence care to make their feelings known to us, we will deal with them."

A Defence Ministry spokesman said yesterday that its views on *Tumbledown* had not changed. While the characters were not supposed to portray real people, apart from Lt Lawrence, the mixture of drama and actual events might lead some to think that their reputations had been affected.

World Bank strives for market agility

BY ANTHONY HARRIS IN WASHINGTON

SINCE Mr Barber Conable took over the presidency of the World Bank and the group has followed a strategy of seeking market solutions to development problems, it has had a bad press.

The pro-development lobby in Washington and overseas has read it as a cover story for inactivity and there have been strong tensions within the World Bank management. However, with the activation of the Multilateral Investment Guarantee Agency (Miga) this week, it begins to look like a potentially effective way of leveraging the group's limited funds.

The market enthusiasts in the Bank believe that this approach also has merits beyond mere leverage.

The stress on venture capital promises that the funds will be used productively; and business ventures, unlike infrastructure projects, increasingly attract home the flight capital which is the counterpart of a large proportion of some problem debts.

Mexico and Argentina, for example, could repay more than half their debts if their citizens kept their savings at home.

For Mr Conable this has become something of an acid test of development projects; if they do not convince the locals, they do not convince him.

Miga, which should be open for business in mid-summer, will bring the Bank into the insurance and reinsurance market.

The management is also studying the Miyazawa proposal to give Miga a role in guaranteeing bank loans to developing countries, with every appearance of urgency. Through the IFC's Emerging Markets staff the group is also involved in analysing and publicising stock markets in the developing world and fulfils a merchant banking role in underwriting public issues and sponsoring and subscribing to private placements. While only \$2.3bn of private capital has been mobilised in this way, the potential is clearly greater.

It may take some time to mobilise, though.

Insurance against exchange controls and nationalisation and the risks of war or of unenforceable legal remedies will remove the worst fears of companies

which see opportunities in the Third World; Miga should greatly enlarge the rather puny private market which already exists, and offer keener terms. However, this is because it has some potentially weighty sanctions available to limit the risks; and the insurance procedures look like being correspondingly solemn and cumbersome.

A Miga insurance policy will differ from a private one in two vital respects. First, the policy must be endorsed by the host government, which will thus be committed publicly (though not altogether bindingly) to refrain from doing the things which would result in a claim.

More important, Miga will not simply compensate an investor if his factory is nationalised, or his

For Barber Conable, the acid test of development plans is that they must convince the locals in the countries involved. If not, they do not convince him

funds are blocked; it will take over his claim on the host government and pursue it. A government which nationalises a Miga-insured enterprise, arbitrarily restricts its operations or blocks its funds will effectively find it has the World Bank on its back. That should bite.

The one real mystery in the Miga story is why it has taken so long to put such an obvious idea into action.

The idea of insurance against Third-World political risks goes back as far as the 1940s. A role for the World Bank was mooted many years ago and the proposal was ratified at Seoul in 1985; but only this week, with actual cash subscriptions from the US and Britain, was it finally activated. Any private concern which took so long to raise a mere \$500m would be ashamed of itself; the World Bank group is clearly still a long way short of market agility.

Switch to liberal policies need not spell decline, Ivo Dawnay writes

Free traders find new armoury

PROTECTIONIST countries that introduce an abrupt, radical shift towards liberal trade policies need neither suffer a decline in their balance of trade nor an increase in unemployment.

These are two of the more notable findings from an as yet unpublished World Bank study into how countries can best carry out the switch to a liberal trading regime.

Details of the three-year project, which examined 36 attempts in 19 countries to relax trade restraints, were released publicly for the first time this week at a two-day seminar in Sao Paulo.

The results, many of which ran counter to the assumptions of economists working on the report, are remarkable for their consistency. Together, they form a formidable new armoury for the proponents of free trade.

"Other studies have looked at the long-term effects of liberalisation, but this is the first detailed study on the transition process towards trade liberalisation," Mr Armeane Choksi, the World Bank's Brazil director and seminar chairman, said.

Case studies included analyses of successful liberalisation strategies such as those of South Korea, Spain and Chile and failures in, for example, Argentina and Brazil.

The found that successful liberalisations:

- usually come in conjunction with a currency devaluation alongside fiscal reforms and tight monetary and fiscal policies;
- involve a major switch away from quantitative restrictions on imports towards a sim-

ply, transparent tariff structure;

● are best aided by a "negative" list of dutiable products as opposed to a "positive" list of imports allowed free access to the domestic market;

● survive if they begin with significant first steps, rather than a slow, gradualist approach;

● require government persistence, allowing lobbies that benefit from freer trade to grow and counterbalance protectionist forces.

Professor Michael Michaely, who summed up the findings of the country studies, said that the most remarkable impact of liberalisation was on employment.

"We started out thinking that the major cost of a transition would be on employment and income distribution," he said. "But we found that this was not an issue and that the share of real wages in successful countries, by and large, did not

decline."

Neither does the trading profile of economies attempting to liberalise their export regimes influence the outcome. Having export promotion strategies in place before liberalisation did no harm.

but had no perceptible advantage.

Furthermore, the level of a country's foreign exchange reserves also had no impact.

Prof. Michaely noted, however, that in many successful cases countries had imposed "shock" openings of their economies to tackle an internal economic crisis. "You don't have to have a crisis to open up," he said, "but it helps."

In part, this is because the credibility of the liberalisation strategy among businessmen has a crucial role in its sustainability - another reason for substantial initial measures.

Prof. Richard Snape, in a study of South Korea and Singapore, argued that a substantial part of their successes lay with a universal recognition across all sectors of society that the country must be competitive on world markets. Export incentives introduced

in the early 1960s in Korea were given to all industries and not selected sectors. The shift from a positive to a negative list of import restrictions in 1967 also had an huge impact on growth.

Studies of countries where trade liberalisation efforts failed also revealed useful lessons.

A paper by Prof. Domingo Cavallo of Fundacion Mediterraneo de Cordoba claimed that Argentina's initially successful attempt between 1976 and 1982 was undermined by three factors.

The country gave greater emphasis to exports and not enough to parallel import liberalisation. Moreover, while external borrowing provoked destabilising capital inflows, the government attempted to fight inflation with nominal exchange rate increases and virtually no fiscal discipline.

In Brazil's case, a liberalisation strategy that ended in 1974 was undermined by merely cosmetic import tariff reductions, the maintenance of a complex trade regulating bureaucracy, a premature relaxation of capital inflows, and an overvalued currency.

Brazilian economists attending the seminar were in broad agreement with the findings.

Completion of all the country analyses is expected shortly and the Bank intends to publish a comprehensive summary of conclusions before the end of the year.

**Lonely Falklands
soldier set fire
to cathedral**

By Our Port Stanley
Correspondent

A lonely soldier serving in the Falklands was so upset because he did not receive letters from his mother that he set fire to Port Stanley's Christ Church Cathedral, his defence lawyer said yesterday.

Signalman Andrew Harris, 18, from Windsor, was fined £200, ordered to pay £200 compensation and recommended for psychiatric treatment in Port Stanley after admitting starting the fire on New Year's Eve.

Fire fighters saved the cathedral after Harris set light to straw from a nativity crib.

Dramatic bias by BBC

SIR—I have followed with concern the contrasting fortunes of the two BBC TV dramas about the Falklands conflict — The Falklands Play by Ian Curteis (now cancelled) and Charles Wood's Tumbledown, due to be screened next month (report, April 8).

My concern is by no means allayed by producer Richard Broke's comment that "Tumbledown is not a play about politics, but is about society and what it does to families when it sends people to war".

First, Charles Wood himself (in the introduction to the published text of Tumbledown) says "...the Falklands War should never have happened, and

that it *did* happen is a reason for shame, anger and regret".

Moreover, in an interview in another paper Mr Wood said this: "It (Tumbledown) has a deep political message that war is futile ... is it right to ask people to die, particularly for something like the Falklands? It didn't seem right to me ... I want people to start questioning what it is we did."

Secondly, the published screenplay gives many instructions to the director that he should dwell on the horrendous wounds sustained during the Falklands War without once stating *why* the war had to be fought.

According to an interview with the producer (The Stage, March 17) such scenes "are explicit, and pull no punches... people should be truly horrified". That, coupled with silence over the reason for the war, will produce a predictable reaction in the mass audience: emotional revulsion and, in the absence of explanation, anger.

Since the playwright has some 50 or 60 stage and screen credits to his name, there can be no doubting that he is an experienced literary craftsman and that it is precisely his intention to bring about the above reaction.

There is a further point concerning the BBC's treatment of Ian Curteis's play — drama based on the premise that it is crucially important to resist armed aggression, particularly from a repressive military dictatorship, and that failure to do so makes the world a more dangerous place.

The play, it will be remembered, was cancelled amid fears of its likely effect on the then forthcoming general election. We know this is the reason since the Board of Governors tell us so in their review of the year (Annual Report 1986-87).

Now that the election is no longer an obstacle, it would be interesting to know if the Corporation intends to fulfil its legal obligation to do all that it can to be evenhanded over matters of controversy. While this is sometimes difficult to achieve in drama documentary, there is a rough balance available in this instance: one play arguing passionately against the Falk-

LETTERS TO THE EDITOR

lands War, the other arguing with equal passion that it was justified.

The recent production of Airbase and next month's Tumbledown are not helping to achieve such a balance.

NORRIS McWHIRTER
London W1

Colony club

Michael Charlton
has returned
to his old beat

The BBC has become like a wine merchant where front-of-store bins are full of youthful Bulgarian Merlots and fruity Australian Chardonnays, while the excellent, full-bodied clarets in its journalistic cellar are hardly disturbed.

Occasionally the select growths are brought up for tasting. Next week 60-year-old Michael Charlton emerges from his small backroom at Broadcasting House to present the latest of his oral histories for Radio 3.

Charlton, solid and school-masterly, made his name traipsing through 1960s troublespots for *Panorama*. "I was guest," he says, "at a global feast. One moment I was standing on a lawn with Martin Luther King, the next I was talking to the Indian Foreign Minister on the Chinese border."

His background, as the son of New Zealanders who saw Britain as "home", and his journalistic experience in places like Vietnam, prepared him for the theme which now preoccupies him — the dissolution of the European empires. Oral history has become his métier — interviews with participants in recent events where documents are not yet available under the 30-year rule. His subjects have included Poland, Vietnam, the Falklands, and his latest series, *The Last Colony in Africa*, is a six-part "diplomatic history" of the 1979 Lancaster House settlement which allowed Britain to retire gracefully from Zimbabwe.

He interviewed major players, such as Robert Mugabe, Pik Botha and Lord Carrington. Charlton sees Lancaster House as a turning point in history, "like the difference between Ptolemaic and Copernican theory", the moment Britain decided to turn its back on colonial involvement in Africa and concentrate on Europe.

Andrew Lycett

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Falklands showed case for short fat frigates

SIR—In his letter of support for the Type 23 frigate (April 7) Eric Grove says that the lessons of history are plain in that the best people to take all the money and factors into account are "the professionals", so implying that Giles Thornycroft are in some way less than professional.

To add to the insult, he then proceeds to turn a very unprofessional (and un-Nelsonic) blind eye on what is probably the most important lesson from history: I refer to the severe losses from conventional air attack sustained during the Falklands war.

For all his professionalism, Mr Grove seems to have lost sight of the most important warship building factor of all, namely the old damage control adage about warships being able to float, move and fight. Now that the Navy has been denuded of adequate air support and Airborne Early Warning, its ships are highly vulnerable to attack even from sub-sonic aircraft.

LETTERS TO THE EDITOR

I think that even Mr Grove would admit that had our ships been capable in 1982 of the projected 55 knots and superior manoeuvrability of the "short fat" frigate (which I hereby rename the short *fast* frigate) there would have been far fewer sinkings in 1982.

If Mr Grove (or for that matter any serving officer in the Ministry of Defence from the First Sea Lord down) were to be told that he was to take command of a warship on patrol in the Gulf today, and he had a choice between a conventional "long slow" frigate with a speed of 28 knots, and a short fast one capable of turning on a sixpence and doing 55, I think even he might be tempted to choose the latter.

CHARLES GIDLEY-WHEELER
Winchester, Hants

Brazilian soyabean market in turmoil

THE BRAZILIAN soya market is in turmoil after a drought in producing areas in the country's south. Brazilian prices are rising much faster in relation to other producing countries, Sao Paulo traders say, writes John Barham in Sao Paulo.

The doubt is whether local prices will recede or international prices will keep rising.

The national soya harvest was put at 18m tonnes in recent estimates, a drop of 7.7 per cent from the previous forecast.

The harvest has fallen because of a three-week dry spell in Brazil's south.

The poorer-than-expected Brazilian harvest is only one of the reasons for the surge in international prices.

Mr Stanley Haar, who trades

soya for Contibrasil, a subsidiary of Continental Grain, said: "We are having difficulty getting beans at prices which we would be prepared to pay.

"There are plenty of beans but not at the price exporters or crushers are willing to pay."

He said the most aggressive Brazilian buyers were paying \$5.4 a bushel. This meant beans were over-priced by about \$18 a tonne in relation to those from other producing countries.

The drought explains only part of the price increase. Many Brazilian farmers are betting that the international price will rise to local levels and so are holding on to stocks.

They are also expecting domestic inflation to worsen, so are

choosing to sell soya gradually.

An official at Abiove, the soya-industry trade association, said transport problems in the west of Brazil were also raising prices since heavy rains made roads impassable.

Brazilian ports are congested. There are waiting-periods of up to 18 days for loading pellets. This is adding to the cost of Brazilian soya.

These factors are causing traders to divert ships bound for Brazilian ports, to load cheaper Argentine or even US soya. This could soon force a realignment of Brazilian prices.

Mr Haar said: "The question is whether Brazilian prices will have to come down or world prices will have to go up."

Americans 'won war in Falklands'

By STEVE ABSALOM

BRITAIN would not have won the Falklands war without the help of the Americans, a controversial new BBC documentary claims.

More than 250 servicemen died in the conflict, but viewers will be told by John Lehmann, Secretary of the U.S. Navy who supervised aid to Britain: 'You couldn't have won without us.'

The programme is one of a series, *An Ocean Apart*, presented by David Dimbleby, which analyses the often stormy relationship between Britain and its closest ally.

It is bound to thrust the BBC into fresh conflict with the Government, coming only days after the corporation's decision to screen the film *Tumbledown*, which has been criticised as being antagonistic towards Britain.

Gunmen warn UK not to interfere

David Pallister

SPEAKING in broken English to the Larnaca control tower, one of the hijackers read out a long statement at 5:35am BST yesterday asking for the plane to be refuelled during the morning so they could take off for Kuwait.

He warned Mrs Thatcher not to interfere by sending in commandos.

"The stubbornness of the Kuwaiti authorities will make us more determined to stress our conditions which are summed up in the immediate release of our 17 brothers held in Kuwait. Now we honestly request the Cyprus Government to behave

as an independent country."

Refuelling, he said would prevent a "slow, quiet massacre taking place in this country. No doubt we will (do) what we say . . . We will do very absolutely. If Kuwait refuse us, a crash landing will take place on the damned prince's (emir's) palace. Cyprus has the morning interval to supply us with fuel and topping up lubricant to our engines."

Referring to Lebanese radio reports of British commandos standing by at one of the sovereign territory bases on the island, he said: "As far as Thatcher is concerned, we advise her not to be too much nosy in this case and to make a contract with a shelter for aged

people to secure a quiet end to her bad life.

"We advise her we are not of the Malvinas (Falklands) island, an island without a population, and we will send back her troops' corpses if they come. And we will visit her in London if she wants."

More than an hour later, the hijackers released a young Kuwaiti man as a gesture of goodwill. But they said there was no doubt about their intentions.

As the noon deadline for refueling passed, the Cyprus Government, on behalf of itself and the PLO, appealed to the hijackers to reconsider their massacre threat. The hijackers had problems picking up the radioed appeal.

Finally the hijacker said: "Okay, I just received the message through frequency 94.8. Our response to that is 100 per cent positive. Okay, we will not execute our threat."

At 1pm, with the hijackers obviously running out of patience, the flight engineer told the tower: "The hijackers are dictating this message. If they don't get a positive response within one hour and 15 minutes regarding fuel they are going to start hurting passengers."

With four minutes to go before the new 4:15pm refuelling deadline expired, the hijacker announced: "We have already started to hurt one of the passengers. One passenger confirmed hurt."

US may seek war role for Britain in South Korea

By Bruce Cheesman in Seoul

THE HILL in South Korea where 37 years ago this month the "Glorious Glosters" made their last stand against a Chinese invasion force, still overlooks "enemy" positions.

Then the bravery of the 1st Battalion of the Gloucestershire Regiment was heralded around the world.

Now the only unchanging factor is that the "enemy", in the form of the North Korean regime of Kim Il-sung, still lies across the Imjin River.

Amid heightened tension between the North and the South, and fears of a possible attack by Pyongyang in the lead-up to the Olympics, an annual memorial service to honour soldiers of the 29th British Infantry Brigade who died in the battle of the Imjin River during the Korean War will have added poignancy.

As the US and South Korea assess the results of Team Spirit 88, a joint military exercise between the two countries which share responsibility for Seoul's defence, the role of the other nations under the United Nations Command will come under the spotlight, said a source within the South Korean High Command.

At present the other nations, Britain, France, Australia, Canada, Thailand and the Philippines, have no more than a liaison role.

Although under the UNC structure there is no obligation for Britain to send troops in the eventuality of a military conflict America is expected to "put the screws" on for some show of support.

US diplomats said Washington would lobby intensely to have Britain share the responsibility.

"As the US would be singled out by some Communist powers as being the aggressor if no one else took part, we would not want to stand alone with the South Koreans.

"We have a considerable show of force in the region and in pure military terms would not need assistance.

"But on the diplomatic front we consider it crucial to have support from the other UNC countries, particularly Britain," he said.

The only Commonwealth nation thought to have a "contingency plan" in the event of an attack is Canada.

A defence spokesman at the Canadian Embassy in Seoul said he knew of no such plan, but would not rule out the possibility that defence officials had discussed sending troops with the US.

Many South Koreans feel that Britain, with its armed forces involved in its biggest battles since the 1939-45 War, is under an obligation to send troops again.

Total British casualties during the Korean War (1950-55) were 1,109 killed and 2,674 injured—three times more than in the Falklands.

Although there were many major engagements and different regiments involved, the last stand on Hill 235, Gloucester Hill, by the 1st Bn of the



Lt Philip Curtis, VC

Gloucestershire Regiment at Solma-Ri, captured the imagination of countries across the world.

The 650-strong Gloucesters, as part of a brigade of 6,000 men covering a 12,000-yard front, withstood the onslaught of the 65rd Chinese Communist Forces Army for three days from the first attack on April 22.

Under the command of Lt-Col Fred Carne and supported by C Troop, 170th Independent Mortar Battery, Royal Artillery, the men withstood wave after wave of Communist attacks.

After being forced back from their front-line positions, the men gathered for a last stand on Gloucester Hill on the evening of the 24th.

The battalion, low on ammunition and having gone without food since the commencement of the action, held on for one more night before withdrawing the next morning.

In the morning, while attempting a breakout through enemy lines, 526 men were captured—the largest number of British prisoners taken since the end of the 1939-45 War. Sixty-seven officers and men escaped. Casualties were 59 killed in action and 34 who died in prison.

Among the many battle honours, Lt Philip Curtis was awarded the Victoria Cross posthumously for over-running a machine-gun post with grenades while wounded.

Safe in the Falklands

A COPY of Norman Kirkham's article "Tourists Lured by Guided Yomps" has just reached me, and although this was published on February 14, I feel I must reply.

It is true that there are minefields in the Stanley area, but all are efficiently fenced off, and clear warning signs explain the danger. One American tourist from a very large cruise ship did insist, for reasons known only to himself, on clambering through the barbed wire strands and entering the danger area. He did this in defiance of the guide who then had to follow the American into the mine field and persuade him to leave.

This tourist was well aware of what he was doing. No tourists are led on 12-mile yomps. There are no strenuous hikes, although anyone with a penchant for walking may do so.

An increasing number of discerning travellers are becoming aware of the great wealth of spectacular wildlife which the Falklands enjoy. Many people are pleased to travel a long way to enjoy these qualities, and we are pleased to welcome them.

GRAHAM BOUND,
Managing Director,
Falkland Islands Tourism,
PO Box 13, Port Stanley,
Falkland Islands.

NEW PRESSURE OVER FALKLANDS

Argentina starts economic war on British firms

THE Argentinians have declared economic war on Britain.

This is in retaliation for last month's military exercises in the Falklands.

They are targeting 100 British companies operating in Buenos Aires including Lloyds and Barclays banks and the chemical giant ICI.

According to reliable sources the Argentine government's national committee for the control of British assets in the country has ordered an immediate clampdown on British business activity.

The committee virtually runs British business and was set up during the invasion of the Falklands to stop a flight of British capital and make 'unavailable' assets belonging to Brit-

By **ADRIAN LITHGOW**

ons not resident in the country.

The latest move means an end to the tentative trading truce established almost two years ago when Argentina quietly lifted sanctions.

Since then the committee has been sympathetic in reviewing requests for operating licences.

Jeopardy

These will now be rejected out of hand and share dividends from firms, amounting to many millions of dollars a year are expected to be withheld.

The continued presence of British personnel working for companies in Argentina is also in jeopardy.

The committee repre-

sents a powerful alignment of Argentina's Foreign, Defence, Economic, Justice, Interior and Public Services departments.

It was described last night by an Argentine government source as 'one more instrument for exerting pressure being used in the Argentine diplomatic strategy' to force Britain to resolve the issue of sovereignty of the Falklands.

A Foreign Office spokesman said last night: 'We are aware of the situation which may prove very serious for British companies operating there. We are closely monitoring the situation.'

Economists believe Argentina is shooting itself in the foot. One expert commented: 'With inflation running at 400 per cent they need all foreign investment they can get.'

Ready to serve with pride



Mrs Sara Jones, whose husband Colonel H Jones was awarded a posthumous Victoria Cross in the Falklands conflict, stands with her eldest son David yesterday after he was commissioned as an officer at the Sovereign's Parade at the Royal Military Academy Sandhurst.

David Jones, aged 22, is joining his father's first regiment, The Devonshire and Dorset, as a second lieutenant platoon com-

mander. It was a decision he took because of childhood memories of his father serving in the regiment, and he sees it as following the family tradition. However, he said: "I am now seriously thinking about following in the path he chose and transferring to The Parachute Regiment if I can get in".

David was aged 16 when his father died leading his men from

the 2nd battalion, The Parachute Regiment at Goose Green in the first big battle of the conflict.

Yesterday 266 officer cadets passed out at Sandhurst where the Duke of Kent, Colonel-in-Chief of the Devon and Dorsets, took the parade. They have undergone six months' intensive training in all aspects of military life.

(Photograph: Graham Wood)

Press Cuttings

from Broad Street Associates **The Daily Telegraph** - 9 APR 1988

Flannel diplomacy

AS A sure sign that Anglo-Argentine relations have improved since the Falklands conflict, the MCC has accepted an invitation from the Argentine Cricket Association to tour there with an XI at the end of next year.

Lt-Col John Stephenson, secretary of the MCC, had to secure clearance for the tour

from the Foreign Office but now expects it to proceed without a hitch. The chief executive of the Test and County Cricket Board, Alan Smith, who captained the last MCC tour to South America in 1964-65, tells me that it is a wonderful place for cricket.

On the outskirts of Buenos Aires he found "one of the best cricket grounds in the world", while the smell of prime steaks cooking on barbecues behind the pavilion brought a welcome change from the Spam and lettuce lunches of the English county cricket circuit.

Further evidence of the diplomatic power of cricket will be displayed tonight when Colin Cowdrey addresses a dinner at the São Paulo Athletic Club to mark the centenary of international matches between Brazil and Argentina. At the start of his speech he will read out a message of goodwill sent by Lord's.

Falklands: Why Not Talk?

On the matter of the Falkland Islands, Britain behaves with an arrogance worthy of the juntas that used to rule in Argentina. In 1982, Prime Minister Margaret Thatcher, at considerable cost, punished an incompetent military junta that tried to grab the islands, which Argentina calls the Malvinas, by force. Argentina then ejected the junta and elected President Raúl Alfonsín, who had opposed the war.

Nevertheless, Mrs. Thatcher spurns any discussions with Buenos Aires about the future of the islands — and now her government has needlessly heated up passions by staging "Fire Focus," the code name for rapid-reinforcement maneuvers that indignant Argentines view as a show of force.

Mrs. Thatcher recalled Churchill in her defiance when Argentines invaded, but lacked the magnanimity he urged in victory. She has refused any negotiations with Buenos Aires unless it agrees not to bring up the question of what flag might eventually fly over the disputed islands. To Argentines, that is tantamount to abandoning their historic claims as the price for talks on such things as air links and economic ties. But it

is not a settled point of British policy to refuse any discussion of the word "sovereignty" in connection with the islands.

In 1977, when Argentina was under military rule, Britain agreed to negotiations concerning future political relations, "including sovereignty, with regard to the Falkland Islands, South Georgia and South Sandwich Islands." Argentina subsequently broke off those talks and invaded the Malvinas, giving the Reagan administration ample political reason for its vital support of Britain. Now it is Britain's rejection of negotiations that wins sympathy for democratic Argentina.

At stake are lucrative fishery and mineral resources in adjacent waters, as well as the rights and welfare of several thousand islanders of British stock. It is hard to fathom how either side's interest is advanced with provocative maneuvers and repeated rejection of negotiations. It is also hard to believe Britain is prepared to spend hundreds of millions indefinitely on Fortress Falkland, rather than hear the dread word sovereignty in mixed company with Argentines.

— THE NEW YORK TIMES.



Pride on parade

THE widow of Falklands hero Colonel H Jones gazed across the parade ground—and the memories came flooding back.

Filled with pride, Mrs Sara Jones watched her eldest son follow in the footsteps of his famous father.

It was almost six years to the day from the start of the war that made her husband a legend.

By DENIS CASSIDY

honoured posthumously with the Victoria Cross.

As she watched her son David, 22, march on to the parade ground at the Royal Military Academy, Sandhurst, to be commissioned into Col. H's first regiment, the Devon and Dorsets, it was a time for reflecting on the past as well as the present. . . .

David chose this regiment rather than the more glamorous Paras where his father won

Britain's highest gallantry award.

Col. H fell in a hail of bullets leading men of the Second Battalion against an Argentine machine gun post at Goose Green in the first major battle of the war.

