



Falkland Islands NEWSLETTER

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WHITHER ARGENTINA?

The result of the recent Argentine Presidential Election came as no surprise. Some may consider that it was a good example of democracy in action: the ruling party defeated at the polls in a free, orderly and apparently well conducted democratic election by the opposition candidate. Unfortunately, however, the result is likely to reinforce the views of a number of political specialists in South America that the country, like several others in that continent, can only be governed effectively by dictatorship.

WHAT CHANCE HAS MENEM?

We have nothing against Senor Carlos Menem except that his party is Peronist and General Peron, the founder, was the first Argentine President in modern times to raise an Argentine claim to the Falklands, rewrite the history books and direct that Argentine school children be taught from infancy that 'The Malvinas' are theirs by right so that they actually believe it.

Contrasting sharply with the Falklands spectacular economic success since the 1982 war, Raul Alfonsin, steady lawyer and archetypal democrat, has utterly failed to control the Argentine economy effectively. What chance then has the flamboyant, rabble rousing, intellectual light-weight, whose only political experience has been as the governor of a small poor province in the backwoods: water starved La Rioja?

As everything else has been tried, he just might prove to be the catalyst to break the mould.

40,000% INFLATION

Just before the Argentine election inflation had crept back to 1,500% per annum, the sort of figure, in fact now marginally higher, that caused the military to take over from Isabella Peron in 1976. Payment by credit card meant an additional charge of 30% and bank withdrawals were restricted due to a shortage of currency notes. Two weeks after the election inflation is running at 70% a month, which works out at an annual compound rate of 40,000% according to the Sunday Times. Credit cards are now useless, landlords demand two years rent in advance, the price of medicines has risen far beyond the reach of most and ragged starving children help themselves to food from supermarket shelves and consume it on the spot.

Constitutionally Menem has to wait until December to take over but it has been widely reported that Alfonsin has offered to hand over now. Menem is in no hurry - he is as bewildered as the radicals by the present financial nightmare.

MILITARY RULE OR COMMUNISM?

The greatest fear now is a total breakdown of social order; the military who persistently rebelled against Alfonsin when his prestige was still high may find nothing now to hold them back. On the other hand some might believe that Argentina looks as ripe as any country ever did for a revolution. Could it be that, having tried all else, a brand of communism will now take over?

RNS

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THE HYDROPONIC GARDEN, STANLEY (story page 8)

(photo: R. N. Spafford)

WELL ATTENDED FALKLAND FAMILIES MEETING

Just over one hundred members and guests attended the 6th Reunion and Annual General Meeting of the Falkland Families Association - the association formed by families of British servicemen who were killed fighting in the Falklands War.

This year the event, which took place at Wellington Barracks, London, had started with an impressive and moving service in the Guards Chapel, which culminated in a very personal ceremony when representatives of many of the families present placed flowers on the Household Division Falklands Memorial.

This was followed by the chance to see some of the wonderful treasures on show in the Guards Museum, before adjourning to the Sergeants Mess of 1st Bn. Coldstream Guards for an excellent buffet Lunch followed by the business of the day: the Annual General Meeting.

The Committee reported on their busy year and were all re-elected. Among subjects discussed was the visit to the Falklands by the Families Association which will take place in 1990.

The Families Association have offered individual associate membership to members of the Falkland Islands Association if they wish to apply.



FALKLAND FAMILIES ASSOCIATION COMMITTEE
(photo R. N. Spafford)

Among specially invited guests who were present were Sir Rex and Lady Hunt and the Commanding Officer of 1st Bn. Welsh Guards during the Falkland War, Brigadier John

Association Membership withdrawn from Mr Ogden

The Executive Committee of the Falkland Islands Association held a special meeting on Monday 17th April, 1989, at which a resolution was passed to remove Mr Eric Ogden from membership of the Association and consequently from his membership of the Executive Committee.

A broadcast made by Mr Ogden on *Calling the Falklands* on 13th January, 1989, led the Executive Committee to conclude that Mr Ogden's views on the work of the Falkland Islands Government Office in London and the role of the

Falkland Islands Government representative were incompatible with his membership of the Committee and hence to seek his resignation. As this was not forthcoming the Committee considered they had no alternative but to remove Mr Ogden from membership.

The Committee wish to record their appreciation of Mr Ogden's work over many years as a member of the Committee and as a past Chairman and their regret that differences of opinion over this matter have proved irreconcilable.

New Chairman for Falkland Islands Committee

At a meeting of the United Kingdom Falkland Islands Committee held on 9th May, 1989, Major R. N. Spafford was unanimously elected to be the new Chairman, in place of Mr Eric Ogden, who remains a member of the Committee.

DRP AND THE GENERAL ELECTION

The next General Election in the Falkland Islands will take place in October and could be one of the most significant ever held in the Islands. For the first time an organised political party, the Desire the Right Party or DRP, as it is known in the Falklands, is sponsoring three candidates, elected democratically from within the party membership, to stand as candidates for Legco at the General Election. They are Tim Miller, Mike Rendell and Ann Robertson, who were chosen from six members who offered themselves for election.

The DRP Was formed at the end of 1987, following an initiative by Brook Hardcastle and Robin Pitaluga with the following suggested aims and objectives

To keep the sovereignty of the Islands within the British

sphere of influence. To seek an acceptable form of independence under the protection of the British flag. To ensure the security of the Falkland Islanders' birthright.

The party's constitution was approved in December 1988