Glory

But as David marched his heart was heavy, his hour of glory tinged with sadness.

"The fact that my father cannot be here to see me pass out is the one thing that prevents it being a perfect day," he said.



Hero: Colonel H



Lieutenant Jones, second from right

In father's footsteps

HERO'S son David Jones followed his dad into the Army yesterday when he passed out of Sandhurst College.

David, 22, whose father Colonel "H" Jones was awarded a posthumous VC in the Falklands War, was commissioned into H's first regiment, the Devon and Dorsets.

"The fact that my father cannot be here to see me pass out is the one thing that prevents it being a perfect day," said David, who was watched by his mother Sara.

Proud moment for hero's son

THEIR pride tinged with sadness, the widow and eldest son of Falklands hero Col H Jones share a moment together after 22-year-old David passed out of Sandhurst yesterday.

His mother Sara had seen him march on to the parade ground at the Royal Military Academy to be commissioned into his father's first regiment, the Devon and Dorsets.

The Duke of Kent, the regiment's colonel in chief, took the Sovereign's Parade in a ceremony held almost six years to the day since the start of the war where Col H gave his life.

He was posthumously awarded the VC for the way he led an attack on an enemy machine gun post.

"The fact that he cannot be here to see me pass out is the one thing that prevents it being a perfect

by ANNE CARR

day," said David. "I will do my best to become the kind of man and the kind of soldier my father would have wanted. I owe him that."

Sara said: "I thought so much of H. It would have been wonderful had he been there to share this precious moment."

David will initially command a platoon near Salisbury, Wiltshire.



FATHER'S FOOTSTEPS: David and Col H's widow Sara after yesterday's ceremony

In father's path of glory

By ANNA PUKAS

SHE watched intently through field glasses, biting her lip in concentration.

But whatever the strange mix of emotions she was undoubtedly feeling, Mrs Sara Jones, widow of Falklands hero Colonel Herbert 'H' Jones, VC, kept them firmly under control as she saw her elder son David pass out as an officer from the Royal Military Academy at Sandhurst yesterday.

Yet no matter how stiff the upper lip, how rigid that cool British

composure, some things cannot be hidden.

The pride was there as Mrs Jones stood ramrod straight, straining to see 22-year-old David.

When everyone else sat down, she remained standing a few seconds longer to catch one more glimpse of him.

The joy was there as she chatted

excitedly and laughed frequently with her small entourage of family friends.

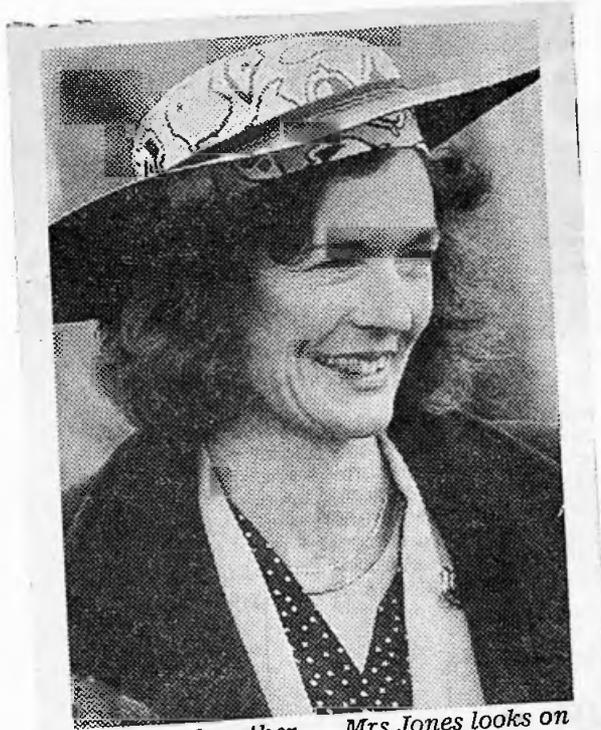
They included Major General Tony Jeepes of the Devon and Dorsets, the first regiment her husband served with and the one David will now join.

And the regret was there, etched in her occasional expressions of



The proud son . . . David Jones, fourth from left, marches past

Pictures: CLIVE LIMPKIN



The proud mother ... Mrs Jones looks on

wistfulness — both at her beloved H not being by her side and at the realisation that her boy was now unquestionably a man.

The Duke of Kent, who is Colonel-in-Chief of the Devon and Dorsets, officiated at the 90-minute ceremony for 535 students. At the end, Mrs Jones insisted: 'No questions please. Today is a family day.'

David, who was 16 when Colonel Jones was killed leading an assault by the Second Battalion, Parachute Regiment, hopes to follow his father into the Paras.

'The fact that he can't be here to see me is the one thing that prevents this being a perfect day,' he said.

'We talked many times about my going into the Army and I know he was very pleased, though he never tried to influence me.'

'I know how my mother must be feeling and I share those feelings.'



Maggie goes on warpath

MRS THATCHER followed in the Crimea footsteps of Florence Nightingale yesterday—and walked into a war zone of her own.

For the Prime Minister's running skirmish with an army of photographers finally erupted into open conflict on the last day of her visit to Turkey.

It happened in a hallowed cemetery for fallen British troops overlooking the Bosphorus on the Asia side on Istanbul. In the shadow of a memorial erected to Florence Nightingale, and just down the hill from her Scutari Hospital, Mrs Thatcher:



From PAUL POTTS
in Istanbul

● Rebuked the hordes for trampling on the fresh flowers around the grave and scrambling over the headstones.

● Then apologised to local officials for the mob behaviour. She said: "This is not a very dignified visit I am afraid."

● Finally she urged her bodyguards to restore order as the shouting, stampeding mob swept through the corridors of the hospital-turned-military barracks.

Mrs Thatcher was visibly angered by the display which ruined what she intended to be a dignified visit to the scene of Florence Nightingale's work.

One official said: "This behaviour has shamed us all. It is deplorable and a desecration."

At times Mrs Thatcher was overrun by the excited photographers.

Even her husband Denis had to resort to sharp elbow tactics.

After reading the inscription on the memorial to Florence Nightingale—and with only days to go before she rules on the latest pay review for Britain's nurses—Mrs Thatcher said:

Purpose

"I have tremendous admiration for the single-mindedness of purpose in achieving her objectives which she was revered."

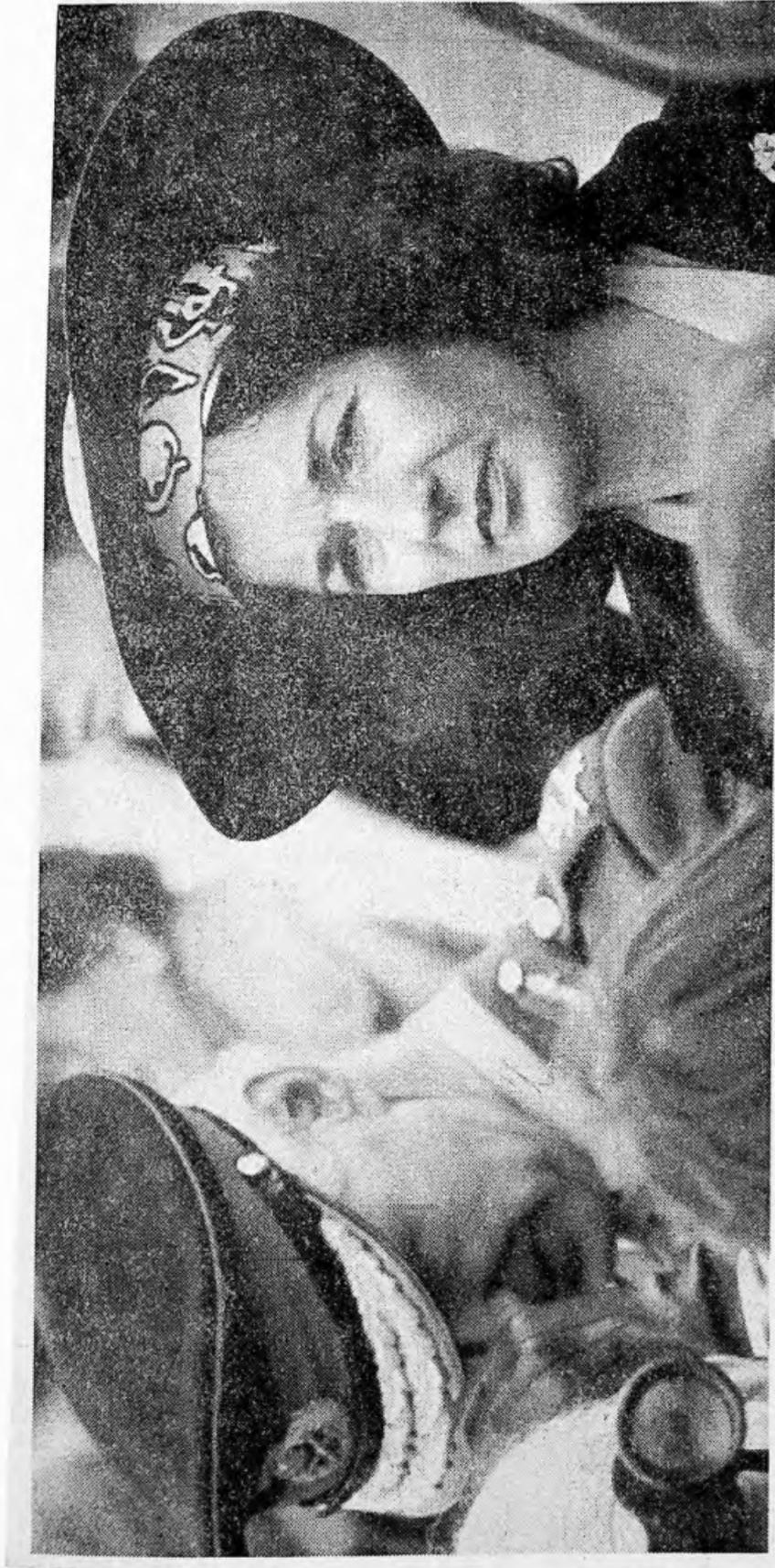
As the Prime Minister prepared to leave Istanbul at the end of her three-day visit, she raised hopes in Turkey that she would support the country's bid to join the Common Market.

But she said the application, lodged last year, would have to be studied by EEC Commission experts.

● An editorial in the New York Times yesterday accused Mrs Thatcher of "arrogance" in dealing with Argentina since the Falklands war. It said she lacked Churchill's magnanimity in victory.



Maggie at the Crimea cemetery



In the crowd a face of pride and sadness . . . Sara Jones, widow of Falklands hero Colonel H, watches her son
Picture: TOM SMITH



Honour guard: David Jones, 21, the eldest son of Lieutenant Colonel 'H' Jones, with his mother, Sara, after receiving his commission yesterday during the Sovereign's Parade at the Royal Military Academy Sandhurst. Colonel Jones was posthumously awarded a Victoria Cross for bravery in the Falklands war. His son will join the Devonshire and Dorset Regiment as a second lieutenant.

Press Cuttings

from Broad Street Associates

FINANCIAL TIMES

- 9 APR 1988

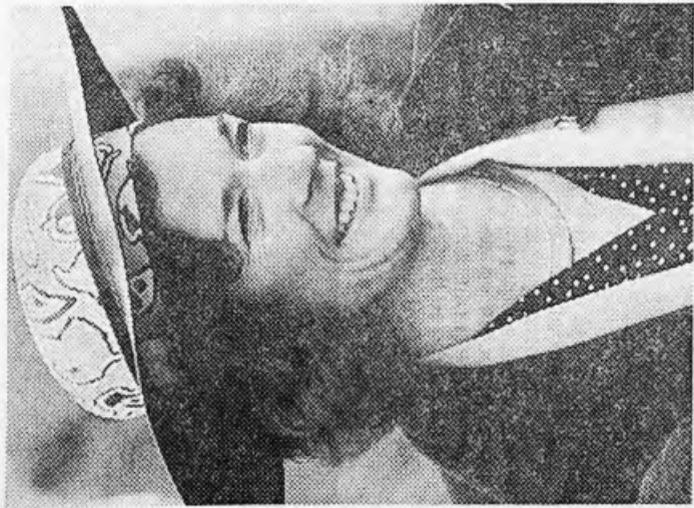
Nuclear agreement

Argentina and Brazil's presidents signed a statement committing both countries to the peaceful use of nuclear energy.

Daily Mail 9 April 1988

'I KNOW HOW MOTHER IS FEELING ... I WISH HE COULD BE HERE'

In father's path of glory



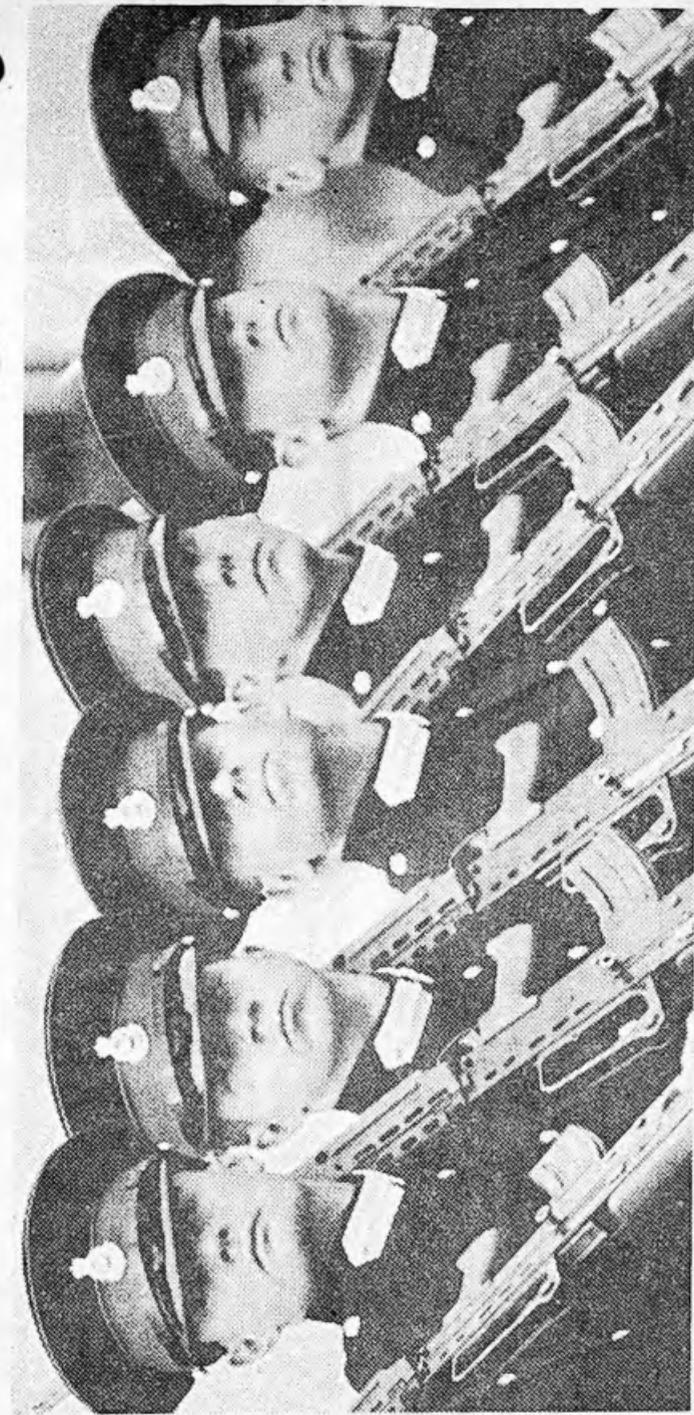
The proud mother ... Mrs Jones looks on.

By ANNA PUKAS

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The proud son ... David Jones, fourth from left, marches past

Pictures: CLIVE LIMPKIN

PRIDE AND GRIEF AS WIDOW OF COLONEL H SEES HER SON BECOME AN ARMY OFFICER

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FALKLANDS AGONY ON TV

THE BBC is to show viewers the horrific violence of the Falklands War in a controversial film.

A bloody reconstruction of the battle for Tumbledown Mountain will go out in May despite attempts by the Army to get it banned.

The £1 million screen treatment will show British soldiers killing Argie soldiers with their bare hands.

The film depicts the war of Lieutenant Robert Lawrence who won the MC on Tumbledown Mountain—the final bloody battle

By MICHAEL BURKE

before Port Stanley was taken in 1982.

In one scene Lieut. Lawrence, a Scots Guards Officer, repeatedly stabs an Argentinian soldier with a broken bayonet.

Scarred

"I had blood lust and I had been taught to kill. I had been sent and trained to do a job and I did it," said the war hero.

The movie shows him finally having half his brain blown away by an Argentine bullet, then his recovery at home with his

distressed family. He is now semi-paralysed.

The film, which the Ministry of Defence feared would be anti-war, anti-Thatcher, and anti-Army, is the high spot of the BBC's £50 million spring and summer schedules.

Last night producer Richard Broke said the MoD refused to help in any way with the film, Tumbledown.

"But it is not an anti-war film. It is a film about what society expects of its young men in war and what responsibility society faces when they come home so badly injured," he said.



Agony of war: A soldier is carried away

Alfonsín Decides to Lift Most Price Controls

By Shirley Christian
New York Times Service

BUENOS AIRES — Ending its latest unsuccessful effort to halt inflation through wage and price controls, Argentina has announced that most price controls will be lifted April 16.

The decision to end the controls, which were imposed in October, coincides with the full restoration of labor's collective bargaining rights. Those rights were restricted under the military regimes that ruled from 1976 to 1983.

"It is a risky move, but there is no other remedy left to us," said César Jaroslavsky, leader of the governing Radical Civic Union in the Chamber of Deputies, on Wednesday.

Mr. Jaroslavsky was tacitly recognizing that the end of most controls will undoubtedly worsen Argentina's severe inflation problem. The March inflation rate has been estimated at around 15 percent, compared with 10.4 percent in February and 175 percent for all of 1987.

Economists said price controls would be lifted on about 75 percent of goods at the retail level and about 66 percent at the producers' level. Some items, notably certain beef cuts, chicken, milk, bread and cooking oil, will continue to be "administered," with the government setting price maximums at both the producer and retail levels.

The government made known in December that it intended to lift price controls early this year, with the hope that free bargaining between unions and employers would accomplish what controls could not.

Economic aides to President Raúl Alfonsín also made known that they have run out of options

for stabilizing the economy. The aides have been devoting most of their efforts recently to the search for new loans and credits abroad to meet an estimated shortfall of \$2 billion to cover interest on the foreign debt.

Despite the wage-price freezes, imposed three times in the past three and a half years, prices have continued to rise and labor strikes are frequent. Government-run schools did not open when the new academic year began in mid-March because of a teachers' strike.

The railroads were on strike for two days this week, the postal system is on an extended strike, and the General Federation of Labor is threatening a one-day general strike next week.

Controls were first imposed by the government of President Raúl Alfonsín in June 1985 when a new currency, the austral, was introduced to replace the peso, which had fallen to an exchange rate of 785 to the U.S. dollar because of inflation. At first, the controls were largely respected, and inflation dropped to a monthly level of 2 percent to 4 percent, a virtual standstill by Argentine standards.

But by mid-1986, the rate began to accelerate. After that, government inspectors virtually gave up trying to control prices, employers commonly gave off-the-book raises, and the powerful labor movement, affiliated with the opposition Peronist party, continually forced wage concessions from the government.

At the same time, the government itself contributed to inflation with increases in the prices of public services, many of them demanded by the International Monetary Fund in exchange for the dollars desperately needed to meet interest payments.

BBC SHOWS FALKLANDS CHRONICLE OF SHAME

THE BBC has sparked a storm by announcing it is to screen a controversial £1.2 million drama about the Falklands War.

The Ministry of Defence refused to help make the two-hour film because it feared it would damage the reputations of soldiers who fought in the conflict.

Tumbledown was writ-

by **DEBBIE AMBROSE**
and **TIM EWBank**

ten by left wing playwright Charles Wood who believes the sending of the Task Force "is a reason for shame, regret and anger."

The BBC decided to make it soon after rejecting *The Falklands Play* by Ian Curteis who claimed he was asked to show Mrs Thatcher in a less sympathetic light.

Tumbledown tells the true story of Lieutenant

Robert Lawrence who was shot in the head as he led his platoon on an assault on the strategically crucial Mount Tumbledown. It will be shown in May.

A spokesman for the MoD said last night: "We want to point out that it is meant to be a drama and the BBC made it clear that other than Captain Lawrence, it does not portray any individual.

"We hope that the individuals who served bravely and professionally will not come to feel their reputations questioned by

this work of drama." Tory MP Anthony Beaumont-Dark said the BBC was "full of people hell-bent on undermining a great victory."

Lieutenant Lawrence was awarded the Military Cross.

His injury left him unable to use his left arm and leg, but mentally fit.

Producer Richard Broke said: "The film is realistic and, in parts, very shocking. But we are bound to shock. Robert lost 40 per cent of his brain when he was hit. But we do not dwell on the violence."



Shock TV film on Falkland hero to be screened

THE CONTROVERSIAL and explosive £1 million TV film *Tumbledown*, which is guaranteed to shock viewers, is to spearhead the BBC's attack on the ratings this summer.

The 115-minute drama, based on the horrific Falklands War experience of Lieutenant Robert Lawrence MC, pulls no punches.

Viewers will see the young Scots Guard officer killing a defenceless Argentine soldier by stabbing him with a broken bayonet—and then himself being shot in the head by a sniper.

In October, The Daily Express revealed the uncompromising movie, filmed on location in mid-Wales, was snubbed by Army chiefs.

Blessing

They wrote to the MoD in a bid to stop it being made. They feared it would be anti-Thatcher and anti-war.

This first screen portrayal of the conflict six years ago reconstructs the bitter hand-to-hand fighting during the last days of the war as British forces battled to take the key target of Mount Tumbledown.

It traces Robert's fight for life and rehabilitation after being shot in the head by the sniper's high velocity bullet which blew 40 per cent of his brains out.

Producer Richard Broke, who also made the controversial *Monocled Mutineer*, warned viewers: "It is a realistic account of one man's war."

"No mother or father will fail to be moved by his story. It is difficult to watch in part and it will shock some viewers."

"Robert was shattered when he saw the film. And it was the most moving moment in my professional life when he and his family gave it their blessing."

FALKLANDS AND MANDELA ROW

By PETER USHER

THE BBC is braced for a storm over two shows in its glittering new schedule unveiled yesterday.

It plans to screen a 'shocking' drama about the Falklands war by a Left-wing playwright. An earlier one was shelved for being too pro-Mrs Thatcher.

It will also show a pop marathon marking the 70th birthday of jailed black South African leader Nelson Mandela.

Its first play on the Falklands, *Tumbledown* by Charles Wood tells the story of Lieut Robert Lawrence

BBC TV set to face the storms

MC, one of the last casualties.

The Army refused to cooperate although Lieut Lawrence, paralysed after being shot in the head, was a consultant.

Mr Wood and producer Richard Broke were also behind *The Monocled Mutineer* which was attacked for distorting history.

But as part of its spring and summer schedule, the BBC has decided to repeat it.

Tory MP John Carlisle accused the BBC yesterday of providing 'oxygen' to terrorists with the Mandela concert in June and plans to table a Commons question.

BBC1 Controller Alan Yentob said it was a major musical event and he hoped to ensure it would be enjoyed without 'unnecessary political intrusion'.

Brazil announces plan to cut soaring inflation

From Mac Margolis
Rio de Janeiro

Senhor José Sarney, the Brazilian president, unveiled a dramatic economic austerity plan aimed at reducing the soaring inflation rate and containing a ballooning budget deficit. It was a grandstand manoeuvre, made during a visit by two Latin American leaders.

The plan, scheduled to be announced late yesterday in nationwide radio and television broadcasts, freezes salary rises for all government employees during the next two months.

Senhor Sarney, who had balked over details of the plan for more than a month, chose to approve the austerity



Sarney: dramatic plan

package while receiving the presidents of Argentina, Señor Raul Alfonsín, and Uruguay, Señor Julio María Sanguinetti.

The heads of state were in Brazil to sign accords on trade and technology.

Until now, the Brazilian government has conceded monthly wage increases based on a formula pegged to the average rate of inflation over the previous three months.

However, Senhor da Nóbrega, the finance minister, calculated that the payroll would soon consume 108 per cent of revenues. Instead of stepped increases, the government will grant an immediate one-time bonus of about \$15 (£8) to workers earning below minimum salaries, roughly \$350 a month.

These were the first of a series of government mea-



Hill Cove has one of the most sophisticated electronic packages in the industry.

Top line electronics for Falklands ship

HILL COVE— the British trawler recently refitted on Humberside before starting a new career with the joint venture fishing company Stanmarr of the Falkland Islands — now possesses one of the most comprehensive electronic outfits in the business.

Electronics Marine of Hull was awarded the contract to remove and re-install all the electronic equipment to the owner's requirements, and to service it to specification after re-installation. Electronics Marine also supplied additional new equipment from Furuno, Shipmate, E.B. Communications and S.G. Brown.

Skipper Trevor Doyle told *Fishing News* that *Hill Cove's* new electronics package will play an important role in the trawler's successful operation in one of the world's most remote fishing areas. Reliable, high-performance navigation, communication and fishing systems are a must.

Though advanced, the E.B. Communications Saturn 3S satellite communications system fitted by Electronics Marine is claimed to be as simple to operate as an ordinary telephone or telex. Its small dimensions and low weight permit easy installation and dependability that is

said to ensure low maintenance and service costs.

The 3S connects *Hill Cove* directly to the land-based international telephone and telex network, and makes a connection with the ship at sea as quickly and surely as subscribers ashore.

The keystone of the new Saturn is the resonant reflector antenna. Computer-aided design techniques have been employed in perfecting the performance of this high-technology patent-protected antenna.

Future

By taking advantage of advanced microprocessor technology and extensive software the result is a simple hardware construction with the minimum of components. It is claimed that this leads to greatly increased reliability, function flexibility and adaptability for the future.

Safe and accurate naviga-

tion is vital in the Falklands, and *Hill Cove's* new Shipmate integrated system will play a significant part. Built around a Shipmate RS2000 colour track plotter, it includes an RS5100 Transit satellite navigator and the new RS5200 Global Positioning System (GPS) navigator.

The Shipmate RS2000 is the electronic marine chart and the centre of the navigation system. It collects information from the other Shipmate equipment and displays the present position. The Shipmate RS5100 Transit satellite navigator updates the position every 10 seconds from log and compass, and corrections are made 18 to 20 times day and night by means of the satellite positions.

The RS5200 is in constant connection with the satellites in the GPS.

Also contributing to precise navigational accuracy is the trawler's new S.G. Brown 1000 gyro compass system, which provides compass heading signals to the radars and other equipment.

Described as a first class stable azimuth reference device suitable for any class of vessel, the SGB 1000 gyro

compass is simple to install and operate. A new feature in the SGB 1000 is the inclusion of a patented slave pendulum circuit which provides a digital method of processing the pendulum's performance so as to minimise the effects of ballistic error. This is said to result in a much improved dynamic performance not previously obtained in standard marine gyrocompasses.

The improved performance is of special value to the autopilot and other equipment requiring precise heading information.

Claimed to be the highest class of video sounder ever developed for the professional fisherman, the new Furuno FCV-140 multi-window colour sounder fitted by Electronics Marine gives excellent images on a 14in. high resolution CRT.

Either a 16 or an eight colour presentation of target echo signal strength may be chosen to clearly depict the underwater situation. The background colour may be changed between dark blue for night time and light blue for daytime use. In addition, brilliance is controlled in four steps to match any ambient light condition.

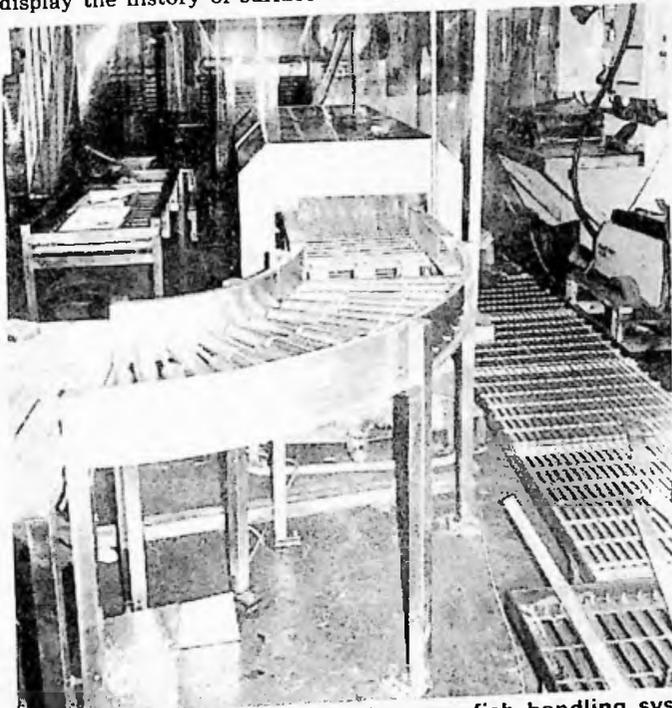
The new 28/200 kHz 5W Furuno FCV-140 sounder is claimed to employ the most sophisticated computer software available to give up to four independent display windows. In these windows any combination of external sources may be displayed as the operator wishes.

In addition to the versatile display modes, the FCV-140 has a built-in A-scope presentation, which shows the instantaneous target envelope shape for each transmission. The skipper may also display the history of surface

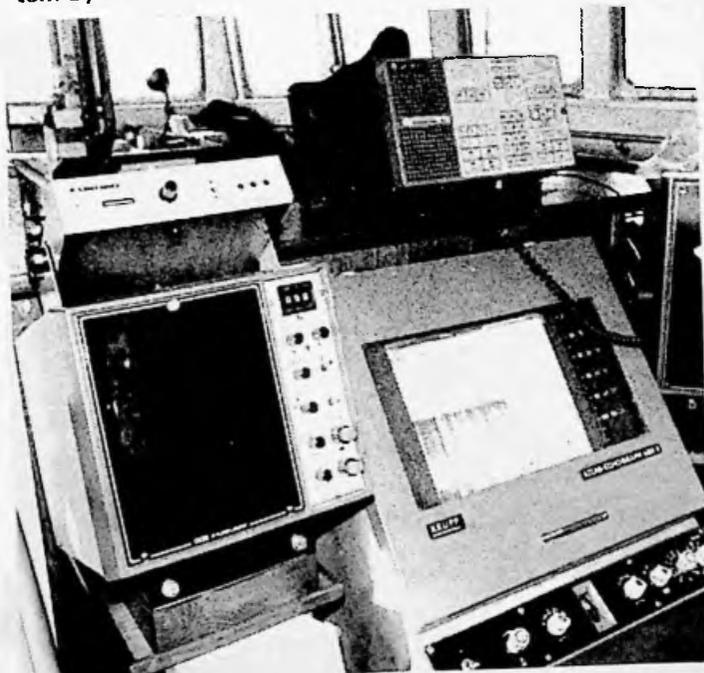
water temperature plotted across the screen.

There is also a special fish density quantity assessment function to show the relative echo abundance within an area defined by the vertical VRM and the alarm zone markers.

The other new Furuno item fitted by Electronics Marine is a CN10B net recorder system. This 175/40kHz unit gives eight-colour presentation of trawl net behaviour and fish school locations relating to the net position.

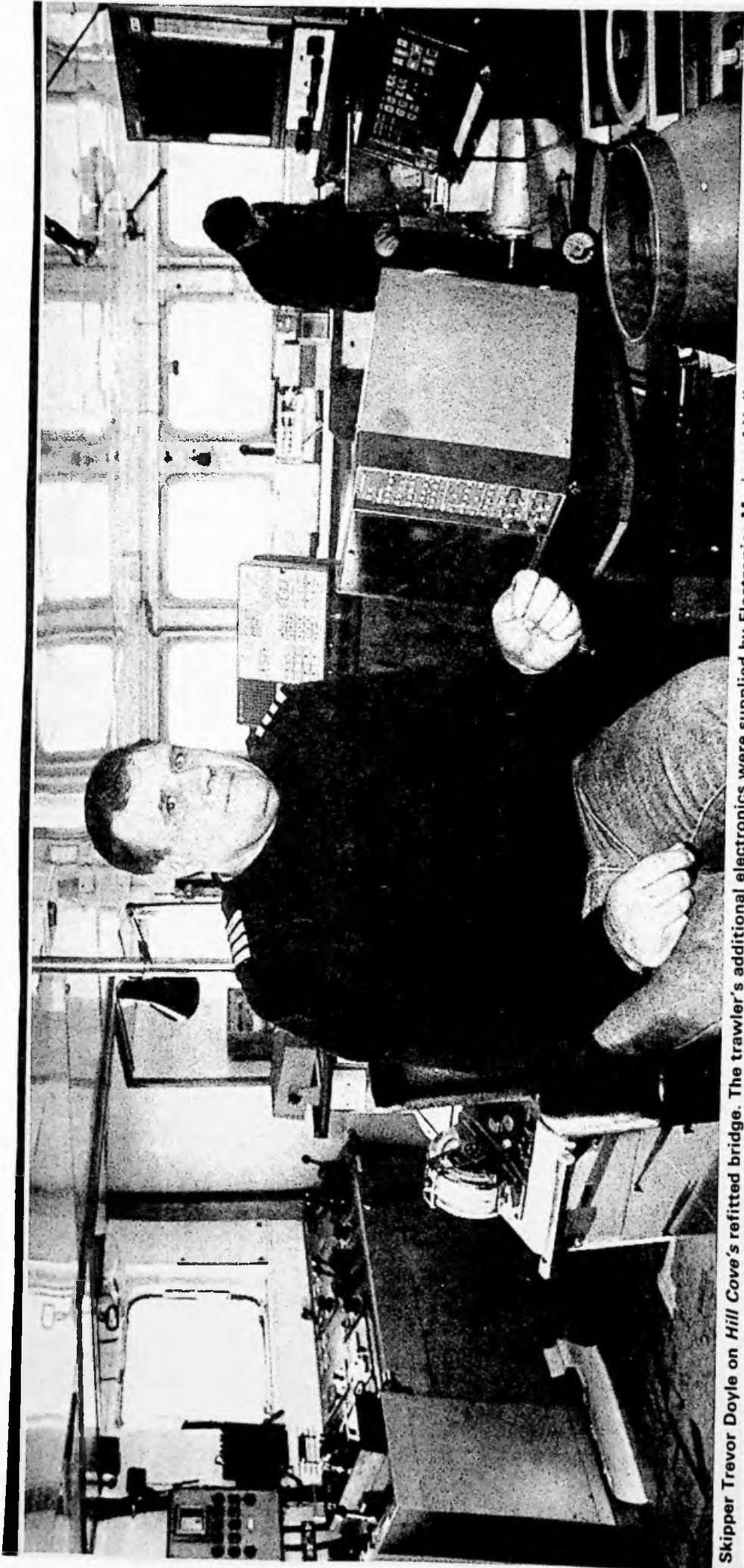


Hill Cove's refit also included a new fish handling system by Dantech.



Another new item fitted to Hill Cove is the Furuno CN-10 colour net recorder (left). The Furuno gear supplements the ship's Krupp Atlas fishfinding equipment.

Fishing News 8 April 1988



Skipper Trevor Doyle on Hill Cove's refitted bridge. The trawler's additional electronics were supplied by Electronics Marine of Hull.

Falklands drama to be screened

By Jane Thynne
Media Correspondent

THE first major television drama on the Falklands conflict, following the BBC's controversial cancellation of a play by Mr Ian Curteis last year, is to be screened on BBC 1 next month.

The play, *Tumbledown*, was written five years ago but production was postponed in 1986 "for budgetary reasons".

The cancellation of Mr Curteis's play, which was commissioned in 1983, was announced last year amid allegations from the author that the BBC had refused to screen the play because it was biased to the right. It included scenes of Mrs Thatcher weeping over casualties.

Tumbledown traces the true story of Mr Robert Lawrence, a wounded Falklands veteran, who faced bureaucratic hostility and social difficulty when he returned from the conflict.

The play's producer, Mr Richard Broke, also produced the controversial *Monocled Mutineer* drama series, which will be repeated later this year.

He said yesterday: "*Tumbledown* is not a play about politics, but about society and what it does to families when it sends people to war."

Mr Lawrence, a 22-year-old lieutenant in the Scots Guards, lost half of his brain and was paralysed on one side when he was shot leading his platoon to the summit of Mount *Tumbledown*.

He then launched a three-year battle with Army authorities to gain compensation for his injuries.



Snubbed envoy Juan gets that Belgrano feeling

LIKE the battleship Belgrano, Argentine envoy Juan Eduardo Fleming has finally sunk below the horizon.

Fleming, 41, has been recalled from the London diplomatic circuit, gone back to Buenos Aires and will not be missed—something made patently obvious at his leaving party.

The envoy was one of four Argentine diplomats who remained behind at the "special interests section" of the Brazilian Embassy after the Falklands invasion.

It was a position he abused, for Senor Fleming failed the breath test after crashing his BMW on the M25 near Denham, Buckinghamshire, following a celebration of Argentina's 1986 World Cup victory and promptly claimed diplomatic immunity.

This was not well received at all by many Tory MPs who demanded his expulsion. It was not popular either in Argentina, where public drunkenness is a social disgrace and an arrestable offence.

Thus, when it came to Fleming's farewell party in Chelsea, he suffered the embarrassment of not being given even one laudatory goodbye speech.

Wrong

It was the more discomfiting since guests included Sir Nicholas Henderson, the British Ambassador in Washington during the Falklands War.

Indeed, the party did

not even see the presentation of a single farewell gift.

"They didn't want him to get the wrong idea about their feelings towards him," says one guest.

"He's definitely the only one to go since the Falklands War without a gift."

Visibly upset, Fleming spent his last days here shouting at anybody who ventured near.

Close friends:
but will it
always be so?

Pilkington sale

PILKINGTON is to raise £32m by selling a 40 p.c. stake in its Argentine glass business, Vidriera Argentina, to French-based Saint-Gobain. It makes flat glass and glass fibre, with its first float glass line to come into use next year.

WHEN President Bush, Dukakis or (just conceivably) Jackson, enters the White House after his inauguration next January, his new home will serve as a daily reminder that Anglo-American relations have not always been friendly. The President's house was painted white to cover the scorch marks left by the British during their sack of Washington in 1814.

President James Madison and his wife escaped only just in time. Admiral George Cockburn, the British commander, found the Madisons' table laid for dinner with wine ready in the ice buckets. Cockburn sampled the wine, took one of the President's hats as a souvenir and then allowed his men to loot and fire the house.

Though Britain and the United States never came to blows again, there were some notable moments of tension for more than a century. Britain's covert support for the South during the Civil War enraged the North. The British minister in Washington reported in 1864: "Three fourths of the American people are eagerly longing for a safe opportunity of making war with England." Even the victorious alliance against Germany in the First World War failed to bury old Anglo-American antagonisms. Winston Churchill warned the Cabinet in 1927 that naval rivalry with the United States had become so acute that "war was no longer unthinkable".

The moments of transatlantic tension during the first century and a half of US independence were counterbalanced by a nearly common language and by the consciousness of a common democratic inheritance; but the special relationship did not become special until the Second World War. One of the merits of the absorbing survey of Anglo-American relations by David Dimbleby and David Reynolds, *An Ocean Apart* (forerunner of a BBC documentary series), is that it puts that relationship in an historical perspective, which is frequently misunderstood. Dimbleby and Reynolds also remind us how much the special relationship has owed to the remarkable personalities of three British Prime Ministers.

The most remarkable was Winston Churchill. When he became Prime Minister in May 1940, the United States ranked behind even the Netherlands in military might but Churchill knew that victory would depend on harnessing America's immense resources to the war in Europe and set out with consummate skill to win over President Franklin D. Roosevelt, who had

Close friends: but will it always be so?

Britain's special relationship with the United States owes a great deal to the personalities of three Prime Ministers. Can it remain intact as our commitment to Europe becomes less half-hearted? asks CHRISTOPHER ANDREW

hitherto believed him "drunk half of the time". Between May 1940 and Roosevelt's death in April 1945, Churchill sent him on average one message every 36 hours. "No lover," he said later, "ever studied the whims of his mistress as I did those of President Roosevelt."

Like Churchill, Harold Macmillan had an American mother and was "the product of an Anglo-American union". The resumption of his close wartime friendship with President Eisenhower was crucial to the recovery of the special relationship after the Suez debacle. His friendship with John F. Kennedy, a generation younger than himself, was more remarkable still. Kennedy shared Macmillan's ironic wit and admired the deceptive Victorian language with which he disguised his political skills. Their relationship — according to Macmillan's private secretary — became as "uncle to nephew".

With Kennedy's assassination and Macmillan's resignation in 1963, the special relationship declined. President Lyndon B. Johnson took an almost instant dislike to Harold Wilson. Edward Heath's commitment to Europe made him more sceptical than his postwar predecessors of the special relationship with the United States. Though Callaghan established a rapport with Carter, the real revival of the special relationship belongs to the Thatcher era.

In one sense, that relationship is closer now than ever before. The political philosophies of Margaret Thatcher and Ronald Reagan have more in common than those of any previous Prime Minister and President. For all their wartime intimacy,

even Churchill and Roosevelt had profound political differences, not least over the British Empire which Churchill was determined to keep and Roosevelt equally anxious to liquidate.

By contrast, both Thatcher and Reagan set out as soon as they took office to turn back the tide of recent history in the same direction: to check a corrosive sense of national decline and curb government spending, which they blamed for stifling individual enterprise. Domestic opposition merely increased their sense of common purpose.

THE special relationship between Mrs Thatcher and President Reagan is unique in one further sense. Both Roosevelt and Kennedy were popular in Britain, Reagan is not. No President in living memory has so divided opinion on the two sides of the Atlantic. In the wake of the Libyan bombings two years ago, President Reagan simultaneously reached an almost unprecedented peak of peacetime popularity in American opinion polls and a record trough in British polls. The Thatcher-Reagan friendship may be an asset for President Reagan but it remains a political liability for Mrs Thatcher.

The finest hour of the Thatcher-Reagan special relationship came during the Falklands' war. Dimbleby and Reynolds conclude that "American help was crucial for Britain's success". They claim that, in addition to providing 12 million gallons of aviation fuel, 200 Sidewinder missiles and much other equipment at breakneck speed, the United States also supplied "vital intelligence" from decoded Argentine sig-

nals and a spy satellite moved from orbit over Russia.

Underpinning the special relationship is a series of defence arrangements originating in the Second World War which go far beyond the formal obligations of the Atlantic Alliance. Dr John Lehman, US Secretary of the Navy during the Falklands' conflict, says of the co-operation between the United States and Royal navies: "There's no other relationship like it in the world between two military services."

But the most special part of the special relationship remains that between the British and American intelligence communities. Because that relationship is seldom seen in historical perspective, its uniqueness is rarely appreciated. Britain and the US began co-operation in codebreaking in 1940, a year before Pearl Harbor brought the US into the war. During and after the war, that co-operation blossomed, despite moments of friction, into an unprecedented series of formal and informal agreements, some also involving Canada and Australasia, to pool global intelligence. Never before in history have two major independent powers agreed to share so many of their secrets.

The greatest confidence that one human being can show another is to share his secrets with him. The same applies to states. Such remarkable trust between both individuals and nations is inconceivable without the intimacy made possible by a shared language and common culture. There is little sign that either the British people or the British Prime Minister yet feel a sense of common identity with the non-English-speaking Europeans across the Channel which rivals their special relationship with the great English-speaking state on the other side of the Atlantic.

It is unlikely that the remarkable rapport between Mrs Thatcher and President Reagan will be equalled by their successors. Dimbleby and Reynolds are probably right to suggest that British and American interests are growing apart and that, as Britain's commitment to Europe becomes less half-hearted, the special relationship will become less special. But it is difficult all the same to imagine that, by the beginning of the 21st century, British secrets will be shared as readily with France, Germany, Italy or Spain as they have been for the past half century with the United States.

● *An Ocean Apart* is published today by Hodder and Stoughton/BBC, £14.95.





Nigel Havers

Janet Suzman

Kenny Everett

BBC parades new formula to woo youth

by Steve Clarke

BBC TV is hoping to attract the elusive under-25 audience with a new twice-weekly package of programmes masterminded by its controversial new youth supremo, Janet Street-Porter.

DEF2 is the name of a BBC2 show for young people that will encompass music, factual programmes and repeats of cult classics in two 90-minute bursts on Monday and Wednesday evenings, starting next month.

It will be fronted by Susie Blake, the anxious announcer from the Victoria Wood shows.

DEF2 is one of a £50 million line-up of BBC TV programmes for the spring and summer announced today.

The new controller of BBC1, Jonathan Powell, said the strength of the new schedules was its diversity.

He added: "There is family entertainment in abundance, but in addition our drama and factual programming holds a promise of surprise and adventure."

Falklands

New drama sees the opening of a star-studded season of Theatre Night, with Nigel Hawthorne and Janet Suzman in Moliere's *The Miser*, Leo McKern, Miranda Richardson and Jane Lapotaire in Ibsen's *The Master Builder*, Joan Plowright as Lady Bracknell in Oscar Wilde's classic *The Importance of Being Earnest*, and Timothy West and Peter Vaughan as the strike-riven union leader and boss in John Galsworthy's *Strife*.

Charles Wood's Falklands War drama, *Tumbledown*, based on the true story of Robert Lawrence, begins a short season of dramas on BBC1. The two-hour film was shot on location in England and Wales, and tells the story of the 22-year-old lieutenant in the Scots Guards regiment who was shot in the head as he led his platoon to the summit of Mount Tumbledown in the closing stages of the Falklands war.



Janet Street-Porter

Kenny Everett is joined by Cleo Rocos for a new science quiz programme, *Brainstorm*.

Michael Barrymore plays host to more stars in a seaside variety show, *Saturday Night Out*, Les Dennis and friends feature in a series of the *Laughter Show*, and impressionist Rory Bremner returns for another series.

Tony Britton and Nigel Havers are back again in George Layton's comedy, *Don't Wait Up*, and there's a second helping of the Scouse situation comedy, *Help*.

Music and arts programmes include BBC TV's first all-film opera for many years with a production of Bartok's *Duke Bluebeard's Castle* with Robert Lloyd and Elizabeth Lawrence.

Variety

BBC2's *Screenplay* returns with more drama which includes Lynn Redgrave as *A Woman Alone*, and Jean Boht (*Ma Boswell in Bread*) as a cancer ward patient with Liz Frazer in *Eskimos Do It*.

On a lighter note, Tom O'Connor hosts a new game show, *Question of Entertainment*, with teams led by Ken Dodd and Larry Grayson.

'Record' Falklands payout

A "RECORD" compensation payment has been made by the Ministry of Defence to a merchant seafarer injured in the Falklands War.

The £224,000 (\$421,000) payment was secured in an out of court settlement between the MoD and legal representatives appointed by the seafarer's union, Numast.

The second engineer — who has asked to remain anonymous — lost his thumb and index finger after an explosion

while loading captured anti-aircraft guns in September 1982.

He was stationed on board the support vessel *Contender Besant* but was declared medically unfit for further sea service as a result of the incident.

The MoD payment included a sum of money for loss of earnings and Numast legal officer Martin Rogers described the award as: "very welcome, clearly substantial and something of a record for an injury of

this kind."

Mr Rogers said other compensation payments secured by Numast in recent times included a £50,000 award for the widow of a member who died in a fall between his ship and the shore.

There was also a £5,000 payout to a second officer who inhaled hydrogen sulphide gas and was overcome by the fumes when measuring the temperature of a crude oil cargo.

Pilkington in £32m Argentine disposal

Pilkington, the UK glass company, has sold a 40 per cent stake in Vidrieria Argentina SA (VASA), its Argentinian subsidiary, to St Gobain, the French glass and packaging group, for £32m cash.

The resulting combine will be the second Argentinian joint venture between the French and the UK company. They already collaborate in running a float-glass operation.

VASA makes a wide range of glass products.



My pride in soldier son, by the widow of Col H



David Jones... leaving Sandhurst

THE WIDOW of Falklands hero Lieutenant Colonel "H" Jones, VC, spoke last night of her pride in the son who this week will become an officer in one of his father's old regiments.

David Jones, 22, will pass out from Sandhurst on Friday to be commissioned in the Devon and Dorsets, in which Colonel "H" served before joining the Paras.

For Sara Jones, 46, the Sovereign's Parade at the Royal Military Academy, six years after her husband's death, will be a bitter-sweet occasion.

She said: "I am immensely proud of David but I will watch the parade with mixed feelings of joy and sadness.

"I will miss 'H' being at my side to share in the joy with me. I know just how thrilled and proud he would have been."

The couple's younger son, Rupert, 18, is also to follow in his father's footsteps. He is in the

By DENIS CASSIDY

Army cadets at his university and later he too will join the Devon and Dorsets.

Heroic Colonel "H" died in a hail of Argentine machinegun bullets in 1982 as he led his men from the 2nd Battalion Parachute Regiment at Goose Green in the first major battle of the Falklands War.

Worry

But Mrs Jones said at her home in the West Country: "I have no regrets about both boys deciding to follow 'H' into the Army.

"Like any other parent, I will worry if David is sent to places like Northern Ireland, particularly early in his career before he really has the experience.

"But my worries will be the anxiety of any mother faced with that situation, and will not be increased because of what happened to 'H'.

"You have to get on

with life and not sit down and worry.

"It is just like them being out on the roads. You don't worry all the time about them driving. But it's different when they are late coming home."

Mrs Jones added: "David was only 16 when his father died. But just before 'H' left for the Falklands he made all the arrangements for him to take an Army scholarship.

"I think both boys decided on the Devon and Dorsets because they regard it as the family regiment, the one with which they spent their formative years.

"Neither of them have ever considered any other way of life. They know the problems."

Sara, who met "H" when she was 16, remembers him as an officer cadet.

"David is so like him, perhaps a little broader, and slightly taller, but he does remind me of 'H' in so many ways.

"I do wish 'H' could have shared David's big day."

6 I'll miss H at the parade.
He'd have been thrilled 9



Colonel H: Shot



Sara: Joyful smile

Greenpeace watchdog follows the trail of Antarctic litter

IN THE human archaeology of a continent where man first trod in 1895, this bleak, debris-strewn refuge in the South Shetland Isles offers rich clues to past and future occupation of Antarctica.

It also offers Greenpeace, the environmental group campaigning for the Antarctic continent to be declared a world park, a chance to chide Britain and other nations for littering the icecap that covers 10 per cent of the Earth's surface. With a mission to reveal ecological mistakes at bases operated by some of the 37 member nations of the Antarctic Treaty, a Greenpeace vessel is touring the islands hugging the Antarctic peninsula to prove governments can no longer be trusted to preserve it from exploitation.

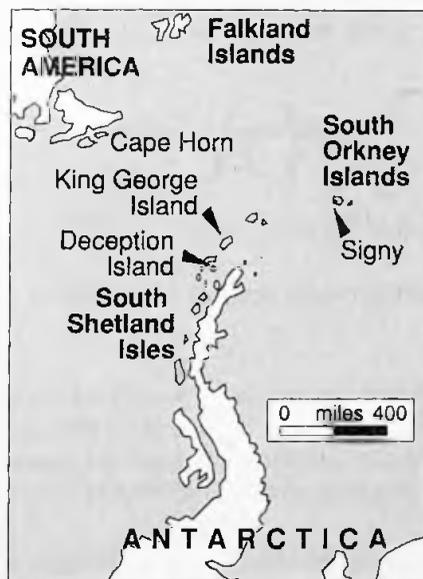
"We do have the right to walk around in Antarctica on behalf of all those who care about it, to monitor what's going on," said Maj de Poorter, the leading campaigner on board the Greenpeace ship. In some ways, the organisation would like to bring back the "heroic age" of Scott and Amundsen, when polar research was led by individuals rather than closed institutions. "We have to be the environmental watchdogs. We'd rather do different things, but governments which say they're looking after Antarctica on behalf of humanity are not doing their job," said Dr de Poorter.

In a frozen world almost without micro-organisms and bacteria, where a loaf of bread can keep for a century, rubbish will not simply go away. It piles up in layers. History is a rusty tin of 1950s English rolled oats proclaiming itself "the food of a sterling race", lying in an abandoned hut. Or a broken orange de Havilland aeroplane outside the British base abandoned when a volcano erupted in 1969.

Deception Island is a volcanic ring of snowy mountains reached through a rocky channel called "Neptune's Bellows". At Whaler's Bay a simple wooden cross commemorates a Norwegian whaler who met his end in 1928, and a black lava beach strewn with whalebones bears witness to two decades of slaughter. Immense rusting whale-oil tanks and furnaces clattering in the icy wind mark the spot where the Hektor Whaling Company rendered down its catch until 1931. Recent legacies include Coca-Cola advertisements and graffiti by Chilean tourists announcing: "Pinochet will fall soon."

Deception Island is claimed by Chile, Argentina and Britain, although the 1961 Antarctic Treaty froze the issue for 30 years. The Chilean base, too, was destroyed by the volcanic activity in 1969 that still sends steam off the

Richard House reports from Deception Island, where Greenpeace is gathering evidence of the damage done by human contact with Antarctica.



sea. The Argentine installations across the island are better preserved.

In 1924, the water was so hot it melted the paint off Norwegian whalers at anchor. Today colonies of fur seals roll lazily into the waters of the bay still warmed by volcanic activity. They sprawl on their backs, perching on whalebones or rusted factory relics. Flocks of penguins accompanied the Greenpeace inflatable boats across the bay.

The rusting Norwegian whaling factory set up in 1912 is such a bleak reminder that Greenpeace wants it declared a historic monument. "The whaling leftovers show just how people behaved toward Antarctica's whales and seals in the past — but the same thing is now happening to the fish. No action is taken until they are almost gone," says Dr de Poorter. "This is a monument to human folly. We're very much afraid the same commercial spirit will prevail because human beings haven't changed much in 100 years."

Within three years of the South Shetlands'

discovery in 1819, they had been stripped of fur seals by English and American merchants. In 1904 it was the turn of the whales, when the Norwegian Carl Anton Larsen established a base on South Georgia. Using steampower, harpoon guns and compressed air to keep dead whales afloat, the Norwegians dominated the industry, which in 1938 killed 55,000 whales for oil. In 1944 Britain took over Whaler's Bay, now one of 19 unoccupied refuges.

Greenpeace is critical of the debris left behind by Britain. Bad weather forced the group to cancel a planned "symbolic clean-up" on abandoned British fuel drums, but it sent a telex to the Foreign Office demanding that the British Antarctic Survey undertake the task. "Those who come down here, set up bases and then abandon them have a lot to answer for — that includes the British," said the Greenpeace campaign adviser, Roger Wilson.

The crusade has drawn wry remarks from treaty members who feel the non-government group is using "an enhanced littering problem" to propel itself to sovereign status with the right to formally inspect bases. Diplomats have suggested British scientists will be hostile to any Greenpeace visit. But radio contact with British Antarctic Survey bases at Signy and Bird Island has revealed several sympathisers. Before Greenpeace visited the US base at McMurdo Sound, it was told such a visit would never be convenient. It went ahead regardless, collecting \$1,600 (£900) from US personnel after an "open day" on board.

Greenpeace claims after it accused the US National Science Foundation of violating the treaty dumping code, the Americans started dismantling their McMurdo rubbish mountain. Certainly, ways have changed. Rubens Villela, a Brazilian scientist who served on a US navy ship in 1961, said gunners practised against icebergs and ate seal-meat three times a week.

"We want to show that if scientists who are interested in Antarctica are making a mess, then what will happen when a gang of Texas rednecks start drilling for oil?" said Martin Leeburn, Greenpeace's UK spokesman.

The group must prove itself more conscientious and competent than the countries it criticises. A disaster on board its ship, or at the land base where four volunteers are spending the winter, would give governments the satisfaction of mounting a rescue. With their orange survival suits and VHF radios, the crews in inflatable boats are determined to deny them that.

Argentine meat sales fall

ARGENTINE MEAT exports totalled 38,533 tonnes in the first two months of this year, down from 39,714 tonnes shipped in January-February last year, National Meat Board statistics show, reports Reuter from Buenos Aires.

Beef shipments in the period this year amounted to 25,051 tonnes (26,945 in 1987); horsemeat shipments to 4,514 tonnes (3,257); and beef-offal shipments to 6,507 tonnes (7,660).

For refrigerated beef the main export destination was the European Community, which took 9,700 tonnes, up from 5,500 tonnes a year earlier.

Other destinations included: Israel, 3,000 tonnes (3,700); Hong Kong, 1,000 tonnes (200); Canary Islands, 800 tonnes (500); Saudi Arabia, 800 tonnes (0); Switzerland, 700 tonnes (500); Aruba-Curacao, 500 tonnes (200); Singapore, 400 tonnes (500); and Peru, 100 tonnes (2,500).

Argentina debt swaps likely to total \$117m

By Our Buenos Aires
Correspondent

OVERSEAS DEBTS with a face value of \$117m will be converted at an average discount of 54 per cent under Argentina's second debt/equity swap round, bankers said.

They said the Government would approve 15 projects proposed under debt swap bids submitted by companies and their banking partners. The total cost of the projects involved was \$140m. Twenty bids representing projects at a total value of \$220m were put forward.

Discounts offered under the bids ranged from 38.1 per cent to 57.1 per cent, but the authorities appear to have drawn the line at just over 50 per cent. This compares with a minimum 35.25 per cent debt discount applied under the first debt swap round last January, when six projects worth more than \$100m were accepted to capitalise debts nominally valued at \$77m.

Several bids rejected in the first round went through this time, including a \$22.7m soft drink bottling plant proposed by Coca-Cola to capitalise more than \$9m in debt.

The biggest offer is a \$38m brewery plan backed by the Rio Parana Company and Chase Manhattan Bank to convert \$24m in debt at a 52 per cent discount.

The Government hopes to convert \$300m in debt this year and bankers say it is already half way there.

Falklands VC's son joins the Army

THE ELDER son of Col "H" Jones, VC, is about to follow in the footsteps of his father, almost six years after the start of the Falklands war during which he became a hero.

David Jones, 22, a history graduate from Reading University, is to be commissioned in his father's first regiment, the Devon and Dorsets, on Friday.

The Sovereign's Parade at the Royal Military Academy at Sandhurst will be a bitter-sweet occasion for his mother.

For as Mrs Sara Jones watches her elder son fulfil his ambition to join the Army, her thoughts will be with her husband, who died in a hail of bul-



David Jones and his Falklands VC father, Col "H"

lets as he led his men of 2 Paras at Goose Green.

"David was only 16 when his father died, but just before "H" left for the Falklands he made all the arrangements for him to take an Army scholarship and he was delighted to know he intended to follow him into the Forces," she said.

"He never asked David whether he wanted to join the Devon and Dorsets or the Paras, or indeed what he wanted to go into.

"He didn't want to push him into a corner, feeling that once David had said 'I'm going into...' as a 15 or 16-year-old, he might find it difficult to change his mind.

"But some time after the Falklands, when someone asked David what regiment he wanted to join, he looked at them as if they were half-baked and said: 'The Devon and Dorsets of course' as if there had ever been any doubt in his mind.

"So David had always been set on that course, and "H" being awarded the VC with 2 Para didn't have any influence on his decision.

"I have no regrets about both boys deciding to follow "H" into the Army. It is what they want to do and that is fine.

"In the case of David and Rupert I don't think they have ever considered any other way of life.

"But they are both going in with their eyes wide open. They

know the problems and the difficulties it can cause for family life like the inevitable separations. They have seen it all and made their decision.

"They spent their formative years while "H" was with the D and Ds. After all, they only had connections with the Parachute Regiment during the year leading up to the Falklands when "H" commanded them and then in the year afterwards.

"I suppose that later on, when they have been with the regiment some time and are looking for a change or a bit more of a challenge, they may quite like to do what "H" did and transfer to the Paras if that option is open to them, but for the moment they are both set on the D and Ds.

"David has even had his father's mess kit altered and one of his old hats.

"Rupert is livid. He says David has rifled all "H's" uniforms and there is nothing left for him.

"But David just laughs and says he will give his brother his allowance so that he can buy his own."

The Sovereign's Parade will be taken by the Duke of Kent, Colonel-in-Chief of the Devon and Dorsets. Rupert, 18, will not be there. He will be on exercises with the Army cadets from his university.

After the parade, David is to go for a week's skiing with his girlfriend.

Crisis in Argentina**Alfonsín's medicine turns sour**

From Mac Margolis
Buenos Aires

Nearly three years ago Argentina became the first of the new Latin American democracies to launch an audacious and unorthodox reform of its ailing economy.

The popular President Alfonsín, the Radical Party young blood, instead of squeezing imports and slashing government investment, treated the feverish 1,000 per cent a year inflation rate with a risky remedy, the so-called "austral plan". It prescribed rigid controls for wages and prices, and bolstered confidence with a sturdy new currency, the austral, lopping three zeros off the inflation-battered peso.

At first the plan worked and inflation fell to single figures. The success inspired first Brazil and then Peru to adopt similar proposals.

But now high prices and the pains of orthodoxy have returned in all three countries. In Peru, the charismatic President Garcia has watched his once-soaring popularity plunge as inflation spiralled from relatively low double-figure levels last year to more than 200 per cent today. Last

month he announced classic belt-tightening measures and declared a "wartime economy".

In Brazil, the long price freeze under President Sarney's cruzado plan collapsed, pushing the nation into a debt moratorium and then back into the care of erstwhile nemesis, the International Monetary Fund.

President Alfonsín's ministers strove to avoid the errors of Argentina's neighbours through more flexible wage and price adjustments.

But escalating pay demands, farm subsidies and generous distribution of government largesse leading up to the congressional elections last year, bloated the government deficit and sent prices creeping up.

Inflation is now running at 10-11 per cent a month and if it does not go any higher, observers say, it is only because the country is on the edge of a severe recession.

State spending, which economists and businessmen say is the root of the new price spiral, is still out of hand. A number of antiquated and money-guzzling state enter-

prises have come under attack. The government-owned railway firm, Ferrocarriles Argentinos, has a little more than half its 1,000 carriages in service, and it recently sank \$400 million (£211 million) into the Roca passenger line which brought back only \$10 million in revenues.

The liquidity squeeze got so bad that several provinces, unable to collect on debts from the Government, issued their own bonds, which eventually began to circulate as a parallel currency.

President Alfonsín, in an attempt to appease domestic and overseas creditors, has abandoned "heterodoxy" for a stiff dose of austerity, including new sales taxes, import duties and fuel price rises.

Perhaps the centrepiece of Argentina's reborn orthodox economics is the aggressive campaign, led by Señor Rodolfo Terragno, the Public Works and Services Minister, to privatize parts of the largest state enterprises. Last week, President Alfonsín passed his plan to allow private companies to search for petroleum, ending the near-sacred monopoly of the deficit-ridden government oil firm.

Argentina has also sold off large blocs of shares of its telephone company, Entel, to Spain, and 40 per cent of the state airlines, Aerolíneas Argentinas, to Scandinavian Air Systems.

Buenos Aires also promised the IMF a brutal reduction of the budget deficit, from a staggering 7.1 per cent of gross national product to 2.7 per cent. But Señor Alfonsín must still contend with militant unions, who have regained collective bargaining rights after four decades of authoritarian labour law.

The country is also in dire need of debt relief. This year, Argentina owes creditor banks \$4.8 billion in interest payments — more than twice the expected earnings from exports. Unconfirmed reports here have suggested that several banks are studying a plan to capitalize (or reinvest) interest payments. Short of that, in the dizzying money-go-round of world debt, the creditors will probably again have to perform their time-honoured ritual, loaning a debtor the balance of its obligations so it may turn around and pay them right back.

ARGENTINA is to allow private sector oil companies to operate its oil fields, previously the domain of the state oil corporation. Page 3

Argentina will open oil fields to private companies

BY OUR BUENOS AIRES CORRESPONDENT

PRIVATE SECTOR oil companies are to be allowed to operate Argentine oil fields, until now the sole domain of the state oil corporation, Yacimientos Petroliferos Fiscales.

The policy, approved late last week by President Raul Alfonsin's full cabinet, was an important shift from decades of state domination in the oil sector, industry sources said. "Past plans have centred on intentions rather than production," one senior company representative said yesterday.

Industry officials here say the measure is intended to increase stagnating oil output, which threatens to force Argentina to import oil for a second year running. Production last year totalled 24.6m cubic metres, about 166m barrels, little different from the 1986 level. Imports are estimated privately at over half a million cubic metres last year.

YPF's acute financial difficulties, after several years of operating losses and overseas debts now estimated at some \$4bn, are also thought to lie behind the new policy drawn up by the Public Works Minister, Mr Rodolfo Terragno.

Independent companies have long pressed to be allowed into

fields where YPF has failed to achieve optimum output rates. Of 289 fields operated by the corporation, 247 provide barely 12 per cent of its total output.

These "marginal" fields can now be operated by private oil companies in "associations" with YPF. In another key break with the past when companies were obliged by law to sell every drop of their output to YPF - they will now have "free availability" of their share of production. Oilmen warn, however, that this is not completely clear yet.

YPF will not surrender title to fields covered by the proposed 20-year "association" accords. The plan includes several other benefits for YPF: private sector partners will pay it an "exploration right" and they, in turn, will carry all new investment risk and pay all provincial taxes, royalties and a profits tax. Industry calculations put this at a minimum 18 per cent "surcharge" on total oilfield revenue including the share to be held by YPF.

Industry reaction has been cautious. One overseas oil manager said the plan fell short of selling off YPF assets, as the Government has been urged. "In some cases, the intention seems to be to prop up the corporation," he said.

Greenpeace stakes a claim to Antarctic

Richard House, on board M. V. Greenpeace in the South Atlantic, reports on a mission to save the world's last great wilderness.

IN ITS CAMPAIGN to protect the world's last great wilderness from oil-wells, fish factories and mines, the Greenpeace vessel has arrived at the South Shetland Isles in the Antarctic.

The MV Greenpeace is a 900-ton Dutch-built salvage vessel with a crew of 33 under a British master, Jim Cottier. She has sophisticated communications facilities, and is referred to by the crew as a "media vessel". A television crew and journalists representing seven newspapers (including *The Independent*) are on board to document any possible "direct action" against those judged to be violating Antarctica.

Greenpeace is the only non-government organisation to maintain a year-round presence in Antarctica, as part of its campaign to have the continent declared a world park, where no commercial activities could ever take place. Already, more than a million signatures have been gathered supporting the idea.

Activists on board intend to inspect research bases operated by some of the 37 Antarctic Treaty member-nations. They will focus on at least a dozen still-accessible bases in the South Shetlands and King George Island near the Antarctic peninsula. The mainland itself is now largely closed by ice.

The purpose is to document the environmental impact of the bases' presence, including rubbish scattered about the bases, and to persuade scientists who spend the winter in Antarctica to face their responsibilities.

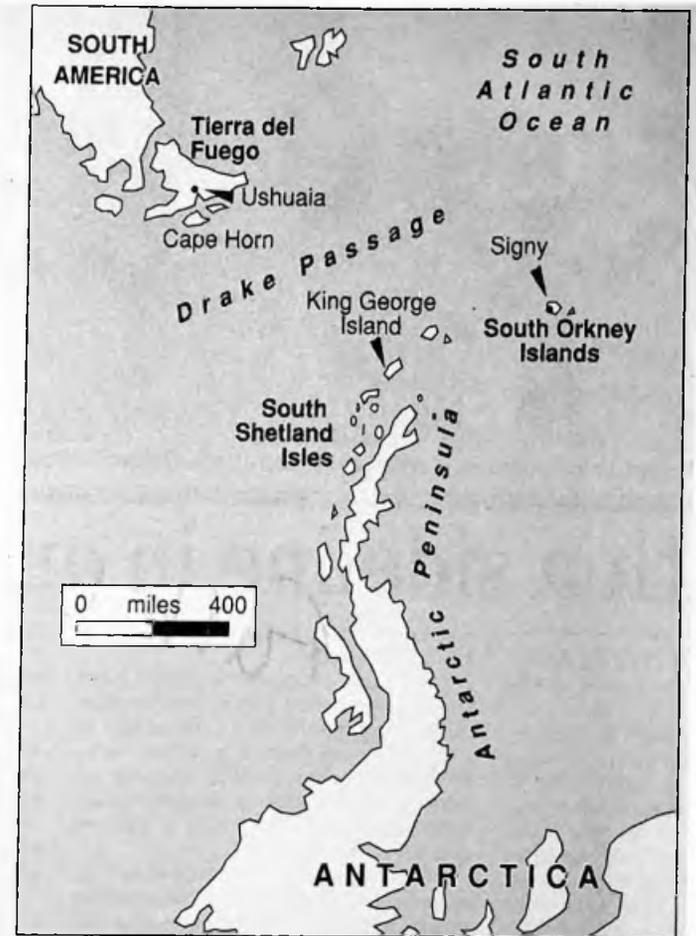
On an earlier leg of the Antarctic journey this year, Greenpeace inspected bases belonging to Italy, New Zealand, West Germany and the large US facility at MacMurdo Sound, where unsuccessful attempts were made to repel the ecologists. British officials have said that, in the unlikely event of a Greenpeace visit to any British base, a formal inspection will not be allowed, because the group is not entitled to behave as a sovereign state. But activists may make a "social visit".

"We feel it's time for the scientific community to start being responsible," said Maj de Poorter, the leading political campaigner on board. Greenpeace believes commercial pressures and the prospect of mineral riches are eroding the lofty principles the 1959 Antarctic Treaty, under which the continent, which occupies 10 per cent of the earth's surface, would be preserved for pure science until at least 1991.

"Whenever there has been a conflict between the environment and human beings, the environment here has lost out," said Mr de Poorter, a Belgian zoologist, who points out Antarctica is so fragile, a human footprint in a mossbed will remain visible for more than a decade.

Seal colonies are only now recovering from the ravages of the 1820s, when sealers would even burn live penguins as fuel to extract blubber from slaughtered elephant seals.

Rather than demanding renegotiation of the Antarctic Treaty



when its 30-year term expires, Greenpeace wants it extended to exclude all commercial activity, and to ban the hunting quotas, which in 1986 allowed the Soviet Union to kill 4,800 seals. The quotas still permit big catches of krill, the shrimp-like creature that forms the basis of the Antarctic food-chain.

The Japan National Oil Company and the US National Science Foundation have already carried

out extensive oil research. Both indicated there were probably big deposits. Britain has announced increased budgets for polar research, to ensure "an authoritative and influential presence in Antarctica".

Greenpeace's immediate concern is the prospect that key members of the Antarctic Treaty will agree next month to establish guidelines for future mining ventures. In 1961 it was believed that

mining would be impractical for more than a century, so the subject was not fully covered. But experts say new techniques could be applied almost immediately at the Pole.

Activists fear that the prospect of riches would soon rekindle the sovereignty issue, and revive demands for the continent to be divided up into slices. Under the treaty, seven claimant nations, including Britain, shelved any plans for commercial exploitation in favour of sharing and scientific co-operation.

"The immediate outcome of a minerals régime will be a marked decline in international co-operation. Much work is already oriented towards minerals, and once an agreement is signed this will become prospecting with commercial value. And, of course, there will be much greater conflict between man and wildlife," said Roger Wilson, the leading Greenpeace lobbyist at the minerals talks in Wellington, New Zealand.

The still-dormant sovereignty issue was already apparent at Ushuaia, the Argentine port in the Beagle Channel, at the extreme southern tip of South America, whence the Greenpeace set sail. Argentine naval vessels patrol the channel, which overlooks Chilean territory and the three islands that almost caused a war between the two nations.

Rather than rejoicing in the title of Argentina's most southerly town, Ushuaia proclaims itself the exact centre of Argentina, for the government insists that its territories extend as far as the South Pole. This claim overlaps with those of Britain and Chile. Argentina and Chile maintain the largest number of "colonisation" bases in Antarctica.

Ex-BBC chief back in force

MR ALAN Protheroe, the former assistant director-general of the BBC, has become the first of the top BBC executives purged with the former director-general, Mr Alasdair Milne, to fill a new appointment in broadcasting, *writes Dennis Barker.*

Mr Protheroe, a Territorial Army officer, has become managing director of the Services Sound and Vision Corporation, a private company with charitable status which provides training and welfare support for the Ministry of Defence and the armed forces.

Via the British Forces Broadcasting Service and its TV arm, the company broadcasts to the forces in Hong Kong, Cyprus, Belize, the Falkland Islands, Gibraltar, Brunei and Nepal.

Unsafe security

Why Nato's generals should think again

ALTHOUGH more ambivalent phrasing than "modernisation" was used in the communiqué of the recent Nato summit meeting, it is probable that this will not alter the intentions of the Western leaders to upgrade Nato's weapon policy to compensate for the loss of its intermediate land-launch nuclear capability as a result of last December's INF agreement. It is difficult to comprehend the reasoning behind this provocation on Nato's part or its timing, which coincided with the Shultz-Shevardnadze preparations for this summer's Moscow summit. Not only does it negate the spirit and intent of the INF agreement but it could also prejudice the next stage of summitry.

Nato thinks that weapon sufficiency is the only real insurance against war. It is a philosophy which should be buried.

Both in the East and West we have retained the old stereotypes of war strategy — "might is right" and "if you want peace prepare for war", and our singular concern with our own security, whether it is national or alliance security. We have taken no account of whether or not our security system threatens another's. Secondly, the West persists in a perception of "Europe" as being the western part only. Though in a wider sense the socialist countries of eastern Europe are sometimes included, Russia is not, even though it has been a major participant in European history and fought in all its wars, more often as Britain's ally than either France or Germany. It is uncomfortable for the West to have to accept one superpower as a continental co-habitor and not the other.

The parochial view creates one of the major obstacles to a secure and stable Europe. Whereas Mr Gorbachev has recognized that this can only be accomplished through a mutual or complementary security system, Nato leaders still hold out for one-sided security.

A complementary security concept has long been the vision of the retired generals and admirals from Nato and WTO countries, who have been meeting every year for the past five years to develop doctrines which could replace the nuclear one.

At our fourth meeting in 1987 we prescribed a formula whereby each individual state

(including the USSR) should develop its own security policy within the context of a common European security. We recommended that there should be regular meetings between the Supreme Allied Commander, Europe and the C-in-C of the Warsaw Pact Joint Forces and between the Secretary Generals of Nato and WTO.

Joint working groups should be established to study mutual security, areas of vulnerability, and the relationship between European and global security. Practically every other group is involved in this kind of East-West interaction so why not the military?

A further problem affecting the Nato security perspective is the often voiced "immense superiority" of the Soviet Union in conventional forces. Nato puts the overall superiority at 3:1, though more qualified assessors put it nearer to 2½:1. But no experienced general would wish to open such an ambitious offensive unless his superiority was nearer 4 or 5:1.

The optimum force facing the West might be sufficient for the initial assault but it would require a rapid and continuous build-up by the reserve divisions if the impetus of the attack was to be maintained. Any build-up of the proportions needed to mount a "successful" offensive would require weeks, even months, of preparation. Nato with its satellites and early warning systems would be alerted at a very early stage.

Why are these considerations not used to answer the charge of the Soviet Union's immense conventional superiority?

I believe the public are being deliberately misinformed. Much is being done in the name of patriotism. The Falklands War was an example of how patriotic jingoism can be used to encourage support for military action, even though the opportunities for a peaceful settlement had not been exhausted. Patriotism in its proper context is a rightful act of loyalty and commitment to one's country. But when used to justify a government's political aims it is exploitation. National patriotism in a nuclear age is not enough. It has to be a patriotism set in the wider dimension of global interests. That is why we have to ask "What is security?"; "Can we afford enemies?"; "How do we move from outdated confrontation to co-operation?" Then hopefully we can arrive at a concept of complementary security which threatens no one.

● *Brigadier Michael Harbottle is Director of the London Centre for International Peacebuilding.*

Daily Mail
'Nigel Dempster - Mail Diary'
5.4.88

□ **FORMER** Falklands governor Sir Rex Hunt, 61, joined the Royal Marines who defended him against Argentine forces during the invasion of Port Stanley, for lunch at the Duke of Clarence, Plymouth, run by ex-Marine Rocky Rowe. 'I formed a special bond with the Marines who looked after me that night, and we all want to keep that going,' he says.



Ambition: David Jones

Daily Mail
6.4.88

Six years on, son of 'H' is on parade

ALMOST six years to the day since the start of the Falklands war, the eldest son of Colonel 'H' Jones VC is to be commissioned in his father's first regiment.

David Jones, 22, becomes an officer in the Devon and Dorsets on Friday.

'H' died as he led his men from the 2nd Battalion Parachute Regiment at Goose Green in the first major battle of the Falklands war.

His widow Sara will be at the Sovereign's Parade at the Royal Military Academy Sandhurst to see her son fulfil his ambition.



Hero: Colonel 'H' Jones

Daily Telegraph
5 April 1988

Overseas is where the money is

BRITISH executives working overseas are on average taking home 160 p.c. more than their United Kingdom counterparts, says P-E Inbucon in its latest survey of expatriate salaries.

"The expat is still regarded as a well-off and well travelled employee," the report says.

In Japan earnings are equivalent to 305 p.c. of a United Kingdom salary of £22,000 gross and £16,370 net but after taking the cost of living into account the favourable gap falls to 169 p.c.

Overseas "perks" put the typical United Kingdom fringe benefits "to shame."

Accommodation, air tickets, medical insurance, education allowance, a car, club membership and, principally in Kenya, domestic help, are among the most common benefits on offer.

War games

AS a Falklands veteran, Major-General Sir Jeremy Moore knows a thing or two about winning a battle. Now on the board of military vehicles manufacturer Stonefield, he is about to engage City financiers to secure the future of the Kent-based company.

Stonefield, once owned by controversial entrepreneur Abdul Shamji, has a firm order book worth £10 million. The company is, however, having a little local skirmish with its bankers over funding. So Moore, I understand, is moving into action. You have been warned.

Falklands hero set for smooth sailing



■ ADMIRAL Sir John "Sandy" Woodward, hero of the South Atlantic, has got his boat. The man in charge of the Royal Navy's entry in the 1989 Whitbread Round the World yacht race has negotiated what in the City would be called a merger with another would-be entrant, a West German businessman who is based in Britain. The result is that an 80ft maxi-yacht, designed on a computer by Martin Francis with help from the engineering consultants Ove Arup, is being assembled at Lymington. It is funded for the moment by the West German but is due to become the navy's craft.

Woodward and his commercial partner, Guy Edwards, the former racing driver, meanwhile, continue the search for sponsorship. Tobacco companies were keen to come up with the £5m needed but the government vetoed them. Edwards is currently in the middle of presentations aimed at selecting the main backer, which would chip in £3.5m and have the boat named after it, and a number of smaller sponsors. Outside tobacco almost anything goes. The most appropriate backers would be international companies with most to gain from the opportunities for self-promotion during the yacht's various stopovers around the world.

Enemy's jets left to rot in Britain

By WILL BENNETT

TWO Argentine Air Force bombers have been lying hidden on an airfield in Britain since the Falklands War.

The bombers were undergoing a major overhaul by British Aerospace when the war began in 1982.

Now the company is wondering what to do with their giant souvenirs — Canberras worth hundreds of thousands of pounds each.

The planes were sent to the Aerospace workshops at Samlesbury, near Preston, Lancs.

If they had been ready, the aircraft would have been impounded.

Lawyers are not even sure whether the company are now the bombers' legal owners.

They cannot be given back to Argentina because the war has not been ended formally.



FALKLANDS MAGNUM FORCE

THE only explosions in the Falklands this Easter come from the quartermaster's stores, where the troops are whooping it up on an unexpected bonus.

Connoisseur wine-bibbers in the 3rd Battalion Royal Green Jackets, determined that their taste buds don't atrophy in the freezing wastes of the South Atlantic, called up their home base at Colchester,

Essex, to demand copious supplies of champagne.

Signals were flashed down the road to leading vintner Richard Wheeler of Lay and Wheeler and several magnums were duly dispatched to the thirsty tommies.

The grateful army sent a thank-you Telex back assuring Wheeler that "King Edward Cove resounds to the sounds of corks popping."

Tory critical of Falklands exercise

By Our Parliamentary Staff

THE military exercise testing Britain's ability to reinforce its garrison in the Falklands was criticised as "badly timed and prepared" by a Conservative backbencher in the Commons.

Mr CYRIL TOWNSEND (C, Bexleyheath) said Operation Fire Focus, which ended yesterday, had done diplomatic damage, which showed that the Government had done depressingly little to patch up the quarrel with Argentina.

While the airlift involving about 1,000 troops had been a legitimate military measure its timing had been unfortunate.

Urging Mrs Thatcher to intervene in favour of closer cooperation with Argentina, he said a "reactive and inflexible" policy had led to criticism from our European and Commonwealth allies.

Rejecting the criticism, Mr TIM EGGAR, Foreign Affairs Under-Secretary, said the Government did not take lightly its pledge to defend the Falklands.

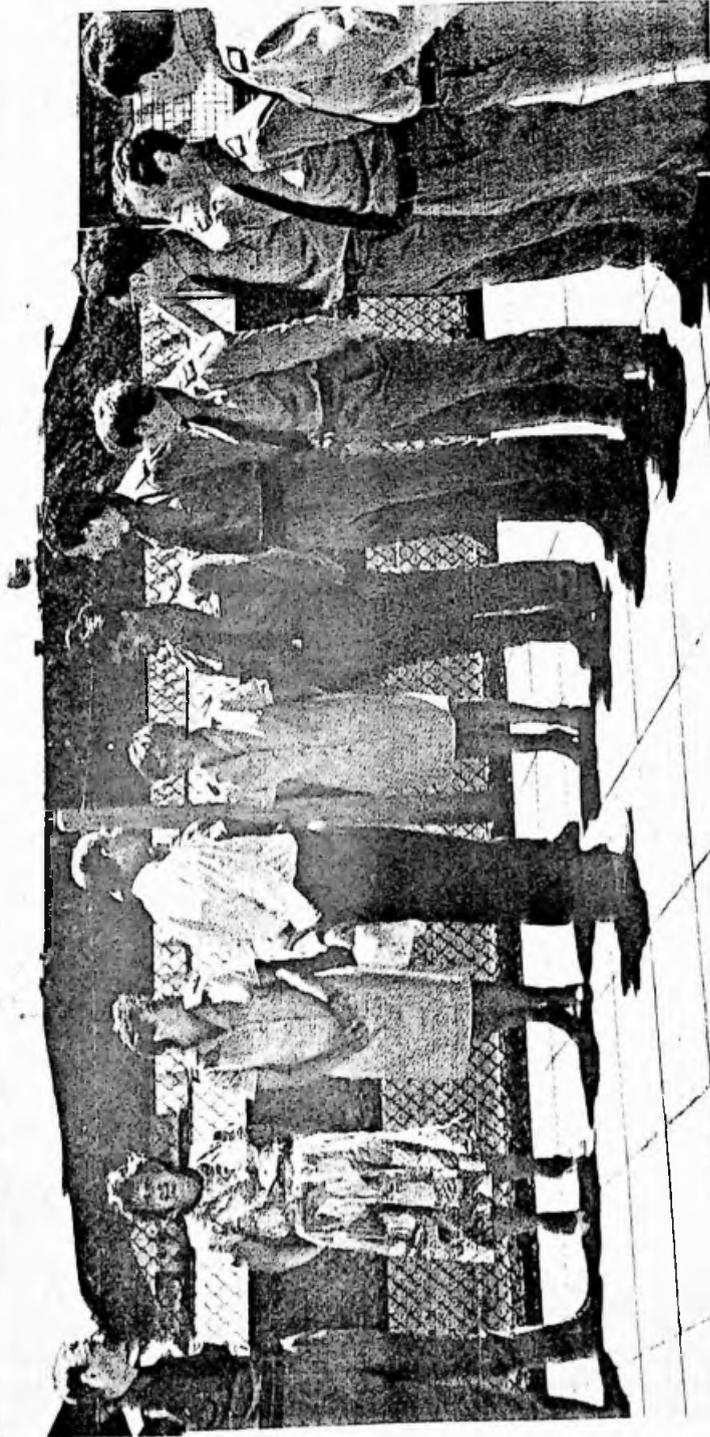
It had been a routine reinforcement exercise and reaction in Argentina, with talk of the involvement of 5,000 troops, had been quite unjustified.

"So long as the Argentines maintain their claim to the Falklands, so we have to retain a capacity to deal with the unexpected," he said.

—Royal Air Force NEWS, April 1-April 14, 1988

ASCENSION'S ROYAL VISITOR

HIS ROYAL Highness the Duke of Edinburgh visited Ascension Island recently whilst on route to South America. He last visited the Island in 1957 and was met on arrival by Wg Cdr Dick Parsely — Commander British Forces Ascension Island and Mr Blick — His Honour The Administrator. The Duke met representatives from the British Forces serving on Ascension Island during his two-hour stay on the Island and is seen here with personnel from the Engineering Squadron.



Falklands painting on show in USA

THE PAINTING "Corporate Action" is currently being shipped to the USA for a one-year, one-man exhibition in the Smithsonian Air and Space Museum. The picture has up until now been displayed in the Officers' Mess Anté Room at Odiham. It was painted by the artist Robert Taylor in memory of the late Sqd Ldr Dick Langworthy — it shows him in front of the Chinook 'Bravo November' being briefed for a sortie in support of 2 Para at Fitzroy, East

Falkland in June 1982.

The Institute in the States expects the oil painting to be seen by some 10 million people during the exhibition. High quality, Limited Edition Prints of the painting can be obtained from the Mess Manager at Odiham — price £5 for an unsigned one or £20 for one signed by the artist and General Jeremy Moore (there are only 17 signed points left). Prints are sized 24in. x 20in. including a border.

Kinnock chooses his election team

By Nicholas Wood, Political Correspondent

Mr Neil Kinnock yesterday recalled the men behind his leadership victory to ensure that the "dream ticket" of 1983 survives in 1988.

He named Mr John Smith, the shadow chancellor, and Mr Robin Cook, the social services spokesman, to head the campaign to secure his re-election and that of Mr Roy Hattersley, his running mate for deputy leader.

Mr Smith headed Mr

Hattersley's attempt for the leadership in 1983 and Mr Cook led Mr Kinnock's.

The choice of the two busiest men in the Shadow Cabinet to mastermind the leadership's campaign was seen yesterday by Labour MPs as underlining the seriousness with which Mr Kinnock and Mr Hattersley view the challenge to their position now that Mr John Prescott has entered the lists

Continued on page 24, col 5

Kinnock chooses same 'dream ticket' team

Continued from page 1
alongside Mr Eric Heffer as a potential deputy leader.

It was also regarded as further evidence of Mr Kinnock's high-risk strategy of staking his personal authority on the re-election of Mr Hattersley, whose performance and commitment has been questioned since the election.

One leading supporter of Mr Prescott said: "They have gone straight to the top but they want to be careful - this might be the Trojan horse for the next leadership contest.

"John's challenge is seen as a very serious one and it will be a successful one."

Mr Smith, who is widely seen as Mr Hattersley's heir apparent on the right of the party, and Mr Cook, a man of the left, will have to unite hostile factions.

Of the two, Mr Cook will have the more difficult job now that Mr Prescott's candidature has split the soft left.

A senior source said last night: "John is the standard bearer of the centre right and Robin is a very important figure for the centre left. The two of them symbolize the

new centre-left, centre-right mainstream in the party reflected in the growth of the Tribune Group.

"You have in the Tribune Group now a very large number of people who span a good cross-section of the left, centre left and centre and Robin Cook takes you into the centre left of the Tribune Group.

"If you take what he represents and what John Smith represents on the centre and centre right of the party, you have represented in the campaign a pretty good swathe of opinion, which is very important both politically and electorally."

Mr Kinnock and Mr Hattersley believe that they can get across their message mainly through continuing with their customary duties in Parliament and the party. However, their campaign team will seek to bolster this exposure with special events and meetings.

Mr Prescott, who enjoys close links with trade union leaders and party activists in the regions, will find little difficulty in securing a platform for his campaign.

The Times 1 April 1988

By Ronald Faux

Sir Ranulph Fiennes returned from the Arctic yesterday undeterred and unabashed that his expedition had covered less than one of the seven degrees of latitude separating him from the North Pole.

At Polar Control in London, a short row of dots on a map marked the final resting place of the Great British Polar Quest, but no one was critical. At best, trudging to the North Pole dragging 400lb on a sledge trembles on the margins of human capability.

Admiral Pirie, Sir Ranulph pointed out, had taken 25 years before he could claim to have reached the Pole. He had been trying for only four years and the timetable was already prepared for another attempt next year.

What lessons had been learnt? Well, there was the question of outriggers to stabilize the sledges when they were used as canoes to cross water. And perhaps a two-man team would have more chance logistically than three people trying to make a self-sustained attempt to cover the 425 miles to the Pole.

Anything else, anything bizarre? Yes, Sir Ranulph said, they could do with fewer scientific experiments.

Dr Mike Stroud, a kidney specialist, had been interested to measure the amounts of water the human body produced at times of extreme stress and temperature. This had involved producing a sample in a bottle and as they were required to drink seven pints of water a day, stops were frequent. "The result was that I got inconveniently frosted."

Mr Yuk replaces the skull and crossbones

The skull and crossbones, for centuries the warning symbol for poison, is to be replaced on medicine bottles by a bright green bogeyman called Mr Yuk.

Research showed that children are not scared of the old symbol any more, so Mr Yuk is being used in a new campaign to stop children accidentally poisoning themselves.

Safety watchdogs alarmed at the increase in the number of children swallowing harmful substances have copied the idea, which is to be introduced first in Liverpool, from the United States.

Mr Glyn Thomson, Liverpool City Council environmental health officer said: "What children are really frightened of is being sick. This character looks as though he has swallowed something distasteful."

"It was introduced in America and was very successful in educating them. Hospital admissions for children in accidental poison cases were reduced by a third."

The Mr Yuk campaign includes packages for schools and puppet shows.

"We are confident that the Mr Yuk campaign will be successful."

Handling the catch

THREE LINES

THE HANDLING and processing of the main finfish and squid species being caught in the South Atlantic, off the Falkland Islands, will this month take a new turn with the arrival of the freezer stern trawler *Hill Cove*.

She is equipped with a state-of-the-art handling and processing layout designed by the Danish firm Dantech which is claimed to be the most flexible yet devised for the Falklands.

The *Hill Cove's* fish handling and processing system is designed for efficiency, high yields and top quality, being composed of three lines: one for *Loligo* and *Illex* squid, another for hake and hoki, and a third for southern blue whiting. They feed on to a multi-purpose packing line equipped with a high-capacity block ejector and frame washer.

The system includes fish handling and processing machinery from some of Europe's most experienced manufacturers, including Baader of West Germany, Kronborg, Norfo and Iras of Denmark, VMK of Sweden and Kvaerner Kulde of Norway.

Dantech, the main contractor for the factory deck, is an engineering firm based in Holte, near Copenhagen.

Freezer fitted

It designed the system in close co-operation with Skipper Trevor Doyle and other members of the J. Marr company of Hull, England.

The *Hill Cove* is being operated by the joint venture fishing company Stanmarr of the Falkland Islands.

The vessel was equipped to catch and process blue whiting and scallops from the North Atlantic, before her recent conversion and refit by Humber Ship Repairers of Immingham, South Humberside. She was then named the *Vestraal* and was owned by a Norwegian company.

Some of the equipment — notably the VMK filleting machines, Baader skinners and Kvaerner horizontal plate freezers — have been retained. But the *Hill Cove's* new factory layout has been specifically designed to handle South Atlantic species, which will supply an international market.

Jogvan Joensen, Dantech's president, points out that his firm also carried out work on the Boyd trawlers *Arctic Ranger* and *Lord Shackleton*, the latter now operating in the South Atlantic.

The experience gained with the *Lord Shackleton* was, said Mr. Joensen, put to good use on the *Hill*

ovr

4s

OUR annual Handling the Catch feature homes-in on a wide range of developments over the following pages — from a new system for flying live fish around the world to processing and freezing on the latest factory ship to head off to the Falkland Islands.

The 180ft (55 metre) *Hill Cove* (see this page) is a joint venture Falkland

Islands ship and the aim is to fish her year-round in South Atlantic.

So, she needs to switch between squid, hake and blue whiting to name just three of the species which require different handling methods.

The company which has planned her factory deck has brought together the products of a number of well-known firms to give her the

flexibility she will need to pay her way.

Our report on new moves to set up a pool to supply plastic fish boxes in Scotland sets out how complex the whole problem is. Why nobody is disputing that a plastic box pool is an obvious solution to the supply of containers in Scotland, it seems to be the way that the project is handled that is crucial. Individual skipper-owners running boats are

businessmen in their own right and, therefore, do not want to be told what they are going to use in their businesses.

This second attempt at a box pool sets out to learn from the lessons of the Scotbox scheme — now dead — and brings into the fishing industry the vast experience of a major international group to keep track of costly boxes which have a habit of going missing after the fish auctions.

FOR FALKLANDS 'HILL COVE

for southern blue whiting, squid and hake

Cove, which has more fish working machinery and is able to process, glaze, wrap and carton up to 40 tons of catch a day.

Close attention has been paid to factory deck hygiene. Most machinery is made of corrosion-proof stainless steel, bronze and plastic. There is on-line chemical and steam cleaning — and Marr has appointed an exe-

cutive officer, one of whose tasks will be to ensure that the factory is maintained in tip-top condition.

Skipper Doyle told *FNI* that the factory layout is well designed, well put together and very flexible. "It's a professional job carried out by people who know about fish," he said.

Transport of fish and

squid through the system is carried out by Kronborg conveyors. Made in stainless steel with Intralox plastic belts, they are each driven by a hydraulic motor. Kronborg also supplied a number of buffer tanks to enhance processing flexibility and help maintain product quality.

Over



'HILL COVE'

From Page 35

Handling the catch



One of the vessel's two VMK filleting machines which have been rebuilt to fillet southern blue whiting and hake up to 50 cm.

ics and several new "simple and inexpensive" weighing units specially developed by Dantech.

Once the squid is packed into freezing frames, the latter can be placed in a racked buffer store before being frozen in the vessel's four ten-station Kvaerner Kulde horizontal plate freezers, one of which is a new unit.

After being frozen, the blocks are renewed from the frames in the Norfo block ejector, the frames being automatically washed in an attachment to this machine and returned to the packing line.

Blocks are carried by roller conveyor to a new glazing machine which was developed by Dantech in co-operation with Kronborg.

The catch is pre-sorted before being directed to the appropriate line. Squid is manually graded, the small being circulated in a buffer tank, while the large are cleaned and gutted on a table also supplied by Kronborg.

Three Iras hydraulic lifting pounds are used at points in the system. They raise the fish after washing so that it can be handled at a convenient working height.

The squid, after going into another tank where it is sprayed with water, is packed. The packing line is equipped with high-accuracy electronic scales from the Icelandic firm Póls Electron-

Baader

A similar procedure is followed for hake and hoki, except that most of the fish will be de-headed in one of two Baader 424 heading machines. The Baader 424 performs straight and various angled heading cuts suitable for almost all types of fish with an overall length of up to 110 cm. Capacity is up to 60 fish/min, depending on size.

Fish is then de-tailed and cleaned, and can also be hand-filleted. Larger sizes

are frozen whole after cleaning.

The Hill Cove's line for southern blue whiting includes a buffer tank, two VMK filleting machines, two Baader 51 skinning machines, another buffer tank and a Baader 698 bone separator. The main product

from this fish will, therefore, be high-quality blocks of frozen minced fish flesh.

Her two VMK filleting machines retained from the vessel's previous factory layout have been rebuilt by the manufacturer and given the new designation VMK 9. Equipped with larger 90 mm fish pockets, these machines are claimed to be not only able to fillet southern blue whiting but also other fish species such as hake up to about 50 cm in length.

Each VMK machine is manually fed to produce single fillets and has a capacity of up to 150 fish a minute. VMK has recently introduced a new in-line skinning attachment for its filleting machines, which could be fitted to new installations.

Testing

Known as the VMK-42, it is reported to have performed well on the Faroese trawler *Polarfarrid* on which it has been undergoing extensive testing. However, on the *Hill Cove*, the fillets are led by conveyor to Baader 51 skinning machines.

These units are capable of skinning fillets of any size cut using a reliable pulling system. Capacity is up to about 140 fillets/min, depending on fillet size and operator's skill.

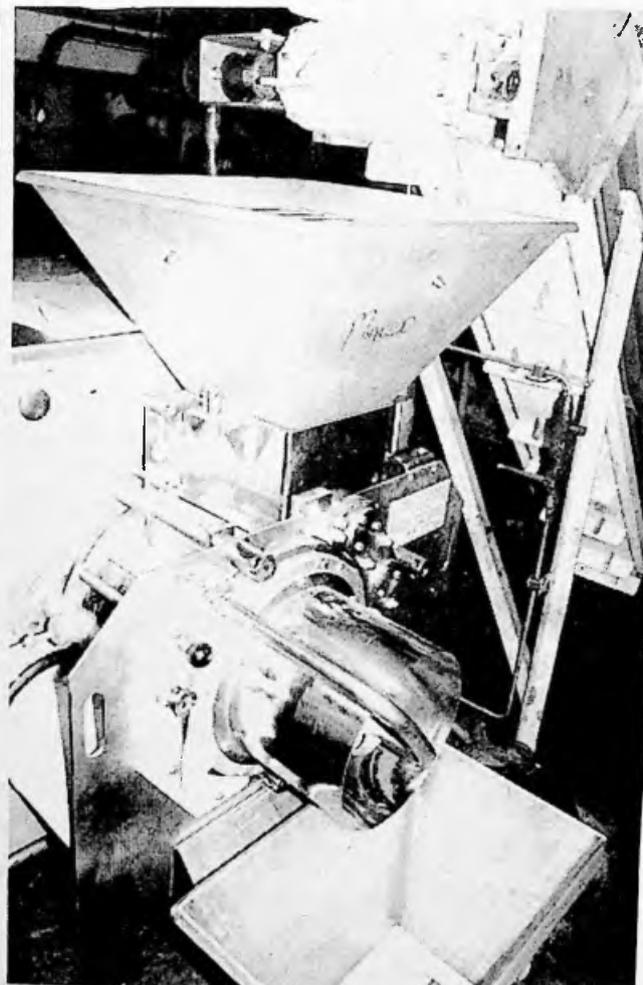
From Baader's high throughput 698 bone separator, the bone-free fish flesh is transferred by a special tube system to the weighing and packing line. There the material is ejected into frames for freezing in the horizontal plate freezers.

Forerunner

Marr sees the *Hill Cove* as the forerunner of a fleet of specifically designed, multi-purpose, fishing vessels to be based permanently in the Falkland Islands. Dantech showed FNI the factory design of a proposed new Marr trawler, which would be equipped with a second generation fish handling and processing system.

There are clearly many things yet to learn about handling and processing the variety of commercial fish species available in the South Atlantic.

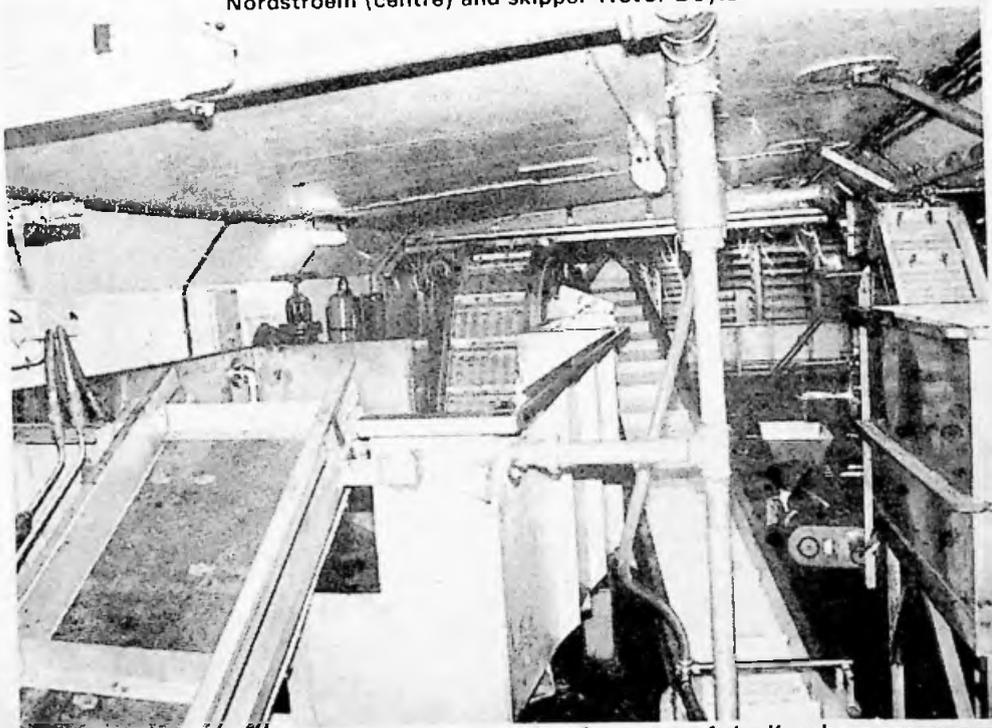
Dantech's Jogvan Joensen says he will be flying out to the Falklands after the *Hill Cove*'s first trip to see that everything is all right and to gather information to help design the next generation of systems.



The Baader 698 bone separator, which will produce high-quality bone-free mince from fillets of southern blue whiting.



Dantech's Jogvan Joensen (left) discusses a technical point with VMK's Lennart Nordstroem (centre) and skipper Trevor Doyle.

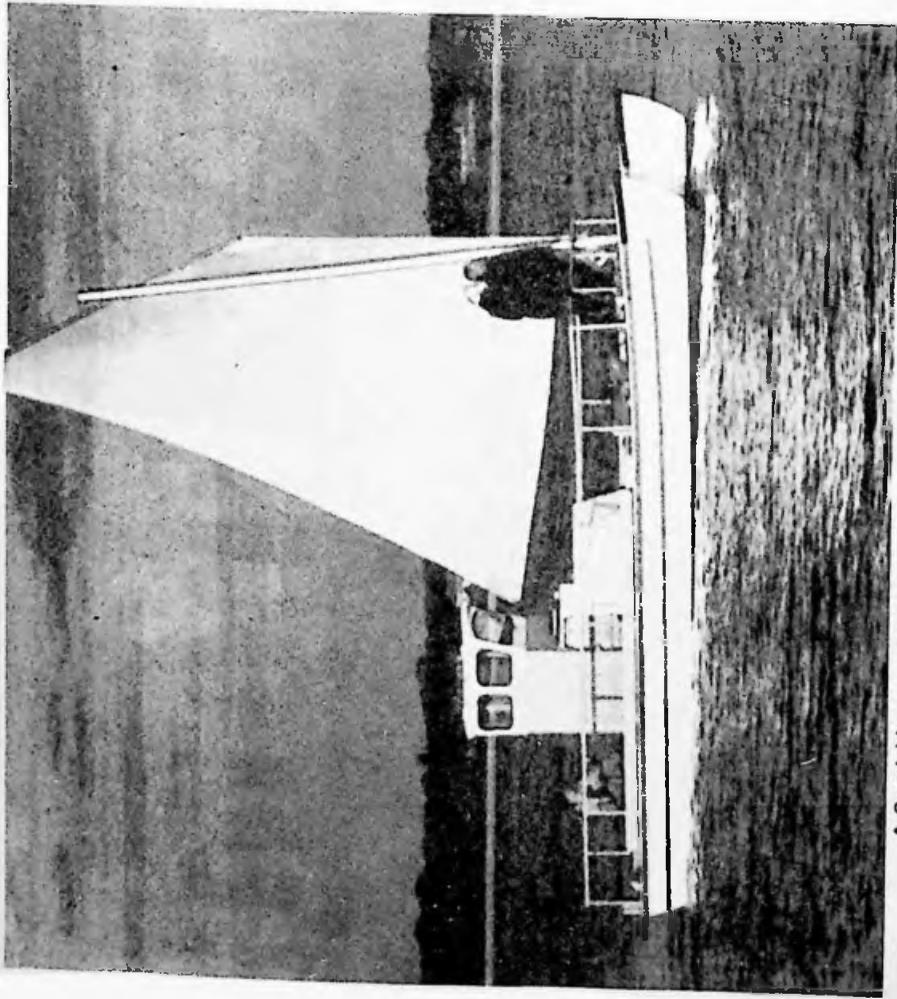


A view of part of the trawler's factory deck showing some of the Kronberg conveyors and buffer tanks.

St. Helena

Reports
John Rogers,
ODNRI,
London

prototype



A Sandskipper catamaran runs pre-shipment trials in the UK.

THE SMALL remote island of St. Helena (population 5500) lies in the south Atlantic Ocean, 1000 miles off the west coast of Africa. Fisheries are one of the island's few natural resources with any real potential for development to provide additional employment opportunities.

As part of a fisheries development programme between Britain and the government of St. Helena, the Overseas Development Administration (ODA) has funded projects for inshore fisheries development and an offshore resource survey. Both have been carried out in collaboration with the St.

Helena Fisheries Corporation (SHFC).

A major requirement for fisheries development on the island was the provision of a new generation of fishing boat, capable of operating on the scale and under the conditions necessary for an expanded industry. To establish the requirements for such vessels, three prototype designs for inshore boats were subjected to practical trials by commercial fishermen in St. Helena during 1986.

These prototype boats were supplied as part of the ODA assistance to the programme, and pre-shipment trials were carried out in

Southampton Water (see *FNI*, January 1986).

The traditional inshore boats are derived from old British Navy designs for ship's boats, and range between 20 and 28 ft in overall length. They are built in wood and are open to the elements.

Over the past 40 years, sails and oars have been replaced by small engines. Outboard engines were used in the early stages, and have been superseded by inboard diesels of 6-15 hp.

Although adequate for supplying St. Helena's domestic requirements, these boats have serious shortcomings for use in establishing

fishermen three boats

an expanded fishery for export purposes. Except in the occasional periods of calm weather, they are restricted to fishing the sheltered waters in lee of the island.

Most carry live-bait in perforated plywood boxes slung over the side, which provide very limited capacity and reduce the speed of the boats. None has any facilities for holding the catch, beyond covering the fish with damp sacking.

Buying a new boat is a major step for any fisherman, and one that imposes a major financial commitment for several years. It was vital, therefore, that any new boats supplied under the St. Helena fisheries development programme would give the fishermen the reasonable certainty of effective performance coupled with sufficient earnings to meet their living and repayment expenses.

Following discussions with the fishermen and SHFC officials, as ODA fisheries adviser to the St. Helena

government, I submitted a proposal for practical boat trials involving three prototype low-maintenance glass reinforced plastic designs. Each of the designs selected overcame the shortcomings of the traditional boats and incorporated many of the fishermen's original suggestions on facilities and layout.

The Skanner, a monohull 24 ft long, was chosen as the minimum size of seaworthy boat that could contain all the specified equipment and facilities.

Another monohull, the Catfish Watson, was much more spacious at 28½ ft, but more expensive to purchase.

The third design, the Sandskipper, was a catamaran 28 ft long and a type of boat totally new to the fishermen.

The Skanner and Sandskipper were designed and constructed by Edwin Gifford of Southampton, and Catfish Watson was fitted out by Gifford from a bare hull designed by Watson and moulded by Colvic.

Each of the boats was fit-

ted with an echo-sounder, VHF radio, liferaft and life-jackets. All three were powered by Lister diesel engines similar to those used in traditional St. Helena boats.

In order to provide more than just an initial impression of the boats, skippers and their crews were allowed to use each of the designs under commercial conditions for up to one month. Each of the prototypes was judged to be at least as effective a fishing platform as the traditional boats. They were able to work all round the island in normal weather, and to handle the heaviest weather experienced without difficulty.

The fishermen appreciated the large and effective live-bait tanks and insulated fish holds, the uncluttered self-draining decks (no more blood and slime in the bilges) and the stowage space and shelter provided by all three boats.

As a fuel saving and safety feature, sails were fitted to each boat. The sails also helped the monohull designs to lay into the wind when fishing to anchor.

Catch rates on the prototypes were at least as good, if not better, than those obtained by the crews when working their regular boats. The stability of the Sandskipper in a lively sea was appreciated by all the fishermen and a number regularly fished to windward of the island in conditions that

Table 1. Dimensions and capacities of prototype vessels

	Length metres (ft)	Beam m (ft)	Draught m (ft)	Engine HP	Insulated hold capacity (tonnes)	Bait tank capacity to water line. (cubic metres)
Skanner	7.4 (24)	2.46 (8)	0.77 (2½)	20	1	0.35
Sandskipper	8.54 (28)	4.3 (16)	0.6 (2)	20	2 x 1.25	2 x 0.3
Catfish Watson	8.76 (28½)	2.9 (9½)	0.9 (3)	30	2.5	0.8

would have been extremely dangerous in the traditional boats.

Operating costs were similar between the prototypes and the traditional boats. Although the prototypes had slightly larger engines, the hull forms were more easily driven.

While each of the prototypes had its advocates, most skippers preferred the Sandskipper catamaran.

Their main reasons were the amount of working space on deck and its stable, seaworthy performance under power, when drifting and when lying to anchor. On price grounds, the Sandskipper compared favourably with the smaller Skanner, and it was much less expensive than the Catfish. The Sandskipper was also cheaper to operate than the Catfish due to its smaller engine.

The fishermen's experiences during the trials gave rise to a number of suggestions for design modifications aimed at improving the boats. Several of these applied to the Sandskipper, where it was suggested that the single bridge deck-mounted 20 hp engine be replaced by a 10 hp engine in each hull. As a consequence of this, it would be necessary to replace the



One of the traditional fishing boats used in St. Helena. This design is usually restricted to fishing the sheltered waters in the lee of the island.



Gillnetting for skipjack tuna from a Sandskipper

inflatable stern gear with conventional stern gear.

Mounting the engines in the hulls would reduce storage space. To overcome this, the fishermen suggested enlarging the wheelhouse base to provide two bunks with storage lockers below. The fishermen also suggested that the Sandskipper keel and deadwood depth

should be increased to protect the propellers and to provide a bottom bearing for the rudders.

It has been recommended that five new catamarans, modified in line with the fishermen's suggestions, should be provided to St. Helena as part of the continuing fisheries development programme.

Search finds fewer crabs

A JOINT search by Argentine and Japanese companies for a commercially viable king crab resource off the coast of Patagonia has failed. Few of the southern king crab *centolla* were found.

The Argentine firm Santa Elena and Japan's Hoko Fisheries sent an expedition to explore the Patagonian shelf. Although large crab populations were not uncovered, much was learnt about the shelf.

In addition, the Argentine company says it was a valuable opportunity to experiment with squid jiggers. This method has been used before only in more northern waters.

Antarctic protection welcomed

THE New Zealand based international conservation group, The Antarctic and Southern Oceans Coalition (ASOC), has welcomed the measures agreed by the Commission for the Conservation of Antarctic Living Marine Resources (CCAMLR) at its meeting in Tasmania at the end of 1987.

They include setting a total allowable catch (TAC) of 35,000 metric tons, the first to be introduced into Antarctic fisheries management.

Establishing a six-month closed season for the South Georgia area from April to October 1988.

Agreement on a reporting system for fishing vessels which will allow a more accurate assessment of catches to be made.

Island tuna deal

THE Federation of Japan Tuna Fisheries Co-operative Associations is reported to have reached agreement with the UK government for the operation of its vessels in the waters around the British Atlantic islands of Ascension and St. Helena.

According to *FNI* correspondent Kisaburo Taguchi, the agreement was negotiated over three days in February.

It will be for one year from June 1988, and is restricted to 30 vessels, each of which will pay an entrance fee of 874,000 yen (about £3800). Japan will also supply about £45,000 of materials.

Falklands ship packs in the electronics

THE Hill Cove — the British trawler refitted on Humberside before starting a new career with the joint venture fishing company Stanmarr of the Falkland Islands (*FNI* March 1988) — now possesses one of the most comprehensive electronic outfits for a ship of her size.

Electronics Marine of Hull, England, was awarded the contract to remove and re-install all the electronic equipment to the owner's requirements, and to service it to specification after re-stallation.

Marine also supplied additional new equipment from Furuno, Shipmate, E.B. Communications and S. G. Brown.

Skipper Trevor Doyle told *FNI* that the *Hill Cove's* new electronics package will play an important role in the trawler's successful operation in one of the world's most remote fishing areas.

Though advanced, the E.B. Communications' Saturn 3S satellite communications system is claimed to be

ity, function flexibility and adaptability for the future.

Safe and accurate navigation is vital in the Falklands, and the *Hill Cove's* new Shipmate integrated system will play a significant part.

Built around a Shipmate RS2000 colour track plotter, it includes a RSS100 Transit satellite navigator and the new RS200 Global Positioning System (GPS) navigator.

Also contributing to precise navigational accuracy is the trawler's new S. G. Brown 1000 gyro compass system, which provides compass heading signals to the radars and other equipment.

Described as a first-class device, the azimuth reference dev-



Skipper Trevor Doyle on the *Hill Cove's* re-fitted bridge.

Either a 16 or an eight colour presentation of target echo signal strength may be chosen to clearly depict the underwater situation. The background colour may be changed between dark blue for night time and light blue for daytime use. In addition, brilliance is controlled in four steps to match any ambient light condition.

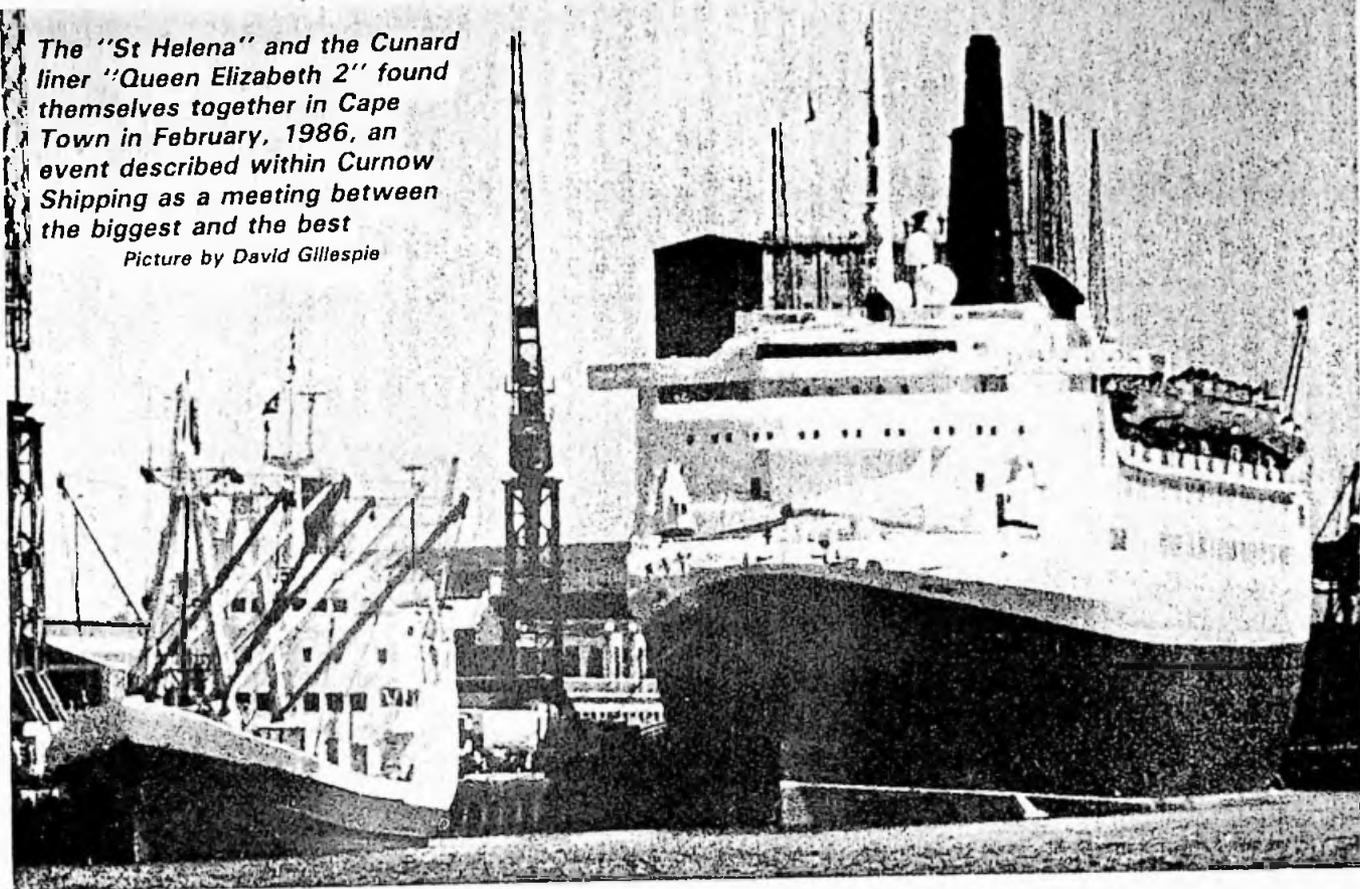
The new 28/200 kHz, 5-watt Furuno FCV-140 sounder is claimed to employ the most sophisticated computer software CRT.

A new feature in the SGB 1000 is the inclusion of a patented slave pendulum circuit which provides a digital method of processing the pendulum's performance so as to minimise the effects of ballistic error. This is said to result in a much improved dynamic performance not previously obtained in standard marine gyrocompasses.

Claimed to be the highest class of video sounder ever developed for the professional fisherman, the new Furuno FCV-140 multi-window colour sounder fitted by Electronics Marine gives excellent images on a 14-inch high resolution CRT.

The "St Helena" and the Cunard liner "Queen Elizabeth 2" found themselves together in Cape Town in February, 1986, an event described within *Curnow Shipping* as a meeting between the biggest and the best

Picture by David Gillespie



A small port in Cornwall seems an unlikely place for a South Atlantic success story but it's the headquarters of Curnow Shipping, one of the few companies left in the deep-sea passenger trade

Tradition Finds a Place in St Helena's Ocean Lifeline

by PETER C. KOHLER

EXACTLY 120 years after it started, Union-Castle's mail service to the Cape ended on October 24, 1977, with the final UK arrival of the *Southampton Castle*. For the 6,000 inhabitants on the island of St Helena it was not just the end of an era but the severing of a vital link. A tiny dot in the South Atlantic, 10½ miles long by six miles wide, 4,500 miles from Britain, 1,694 miles from Cape Town and 1,000 miles off the coast of Angola, the British colony is one of the few places on earth with no airport. The island's remoteness gained it lasting fame as the place of Napoleon's exile and death.

The Government of St Helena's invitation for a shipping line to fill the void fell through the gaps left by containerisation, conferences and consolidation and landed at the door of the Curnow Shipping Co. of Helston, Cornwall. Founded by Andrew Bell, a fourth generation Cornishman, Curnow's modest office is a world away from Leadenhall Street but their roots are in the classic British mould. Mr Bell started as a deck officer with the Blue Funnel Line and went on progressively to cargo agency, chartering and ship ownership.

For Curnow, the mailship run was economically attractive, within their expertise and ideologically compatible. Mr Bell has his own ideas on how to run a shipping line in which tradition does indeed have its place and Curnow are now among the very few left in the long-distance passenger trade.

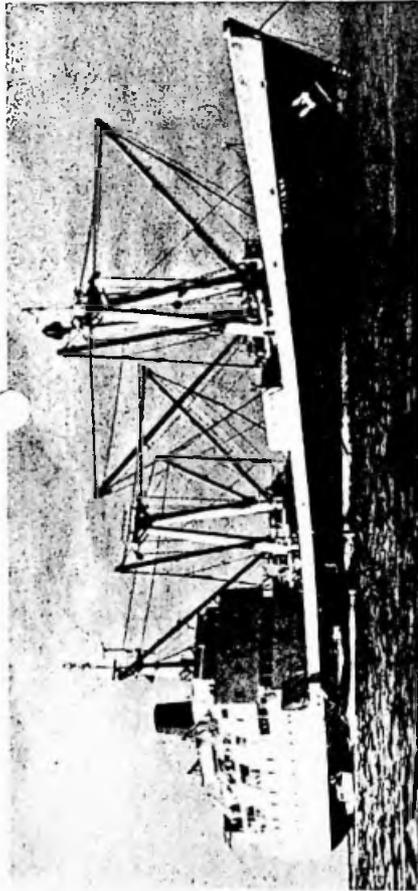
Together with the St Helena Government, Curnow formed the St Helena Shipping Co and secured the British Government contract. The biggest hurdle was tonnage. There was no returning to the big "Castle boats" and neither were 12-passenger cargo ships capable of handling the trade. And this was to be a St Helenian enterprise, not just a waystop en route to South Africa.

The ideal vessel was seen as 3,000-4,000 grt with a speed of 14 to 15 knots and capacity for 2,000 tons of cargo and 100 passengers. Few such ships then existed; many had been scrapped and others were in poor condition or too expensive to bring up to British registry. New construction was prohibitive because of cost and time.

The list was quickly narrowed to the *Northland Prince*, 3,150 grt, 321ft by 46ft, built by the Burrard Dry Dock Co, of Vancouver, in 1963 for the British Columbia-Alaska coastal trade. Her specifications were close to ideal: 135,000 cu ft of cargo space, berths for 80 passengers and a service speed of 14 knots from a single-screw, 4,200 bhp Stork Werkspoor diesel.

The vessel was bought for £1m in the autumn of 1977 and arrived at Avonmouth in the following December. Meanwhile, St Helena had to make do with a variety of chartered tonnage.

After a single "proving voyage" to St Helena, the former *Northland Prince* was taken in hand by Vosper's Southampton yard. A major £1m refit



Universally known as "the RMS", the "St Helena" discharges cargo into lighters in James Bay, St Helena

brought her up to the stringent requirements of a Board of Trade Class One passenger certificate. This included new lifeboats, fire safety equipment, a hospital and improvements to the accommodation, which was also air-conditioned. A later aesthetic improvement was an extension to her squat funnel. While no rakish beauty, the ship does have a rugged charm all her own with her characteristic bipod cargo masts forward and accommodation block aft.

After formal renaming as *St Helena* by Princess Margaret, the ship sailed to her namesake island on September 13, 1978, and made her first voyage to Cape Town on December 6. Proudly flying her Royal Mail pennant (the only long-distance vessel still to do so), she was carrying on a century-and-a-half tradition.

Obviously, the little *St Helena* does not offer a return to the glamour and elegance of the "Castle" ships. Instead, she has established her own reputation for excellent seakindly qualities, good, uncomplicated food and friendly service by her St Helenian stewaresses. The ship's officers are British (many ex-Union-Castle) and the ratings are "Saints", long known for

their seamanship. A relaxed, "family" atmosphere prevails aboard.

The accommodation is straightforward and remarkably spacious. There are two decks with cabins for 76 passengers, all outside and with private facilities, and two lounges, one forward with a bar and the Stern Gallery with panoramic windows overlooking the wake. The dining saloon and a small shop are one deck down. The decor throughout is practical and "shippy". There is a covered promenade, a sun deck and even a tiny, round wading pool — definitely not the old *Pendennis Castle's* lido!

A far cry from the Miami-based "have a nice day" cruises, this is real cargo liner voyaging, the sort of journey many thought had vanished long ago. The *St Helena* makes six voyages a year from Avonmouth calling *en route* at Tenerife (for bunkers as well as cargo) and Ascension Island. The line's own minibus offers a brief tour of this lonely communications outpost and sea turtle hatchery with its air base (the world's busiest during the Falklands War), volcanic landscape and the improbable vegetation of Green Mountain.

Fourteen days out from Britain, the

first ledge on the horizon that marks St Helena is a source of great excitement and anticipation — one can imagine how much more it was in the days of sail and the island is still a mecca for yachtsmen. The ship anchors off Jamestown, the tiny capital nestled in Chapel Valley, but rocky cliffs conceal the hilly and verdant interior. From the

whitewashed ramparts of the British East India Co's original castle the Union flag still proudly flies over this outpost of vanished empire.

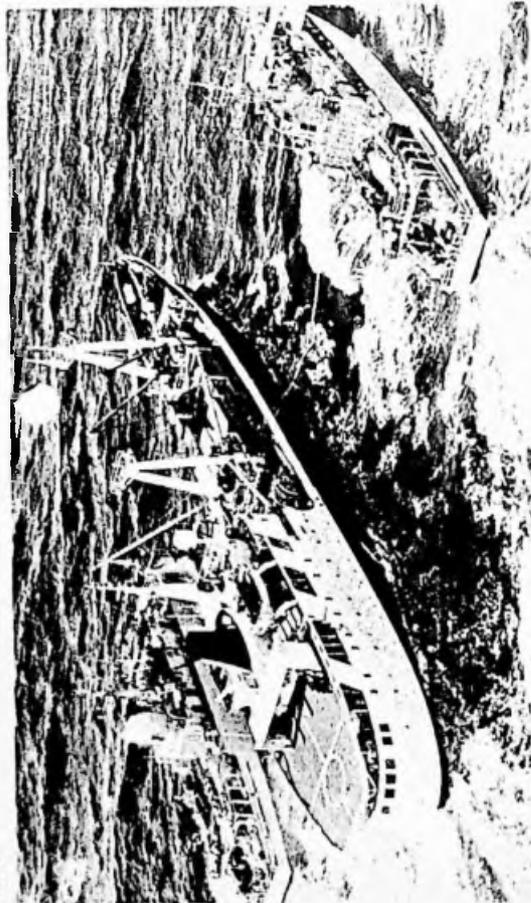
On "Ship Day", the quayside is thronged with the inhabitants in their Sunday best, anxious to welcome relations while others anticipate the arrival of mail at the Post Office. Most of the



"A relaxed 'family' atmosphere prevails" — with a fancy-dress party for the children on board and something more strenuous for the grown-ups



Mark Bray



A lifeline of a different sort, the "St Helena" refuels two "Hunt" class minesweepers during the Falklands War

Robert Wilson

first-class post is now flown to Ascension and then taken on by the *St Helena*. The island's fuel supplies are carried aboard the line's tiny *Bosun Bird*, said to be the world's smallest ocean-going tanker.

After the passengers and mails have been landed in a variety of boats (including the cutter that carried the then Princess Elizabeth ashore from HMS *Vanguard* in 1947), the work of unloading cargo starts. No containerisation or automation here — it's booms, brawn and barges and the amount and variety of cargo is amazing. The *St Helena* is the island's lifeline and that's the beauty of the whole operation. In a world separated by "elapsd flying time" here is one place where the ship remains supreme.

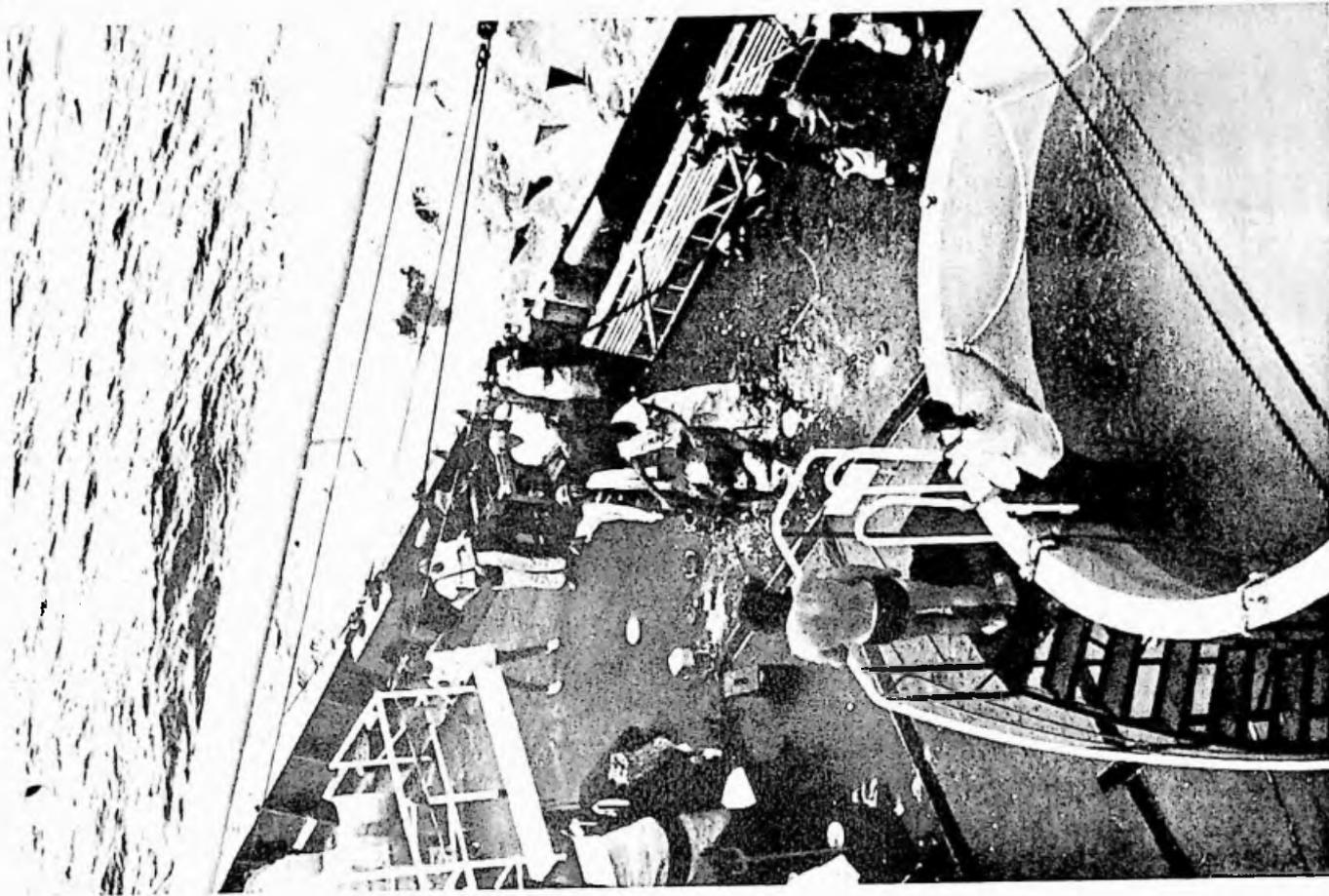
On most southbound runs passengers are put up in hotels in Jamestown while the ship makes a return "shuttle" voyage to Ascension carrying St Helenian workers. The layover gives

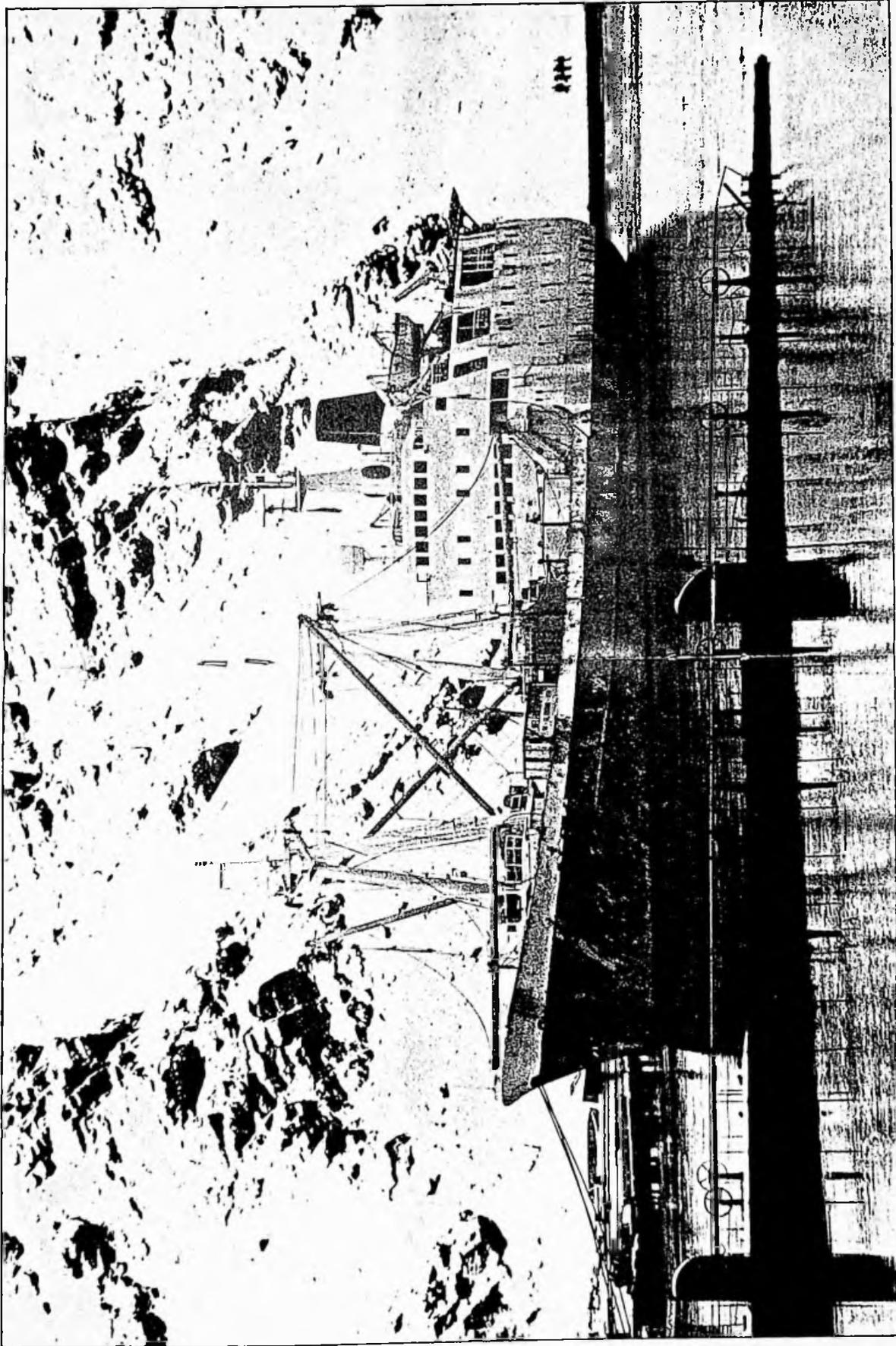
eight days to explore this enchanting, staunchly British island. "Musts" include Longwood House (Napoleon's residence which is preserved as a museum by the French Government), Napoleon's original grave and the quaint capital of Jamestown itself. There's also time for walks in the lovely country inland and to get to know the friendly "Saints".

It is with some regret that one leaves the island for Cape Town, that most magnificent of landfalls, which is reached after six days. While Duncan Dock is normally a lonely place nowadays without the lavender-hulled "Castle" ships and the white Lloyd Triestino liners, the *St Helena* brings a bit of nostalgic excitement and bustle when she docks or sails. After a three-day turnaround she starts her northbound run to Avonmouth with a three-day call at St Helena but usually no call at Ascension.

Once a year the *St Helena* makes a

Right: Crossing the equator is marked by the full traditional ceremony aboard the "St Helena" (Photograph by Mark Bray)



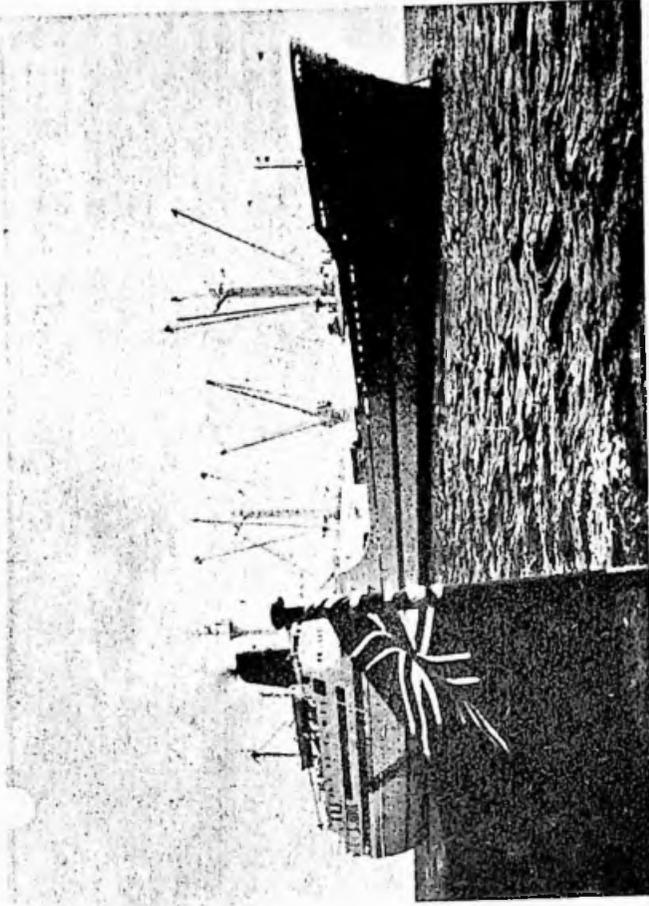


Sea Breezes, April, 1988

The "St Helena"

Photographed at South Georgia shortly after the end of the Falklands War

Reproduced by courtesy of Curmow Shipping Ltd



Peter C. Kohler
While the "St Helena" was at the Falklands War Curnow Shipping chartered the Blue Funnel liner "Centaur", seen here at Ascension Island

call at the even more remote island of Tristan da Cunha, 1,200 miles from St Helena. In addition to vital provisions, she usually conveys the Governor of St Helena who also is responsible for Tristan. Sea conditions there are so unpredictable that four days are allowed for the 48-hour stop. The ship has also been chartered on occasions by French Napoleonic societies for cruises to St Helena from Cape Town.

Already the lifeline for one British island outpost, Curnow Shipping also did their bit to reclaim the Falklands. The *St Helena* arrived at Portsmouth on May 24, 1982, and was converted in a fortnight into a minesweeper support ship. Fitted with a helicopter pad aft and replenishment-at-sea gear, she joined the *Queen Elizabeth 2*, *Canberra*, *Uganda* and others in Her Majesty's

service but the *St Helena*, at least, was at home in South Atlantic waters. Curnow also shared the crewing of the troopship *Rangatira*.

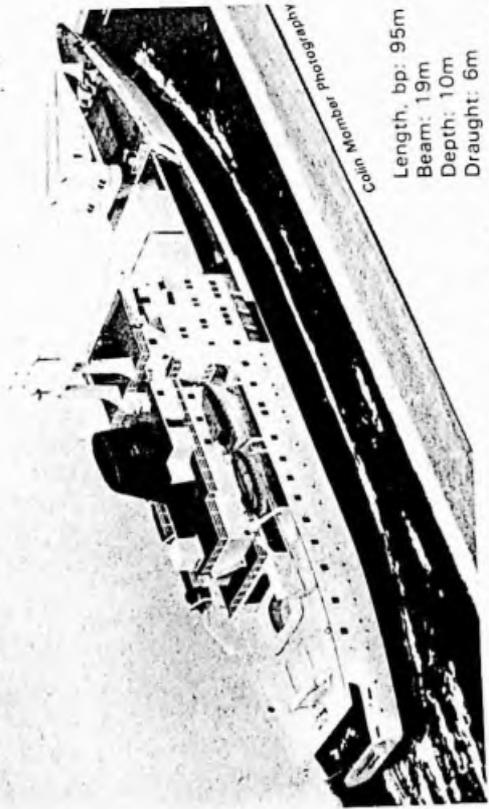
In the absence of the *St Helena*, the search was on for another ship. Initially this was the tiny 12-passenger *Aragonite* which normally plies between Ascension and St Helena. However, the need for St Helenian workers to extend the Ascension runway, plus commercial demand, led to the chartering of the much larger Blue Funnel liner *Centaur*, 7,988 grt, which had been withdrawn the previous September from her Singapore-Fremantle run. With berths for 188 passengers and holds for 2,000 tons of cargo she seemed an ideal replacement, at least on paper.

The *Centaur* arrived at Avonmouth



Left: "No containerisation here — it's booms, brawn and barges" (Photograph by Mark Bray)

The new ship . . .



Length: 95m
Beam: 19m
Depth: 10m
Draught: 6m

The replacement for the *St Helena* is being built by Hall Russell Ltd at Aberdeen and will cost just over £19m, the cash being part of a 20-year package made available by the British Government's Overseas Development Administration. The ship will be owned by the Government of St Helena and will be operated by the St Helena Shipping Co Ltd which is part of Curnow Shipping Ltd. She has been designed by Three Quays Marine Services Ltd (part of the P&O Group) with a large input from St Helena Shipping who have 10 years' experience of the trade in which she will serve.

The ship will be about 6,000 grt and will have the following facilities:
DWCC: 1,500 tonnes of which 300 tonnes can be in tank space between Nos 1 and 2 holds.

Passengers: 125. There will be three two-berth suites and 28 berths in economy type cabins for short haul traffic (between Ascension and St Helena, 48 hours). There is also to be some interchange accommodation between officers (spare) and passengers (for heavy demand sectors).

Crew: 18 officers, 37 petty officers and ratings plus three cabins for up to eight cadets (two two-berth and one four berth, the latter being the School Cabin for students attending St Helena's new Prince Andrew School).

Engines: Twin engines, twin screws, giving a service speed in normal conditions of 14.5 knots. Choice of main engines is still to be finalised, dependent on tank tests. Fin stabilisers.

Cargo facilities: Container kindly space but both Ascension and St Helena are lighterage ports and not yet ready for full-scale containerisation. Refrigerated cargo will be carried in the company's own containers.

Passenger facilities: Large dining saloon (78 seats) port side in 'tween deck. Large lounge across forward end of superstructure. Sun lounge looking aft over swimming pool and sun deck. On a trade route where there are sectors with seas from ahead or astern the modern habit of piling everything up on the stern was eschewed as being too uncomfortable. It is predominantly a good weather route so the accommodation needed to have an outward-looking aspect.

on November 29, 1982, and looking splendid in the line's livery, many hoped she would find a permanent place on the route. However, although she adequately filled the gap, the ship was in poor condition and my voyage from Tenerife to Cape Town in April, 1983, was plagued by machinery problems which caused us to be a day late. Moreover, her hold capacity (designed more for the carriage of livestock than break-bulk cargo) proved inadequate and it would have cost a fortune to refit her. That March, Curnow decided against buying the vessel.

After more than a year in HM service, the *St Helena* was released in July, 1983, and was extensively refitted at Falmouth before returning to the mail service in September. The *Centaur* made one last voyage from Avonmouth on October 18 to Singapore via the Cape and Fremantle. Her *St Helena* markings were removed at Cape Town so she fittingly made her last trip as a "blue flue" once again. Laid up at Singapore, she was sold in 1985 to the Chinese for coastal service as the *Hai Long*.

In September, 1983, Curnow undertook a new venture with TFC Tours to bring back "big ship" voyages from the UK to South Africa. Epirotiki's *World Renaissance*, 11,724 grt, was chartered for Plymouth-Tenerife-St Helena-Cape Town sailings and the Cape Albion Line's first sailing departed on November 25.

Unfortunately, the venture was short-lived. The ship and her Venezuelan crew were not up to the rigours of the South Atlantic and were overshadowed by Safmarine's purchase of the *Astor* for Cape-UK service and cruises. After her last sailing on March 2, 1984, the *World Renaissance* reverted to Epirotiki but the *Astor*, too, only stayed on the Cape run for one season and except for the *Achille Lauro*'s annual voyage, the "big ship" void is still unfilled.

Soon after the Falklands War Curnow began to look to the future. The *St Helena* ran consistently full and her small passenger capacity limited the route's development. There was clearly a need for a newer and larger vessel, purpose-built for the trade, but this required not only the approval and financing of the St Helena and British governments but also a commitment to the sea link. There were proposals to build an airport on the island or limit the service to an Ascension-St Helena shuttle, but the cost of runway construction was prohibitive and the Falklands showed the value of the sea service.

Many proposals were investigated, both newbuildings and conversions. Curnow developed plans for a 200-passenger version of an SD14 cargo ship but this was eventually rejected as being too large. Some in the British Government favoured a much smaller ship with no provision for tourist traffic while Curnow and the St Helenian Government preferred a larger and more flexible vessel.

The British Government gave final approval on December 17, 1986, for a ship which will be the first British-built vessel of her type since Royal Mail's *Amazon* trio of 1961.

Mr Andrew Bell commented: "St Helena remains one of the few places in the world to which it is not possible to fly, so the replacement ship is 'the village bus' for 5,500 residents of a sub-tropical island the size of Jersey but much more mountainous. The new ship needs no consort but we have identified a number of routes around the world where passenger/cargo ships of this kind could readily find employment."

In the meantime, the *St Helena* soldiers on, giving her passengers a remarkable voyage, providing an ocean lifeline to a far-flung island outpost and proving, as Curnow like to say, that tradition does indeed still have a place. □

A Captain And His Ship

In the first of a new quarterly series of articles, **Keith Goss** talks to **Martin Smith**, Master of the *St Helena*

When Martin Smith first went to sea as a humble deck cadet at the age of eighteen, he dreamt, like most of his colleagues, of one day becoming captain of a ship. He did not have to wait too long for his dream to be fulfilled, for fifteen years later he became Master of the *St Helena* — the 3,150grt passenger/cargo ship which links the tiny South Atlantic island of St Helena with the outside world.

Martin Smith was born in Salford, Greater Manchester, in 1945 and educated at Rochdale Grammar School for Boys. His parents' decision to enter the hotel business resulted in a move from the North West to Bournemouth, where Martin immediately fell in love with the sea, spending most of his spare time learning to sail in Poole Harbour. In 1963 he joined Elder Dempster as a deck cadet, his first ship being the 5,883grt *Obuasi* (II), which at that time was the company's cadet training ship.

Over the next few years Martin Smith served aboard many of Elder Dempster's classic ships, including the *Apapa* (III) and the *Aureol*, operating on the West African trade routes. It was at this time that he first met Andrew Bell (who subsequently became Curnow Shipping Ltd's Managing Director) whilst the two men were dinghy sailing at Lagos, Nigeria. This chance meeting was to later change the course of Martin's career.

In the early 1970s Martin Smith moved to the Far East with Glen Line, which provided him with a welcome break from the West African routes. He served aboard a number of fine ships, including the *Glengyle* and the *Glenfalloch*, and recalls with pleasure the three years he spent trading to the fascinating ports of the Orient — Hong Kong, Shanghai, Singapore, Bangkok, Trincomalee and many others.

In 1974 Martin's hard work and conscientious study was rewarded when he obtained his Master's Ticket. Almost immediately he received a letter from Andrew Bell saying "I've just bought a little ship (a Dutch coaster); come and help me build a shipping company." Martin needed no second



bidding and Curnow Shipping Ltd was born. In 1975 he realised his ambition to become captain of a ship, taking command of the 1,253grt cargo vessel *Cornish Chieftain*. Within three years of formation Curnow had established itself well enough to be awarded the Government contract to operate the service to St Helena and in 1977 Martin Smith became captain of the *St Helena*.

The island of St Helena lies in the middle of the equatorial latitudes of the South Atlantic and is a Crown Colony, being home for some 6,000 St Helenans, who are British subjects. St Helena has as its dependencies two other British-owned islands — Ascension, 700 miles to the north-west, and Tristan da Cunha, 1,700 miles due south. Being too mountainous and remote to possess an airport, the island of St Helena's only link with the outside world is by sea. Until 1977 it lay on Union-Castle Line's route to South Africa but then, with the change to container ships, the Line abandoned their passenger/mail/cargo service and the island faced the prospect of being isolated from the rest of the world.

The British Government responded by awarding Curnow Shipping a long-term contract to link St Helena with the UK and South Africa. Curnow acquired the 3,150grt coastal passenger/cargo ship *Northland Prince*, which was built in 1963 by the Burrard Dry Dock Co Ltd, Vancouver, for service on British Columbia-Alaska routes. With an overall length of 329ft (about the size of a small cross-Channel ferry), a beam of 48ft and a draught of 15ft 6in, the ship has a 4,200bhp Stork diesel engine providing a service speed of 14 knots. Under the ownership of the Government of St Helena with Curnow Shipping Ltd as managers, the vessel was refitted to British standards to carry 850 tonnes of cargo and 72 passengers, and renamed *St Helena*. She operates with a complement of 44 — 16 officers and 28 seamen, the latter being St Helenans earning full British rates of pay.

Since 1978 the *St Helena* has sailed well over 600,000 miles, on an eight-week cycle calling at UK (Avonmouth) — Tenerife

SHIPS MONTHLY
APRIL 1988

— Ascension — St Helena — Cape Town — St Helena — Ascension — Tenerife — UK. In addition, a visit to Tristan da Cunha is made once a year.

In many ways the *St Helena* provides a unique service, being the island's sole link with the rest of the world. Martin Smith describes the vessel as a "seagoing grocer's van", carrying literally everything the islanders require — food, fuel, raw materials, cars, tractors, livestock, electrical goods etc. By contrast, she returns from St Helena with relatively little cargo, dried fish and fish products being the island's only exports.

The conveyance of passengers constitutes an important part of the *St Helena*'s role. There are berths for 72 and space is always reserved for St Helenans wishing to leave or return to the island, as the ship provides their only means of travel. Remaining berths are always in great demand — on occasions people have had to wait over two years before being able to secure a booking. The appeal of the *St Helena* lies primarily, according to Martin Smith, in the fact that she is a working ship. Although certain facilities (swimming pool, library, children's play area, shop etc) are provided, the *St Helena* cannot compete for amenities with the vast impersonal cruise liners on the seas — but she does not need to. Her passengers enjoy watching the ship at work, particularly loading and unloading at the lighterage ports of Ascension and St Helena, and relish being part of the "family atmosphere" that prevails on most voyages.

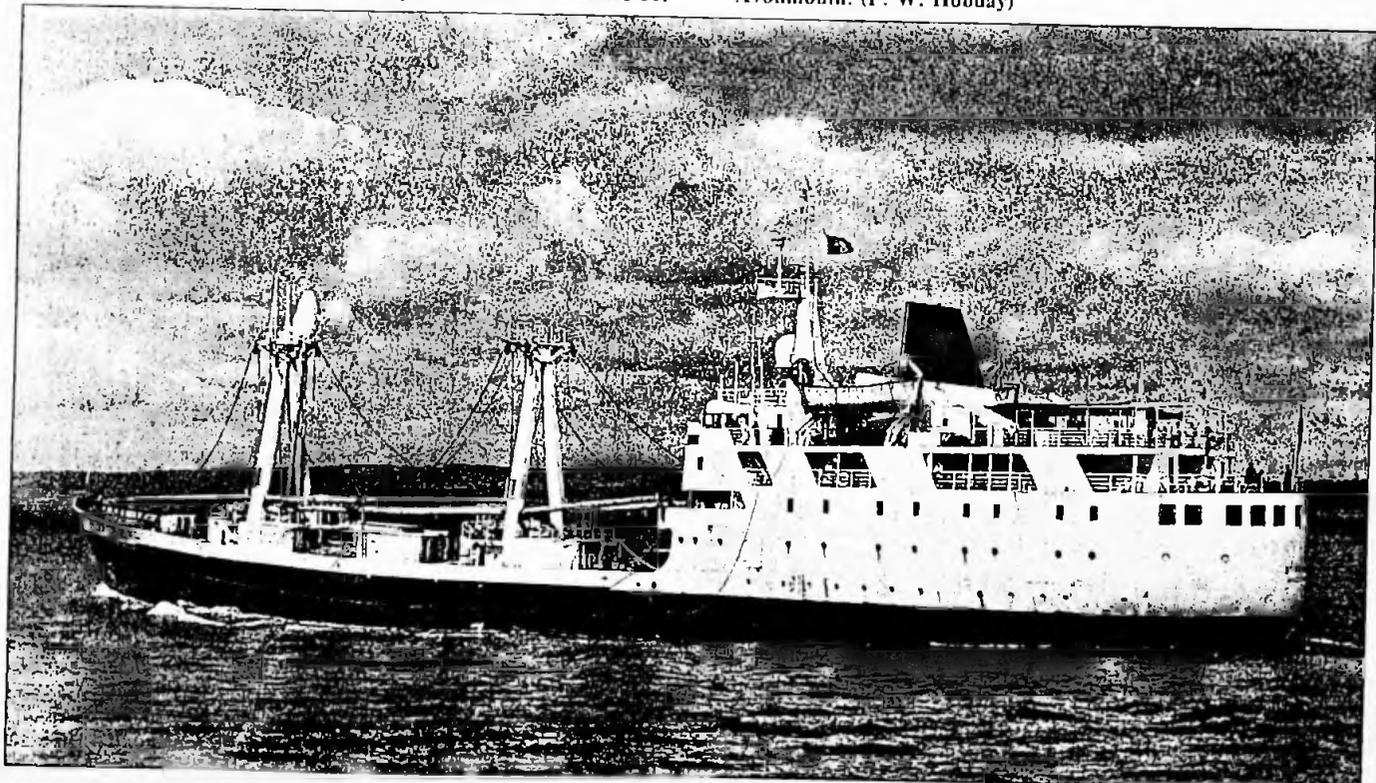
The *St Helena* is often thought of as being a small ship for the route on which she sails, which takes her through some of the remotest seas in the world. She was, after all, built as a coastal vessel, not for deep-sea sailing. However, Martin Smith dispels any notions that she is unsuitable for her role, pointing out that she "looks after herself very well in bad weather". In December 1978 the ship hove-to for 72 hours off

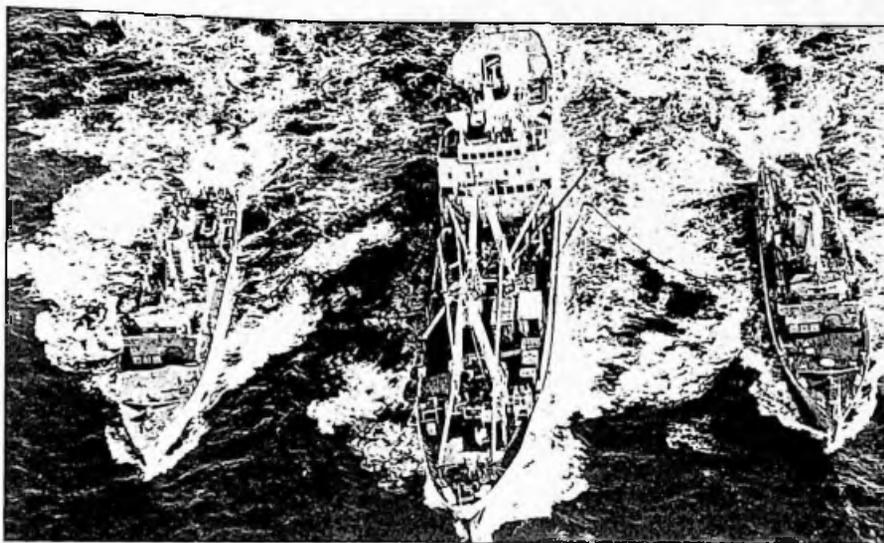
Finisterre in a Force 10 south-westerly gale which overwhelmed the 59,000grt *Munchen*. In any case, most of the route between UK, St Helena and Cape Town is a fair weather run, with 'flying fish weather' enjoyed by passengers and crew.

An interruption to the *St Helena*'s relatively sedate career came in 1982, with the outbreak of the Falklands conflict. The ship was requisitioned by the Ministry of Defence and converted to serve as a minesweeper support ship to HMS *Brecon* and HMS *Ledbury*, whilst the 8,000grt *Centaur* deputised on the St Helena run. The St Helenan crew's loyalty to the Crown and to the ship was confirmed when they all volunteered to go to the Falklands, with Captain Smith remaining in command. Martin Smith recalls the voyage to the war zone as a period of great pride and great tension aboard the ship: pride at having the opportunity to be of service to Queen and country, and tension caused by anticipation of the undoubted risks which lay ahead. For some time the *St Helena* operated in very dangerous waters within the 200-mile exclusion zone, before the Argentines surrendered, just two days before the ship was due to arrive at Port Stanley. After a total of 14 months off the Falklands serving as a press boat and a despatch vessel performing a variety of tasks including four trips to South Georgia, the *St Helena* returned home to be re-converted for normal duties. Captain, officers and crew were all immensely relieved that the 'excitement' was over.

Despite her sterling service over the years, the *St Helena* is now due to be sold and replaced by Curnow Shipping in early 1990 (see 'On the Waterfront', December '87 'SM'). She quite simply is not large enough to cope with ever increasing volumes of cargo and numbers of passengers; additional tonnage frequently has to be chartered in to meet the islanders' needs. Nevertheless, there will be great sadness when the

The 3,150grt passenger/cargo ship *St Helena* photographed off Avonmouth. (P. W. Hobday)





The *St Helena* photographed during her Falklands War service as minesweeper support ship to HMS *Brecon* and HMS *Ledbury*. In this view she is supplying fuel and water to *Brecon* on her port side and engaged in personnel transfer via light jackstay to *Ledbury*. (Photo by Windjammer, courtesy of MoD)

St Helena makes her final voyage for Curnow Shipping. She is held in great esteem by everyone who has sailed in her and has become known as the "little ship with the big heart".

Martin Smith, along with many of his officers, has become involved in the design of *St Helena's* replacement, and he looks forward eagerly to taking command of the new vessel. His enthusiasm for ships and the sea is as great now as it was twenty-five years ago when he joined Elder Dempster as a deck cadet. *St Helena's* eight-week cycle means that Martin works a two-month on, two-month off shift (Captain Bob Wyatt is the ship's other regular Master), but he frequently spends some of his free time afloat, when the demands of his wife and two young sons at his riverside home in east Cornwall allow. He remains an avid sailing enthusiast, and as a member

of Mariners International is often involved in chartering and sailing various traditional vessels — including square riggers, Norfolk wherries, ketches etc. Martin has competed in a number of Tall Ships Races and a recent adventure saw him helping to sail the West Country ketch *Irene* from Gloucester to Gibraltar. In addition, as a Lieutenant Commander RNR he goes to sea with the 'Grey Funnel Line'.

Asked about the future, Captain Smith replied that he could envisage nothing more enjoyable than continuing on the UK — *St Helena* — Cape Town run. "After all," he said, "what could be better than being at sea?" ⚓

Details of passenger travel aboard the St Helena may be obtained from St Helena Shipping Co, The Shipyard, Porthleven, Helston, Cornwall TR13 9JA.

Ports of Call

A Checklist of Passenger Ship arrivals and sailings at UK ports for April compiled by Edwin Wilmshurst

Date	Arr/Dep	From/To	Ship	Flag	Charterer/Owners	GRT
Southampton						
Fri 15	0800	Sydney via Suez	<i>Canberra</i>	British	P&O	44,807
Sun 17	1930	Caribbean Cruise	<i>Canberra</i>			
Tilbury						
Sat 9	0900/1800	Sydney/Atlantic Isles via Suez	<i>Leonid Brezhnev</i>	Soviet	CTC Lines	16,631
Sat 23	0900/1800	Atlantic Isles & Coast	<i>Leonid Brezhnev</i>			
Plymouth						
Sat 9	0800/1900	Atlantic Isles & Coast	<i>La Palma</i>	Cypriot	Cotsworld	11,608
Sat 16	0800/1600	Rotterdam/Atlantic Isles & Coast	<i>Black Prince</i>	Filipino	Fred Olsen	9,499
Sat 23	0800/1900	Atlantic Isles & Coast	<i>La Palma</i>	Cypriot	Cotsworld	11,608
Fri 29	0800/x	Atlantic Isles/Greenock	<i>Black Prince</i>	Filipino	Fred Olsen	9,499
Greenock						
Sat 30	x/x	Plymouth/Faroes/Lofoten	<i>Black Prince</i>	Filipino	National Trust	9,499

Notes: x — actual time not known arr — arrival dep — departure lv — liner voyage

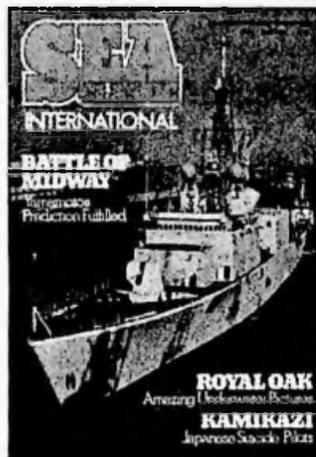
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Cover: DDH 280, the Canadian Navy's Iroquois - helicopter equipped destroyer. (photo: J. Godsell)

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FALKLANDS

THE BALANCE SHEET

Despite peak-time television pictures of *Sir Galahad* burning in Bluff Cove and close-up photographs of *Sheffield's* gutted and smouldering hull on the front-page of their morning newspapers the general public still seems blissfully unaware of the ferocious hammering which British warships endured at the hands of the Argentine Air Force in the course of the brief but bloody campaign to recapture the Falkland Islands in 1982. Seven were sunk and a further 20 damaged. In addition 33 aircraft, mostly ship-based, were lost. But the battle was not such a one-sided affair as certain tabloids would have us believe for Argentina suffered the loss of eight vessels - including a submarine and a cruiser - while 54 of the Republic's aircraft were shot down in action. A further 37 machines were either destroyed on the ground, wrecked in accidents, or captured.

With the obvious exception of the First and Second World Wars the campaign to regain the islands was the Royal Navy's fiercest test since the Crimean War nearly 130 years earlier. And, in terms of ship losses, it was the fleet's toughest fight since the days of Nelson and the Napoleonic Wars. None of the Colonial sideshows of Victorian times produced a major sea battle and they were, for the most part, military expeditions with the Navy playing only a supporting role. And from a naval viewpoint even the two most important confrontations of the Twentieth Century in which British warships fired their guns in anger - the Korean War and Suez - are of little significance by comparison.

The purpose of these summaries is to emphasise the ferocity of the air

attacks which were aimed at the Royal Navy - attacks which were fully comparable with many decisive air-sea battles of World War II - and to demonstrate just how closely the Task Force came to disaster. Bearing in mind that the *Sheffield* was destroyed by an *unexploded* Exocet missile and that the *Antelope* was lost by the detonation of a single 1000-lb bomb it is salutary to note that the *Glamorgan* was hit by an Exocet that *did* explode

SIX YEARS AFTER THE BRIEF BUT BITTER FALKLANDS WAR, EDWYN GRAY REVEALS THE LOSSES INCURRED BY BOTH SIDES...

and that *Plymouth* was struck by three bombs all of which detonated. In addition, *Antrim*, *Argonaut*, *Glasgow*, *Broadwood*, *Sir Lancelot* and *Sir Tristram* were each struck by bombs which failed to explode. And it was only by the Grace of God that all eight vessels survived. The oiler *British Wye* and the landing ship *Sir Bedivere* were also both hit by bombs which literally bounced off without doing much harm. And there is little doubt that *Arrow's* towed decoy saved the frigate being struck by a torpedo from the submarine *San Luis* - an attack that would have undoubtedly proved fatal had the torpedo not been distracted from its primary target.

It is ironic that many British ships

owed their survival to the bravery of the Argentine pilots who were attacking them. For enemy air crews flew so close to their erstwhile victims before releasing their weapons that the bombs had insufficient time to arm themselves and thus failed to explode at the crucial moment. Similar courage by the enemy saved many Russian ships at Port Arthur in 1904 when Japanese destroyer captains fired their torpedoes at point-blank range - a distance that proved to be too short for the safety device in the nose to spin down and unlock the detonating trigger mechanism. A closer analysis of the combat techniques employed by both sides and a detailed examination of the various actions fought by Admiral Woodward's Task Force may follow at a later date but, meanwhile, the summaries provide a concise account of what happened.

Finally, a word of warning. While the details of the ship losses and damage are accurate there have been considerable difficulties in collating and confirming aircraft losses especially those of Argentina although they are, so far as I can establish, correct. The figures for human casualties are open to question. The MOD has never issued a definitive list of Falkland casualties and enquiries on the point remain unanswered. The number of British killed is frequently stated to be 255 but researches have so far only yielded the names of 252. Argentine losses are, of course, impossible to verify and there is a large variation in the figures available. My totals are based on reliable resources but even these, on occasions, disagree and this particular section should be treated with caution. 

BRITISH LOSSES

Ship	Type	Displacement (tons)		Commanding Officer	Date	Hit by	Area Hit	Extent of damage	Casualties Fate	
		Standard	Full Load						(K)	(W)
Alacrity	Type 21 frigate	2750	3250	Commander C.J.S. Craig	1 May	Near-miss 1000lb bomb & strafing Weather	Superstructure Hull	Minor shock damage and superficial cannon shell damage Structural cracks due to stress of weather	1	
Antelope	Type 21 frigate	2750	3250	Commander N.J. Tobin	23 May	Unexploded 1000lb bomb Unexploded 1000lb bomb	Below hangar on starboard side Beneath bridge on port side	Serious internal damage One bomb exploded while being defused starting fires that spread to Sea Cat magazine which detonated	1	1
Antrim	County class Guided missile destroyer	5440	6200	Captain B. G. Young	21 May	Unexploded 1000lb bomb 30mm cannon shells	Flight deck Amidships	Entered Sea Slug magazine and lodged in accommodation. Minor damage and small fires. Port Sea Cat immobilised Fires in accommodation area. Wessex helicopter damaged by splinters Unexploded bomb removed safely that evening Glancing collision by Skyhawk twisted radar antenna Lynx helicopter destroyed. Damage and fires Fires & electrical damage. 4.5-in gun and Sea Cat immobilised Major fires. 5° list to port. Steering knocked out	1	3 Sank (24 May)
Ardent	Type 21 frigate	2750	3250	Commander A.W.J. West	21 May	Aircraft collision Two 500lb bombs Unexploded 500lb bomb Two 500lb	Mast array Hangar Aft auxiliary machinery room Hangar & aft		9	13
Argonaut	Exocet Leader class frigate	2650	3200	Captain C. H. Layman	21 May	Rocket & cannon fire Two unexploded 1000lb bombs	Forward deck area Forward magazine Engine & boiler rooms	Slight superficial damage Detonated two Sea Cat missiles. Major fire & flooding Knocked out steering and ability to go astern Both bombs later removed although the cutting-out operation caused a major fire on 27 May during which Operations Room was evacuated. Long range Air warning radar shut down.	2	37 Sank (22 May)
Arrow	Type 21 frigate	2750	3250	Commander P.J. Boothstone	? 4 May 11 May (?) 19/14 May	Weather Sea hazard torpedo collision Weather	Hull Hull Torpedo decoy Hull	Structural cracks due to weather stress en route to Falklands Cracks worsened by grinding against Sheffield during rescue operations. (10 dents, 3 small holes, and buckling of frames Towed decoy damaged probably by being struck by torpedo from submarine San Luis Structural cracks worsened by gales threatening serious hull weakness but remained on combat station		2 some

Ship	Type	Displacement (tons)		Commanding Officer	Date	Hit by	Area Hit	Extent of damage	Casualties Fate	
		Standard	Full Load						(K)	(W)
Atlantic Conveyor	Civilian Ro-Ro container ship	14,950	GRT	Captain I. North	25 May	Exocet (Unexploded)	Vehicle deck	Large fires in after area. Dead in water within 10 minutes.	12***	-
Avenger	Type 21 frigate	2750	3250	Captain H. M. White	14 June	Sea hazard	Propeller	Bows blown off when ordance exploded. Blade lost and speed reduced after propeller hit underwater obstruction		Sank (27 May)
Brambleleaf	Type C13A support oiler. (RFA)	19,975	GRT	Captain M. S.J. Farley	April	Weather	Bows	Damaged by heavy weather. Some flooding of oil tanks		
Brilliant	Type 22 frigate	3500	4400	Captain J. F. Coward	21 May	30mm cannon shells Near-miss by bombs	Operation Room	Hit by 16 shells damaging Operations Room and putting weapon systems and sonar gear out of action for a period	-	1
British Wye	Civilian oiler	15,650	GRT	Captain D. M. Rundell	29 May	Aircraft bomb	Forecastle	Eight bombs dropped by C-130 Hercules. All missed except one which bounced off forecastle without exploding		
Broadsword	Type 22 frigate	3500	4400	Captain W. R. Canning	21 May	30mm cannon shells 30mm cannon shells	Hangar area	Struck by 29 shells but missed by bombs. Lynx helicopter damaged	-	14
					25 May	Aircraft bomb (Unexploded)	Flight deck and hangar	4 bombs dropped - 3 missed. One ricocheted off sea through side and out through flight deck. Destroyed Lynx helicopter and damaged other.		
Coventry	Type 223 destroyer	223150	4100	Captain D. Hart-Dyke	25 May	Three bombs	Machinery spaces & under bridge	Serious fires and port side opened up by bomb blast. Rolled onto beam ends after 15 minutes	19 19	20 20 Sank (25 May)
Fearless	Assault ship	11,060	12,120	Captain E.J. S. Larken	24 May	Machinegun bullets	Superstructure	Superficial damage in strafing attack		
Glamorgan	County class guided missile destroyer	5440	6200	Captain M. E. Barrow	1 May	Bomb - near miss Cannon strafing	Superstructure	Underwater damage following near miss Superficial damage		
					?	Shore guns	-	Minor damage		
					12 June	Exocet	Upper deck (Port) & hangar	Destroyed Wessex helicopter. Bad fires in machinery space, galley & hangar. 8° list due to flooding from fire-fighting	13	14

Ship	Type	Displacement (tons)		Commanding Officer	Date	Hit by	Area Hit	Extent of damage	Casualties Fate	
		Standard	Full Load						(K)	(W)
Glasgow	Type 42 Destroyer	3150	4100	Captain A.P. Hoddinot	12 May	1000lb bomb	Amidships above waterline	Bomb hit water & ricocheted over hangar Failed to explode and exited on far side. Internal damage caused engine failure and flooding. Ship had to be withdrawn		
LCU-F4	Landing Craft (Utility)	75	176		8 June	Bomb		Bomb may not have exploded. Serious damage	5**	Sank that night
Plymouth	Type 12 frigate	2380	2800	Captain D. Pentreath	8 June	4 bombs (None exploded)	Funnel A/S mortar Flight deck	Passed through from port to starboard Struck by two bombs. Barrels & hoisting gear damaged. Struck helicopter depthcharges which exploded and blew hole in deckhead of PO's mess and started fire. Extinguished in 40 minutes		5
						30mm cannon shells	4.5-in gun	Strafing attack. Temporarily put gun out of action by severing hydraulic & electric lines		
Sheffield	Type 42 Destroyer	3150	4100	Captain J.F.T. G. Salt	4 May	Exocet (unexploded)	Starboard side amidships	15-foot long hole torn in starboard side. Exocet fuel exploded. Blast damage to bridge and fires. Steering and water pressure lost	20 24	Foundered in tow (10 May)
Sir Bedivere	LST (RFA)	3270	5674	Captain P.J. McCarthy	24 May	Bomb	Crane top	Glanced off top of crane, went through bulwarks, and exploded on hitting the sea. Caused fire and ended in battery store. Removed that night.		
Sir Galahad	LST (RFA)	3270	5674	Captain P.J. G. Roberts	24 May	1000lb bomb (Unexploded) m/g bullets	Vehicle deck Superstructure	Superficial damage. Beached after bombing attack but refloated after a few hours.		
					8 June	500lb bombs		Struck by two or three bombs and 20mm cannon shells. Serious fires. Abandoned	5° 11	Scuttled
Sir Lancelot	LST (RFA)	3270	5674	Captain C.A. Purtcher-Wydenbruck	24 May	1000lb bomb (Unexploded) 1000lb bomb (unexploded)	Aft Film store	Serious fire in troop accommodation Fires. Both bombs subsequently defused and removed		
Sir Tristram	LST (RFA)	3270	5674	Captain G.R. Green	8 June	Two 500lb bombs (Unexploded) One 500lb bomb	Aft	Serious damage and Near-missed but blew off stern ramp	2	Abandoned and hulked. Later recovered and re-built

KEY

- An army staff sergeant bomb disposal expert was also killed. Included in army total.
- ** Figure includes 3 marines. These are included in the Royal Marines total
- ° This figure does not include army casualties which form part of the army total in the final summary
- xxx Includes 6 merchant seamen

ARGENTINE LOSSES

Ship	Type	Displacement (tons)		Commanding Officer	Date	Hit by	Area Hit	Extent of damage	Casualties Fate	
		Standard	Full Load						(K)	(W)
Alferez Sobral	Corvette (ex-lug)	689	800		3 May	Sea Skua missile	Bridge	Heavy superstructure damage but remained seaworthy	8	?
Bahia Buen Suceso	Transport	3100	5255		16 May	30mm cannon shells	Various	Engine room badly damaged and on fire. Superficial damage to superstructure. Abandoned, aground and captured	-	- Sunk as target 1982
Formosa	Supply ship	12,762	12,762	Captain J.C. Gregorio	1 May	Two bombs from friendly aircraft	One hit crane One hit hull	Neither bombs exploded. Little damage		
General Belgrano	Cruiser	10,800	13,479	Captain Hector Bonzo	2 May	Two 21-in Mk8** torpedoes	One forward One aft	Torpedoes fired by nuclear submarine <i>Conqueror</i> . Engines failed, fires & flooding. Probably lost due to inefficient damage control.	321*	17 Sank 3 hours after being hit
Guerrico	Corvette	1,170	1,320		2 April	10-lb shell from rocket launcher	Below waterline amidships	Internal damage and flooding. Gun turret mechanism damaged and elevating gear inoperative		
Isla De Los Estados	Motor coaster		834 GRT		11 May	Three 2-lb A/T rockets 1000 bullets 4.5-in shells	On and around 100mm gun. Various	Shelled by <i>Alacrity</i> . Cargo of aviation fuel ignited and ship exploded. Only two survivors	Sank n/k	(11 May) Captured
Isla Malvinas	CG Patrol boat		81		14 June	-	-	Seized as prize after surrender		
Monsunnen	(Commandeered ship)				23 May	-	-	Run ashore by Argentine crew after being challenged by <i>Brilliant</i> and <i>Yarmouth</i>		Recaptured 3 June
Narwal	Spy trawler		1,398 GRT		9 May	One bomb which failed to explode. + 30mm cannon shells	Engine room	Captured by Marines lowered from helicopter.	1	11 Scuttled 10 May
Rio Carcarana	Transport		8,482 GRT		16 May	Two bombs		Serious damage and flooding. Abandoned		
					21 May	?		Attacked and bombed while derelict by Argentine aircraft		
					23 May	Two Sea Skuas		Fired by helicopter from <i>Antelope</i> Heavy damage. On fire.		Sank 23 May
Rio Iguaza	CG Patrol boat		81		22 May	Cannon shells	Various	Drive ashore following strafing by Harriers from <i>Hermes</i>		
					13 June	Sea Skua		Strafed by Sea Harriers and hit by Lynx-fired missile. Badly damaged and constructive wreck.		

Ship	Type	Displacement (tons)		Commanding Officer	Date	Hit By	Area Hit	Extent of damage	Casualties Fate	
		Standard	Full Load						(K)	(W)
Santa Fe	Sub-marine	980 (sur-face)	1230 (dived)	Lt-Cdr Hugo Bicaín	25 April	Mk II depth-charges	Port side	Internal damage & leaks. Unsafe to dive		
						Machnegun fire	Casing & fin	Superficial damage (Fired by <i>Antrim's Wessex</i> and <i>Brilliant's Lynx</i>)		
						AS 12 missile	Below water-line	Fired by <i>Plymouth's Wasp</i>		
						AS 12 missile	Various	Several strikes by <i>Endurance's Wasps</i> . At least 4 hits and periscope standards wrecked.		1
					27 April	-	-	Listing and on fire		
								Petty Officer shot by Marines for operating a 'forbidden' lever	1	1
								Explosive charge loosened rudder and submarine settled on the bottom		
Yehuín	Oil rig support ship	495 GRT			14 June			Seized as prize after surrender		Scuttled 1985
Unidentified					3 May			Claimed as sunk by <i>Lynx</i> from <i>Coventry</i> now thought to have been seriously damaged. Has never been identified - possibly <i>Comodoro Someralla</i> or an A-69-Type corvette		
Neutral Non-Combatant										
Hercules	Liberian-registered tanker				8 June	Two unexploded bombs	Cargo area	Attacked by Argentine <i>Hercules</i> - wrongly identified. Only superficial damage.		

*Note:
Some Argentine sources claim that 368 men were lost from the *Belgrano*

BRITISH AIRCRAFT LOSSES

Type	Shot down Air-launched missile	Shot down Ground guns or missiles	Accident in error by own forces	Shot down in ships	Destroyed aboard ships	Interned	Total
HARRIERS - (RN & RAF)	5	5	-	-	-	-	10
SEA KINGS	-	5	-	-	-	-	5
WESSEX	-	2	-	7	-	-	9
LYNX	-	-	-	2	-	-	2
GAZELLE	2	-	1	-	-	-	3
CHINOOK	-	-	-	3	-	-	3
SCOUT	1	-	-	-	-	-	1
VULCAN	-	-	-	-	1	-	1
Total:	1	7	1	12	1	1	34

ARGENTINE AIRCRAFT LOSSES

Type	Shot down ground & missiles	Shot down air-launched & missiles	Shot down ships own forces & missiles	Shot down own forces	Accident	Destroyed on ground	Captured	Abandoned & damaged by Argentines on surrender	Total
MIRAGE		1		1					2
SKYHAWK	4	8	12	1	2				27
TURBO MENTOR						4			4
DAGGER*	1	10	3		1				15
PUCARA	3	1	2		1	7		13	27
CANBERRA		1							1
MACCHI 339	1								1
CHINOOK							1		1
PUMA	1		1		1	4			7
AUGUSTA 109							1		1
SKYVAN							1		1
HERCULES C130		1							1
LEARJET 35			1						1
BELL 212				1					1
TOTAL:	10	22	19	3	5	18	1	13	91

* Note: Israeli-built version of Mirage.



Plymouth



Argonaut



Ardent, Alacrity, Antelope
Arrow, Avenger

THE FALKLANDS WAR 1982

CASUALTY SUMMARY

British:	
Royal Navy & Royal Fleet Auxiliary:	99*
Royal Marines:	27
SAS:	19
Royal Air Force:	1
Army (Including Paras):	100
Merchant Navy:	6
Parent unit unidentified:	3
	255 Killed or missing
	777 Wounded
	84 Taken prisoner

*Royal Navy total includes:
800 Squadron 2
801 Squadron 2
846 Squadron 1

Argentine

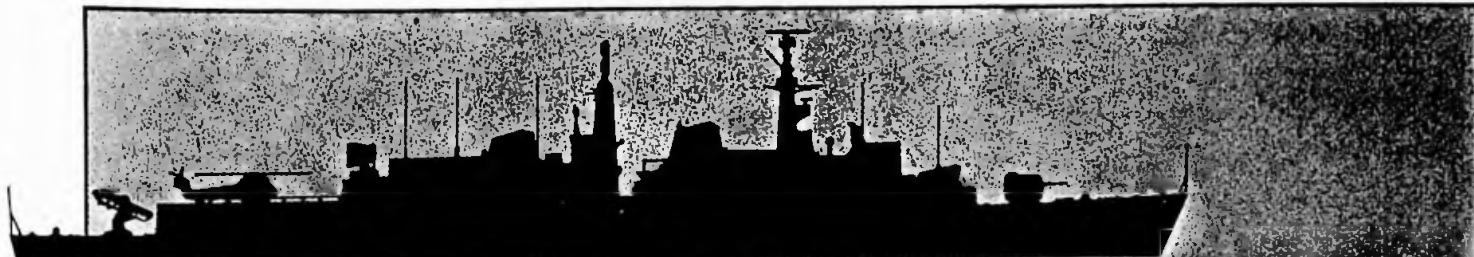
Combined total of all services:	652	Killed
	?	Wounded
	11449	Taken prisoner



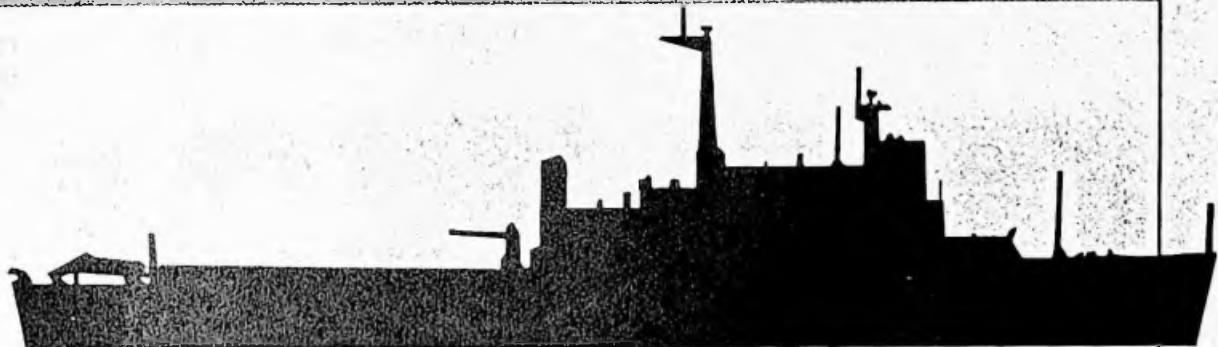
Sheffield, Glasgow, Coventry



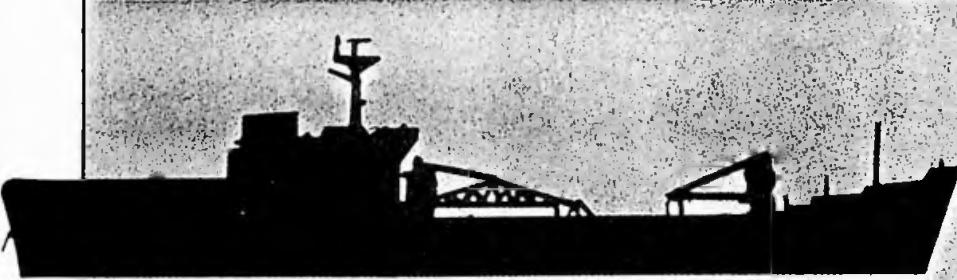
Broadsword, Brilliant



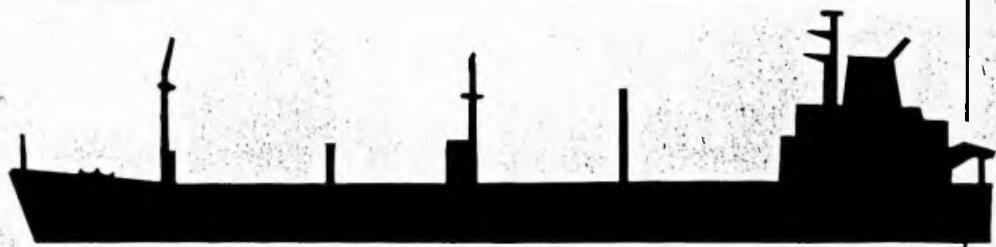
Antrim, Glamorgan



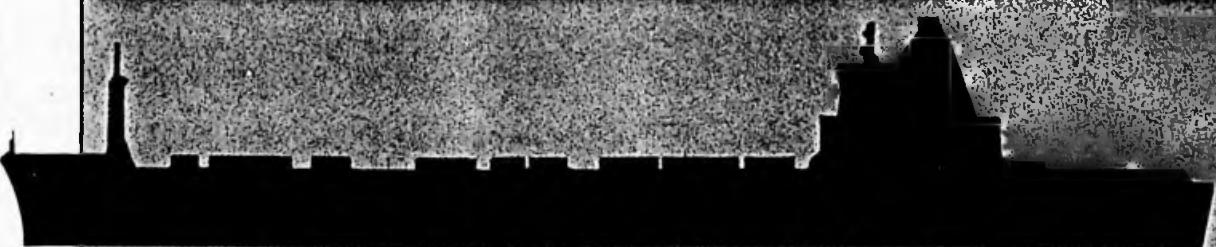
Fearless



Sir Lancelot, Sir Galahad Sir Tristram, Sir Bedivere



Brambleleaf



Atlantic Conveyor

Drawings: Dominic Thomas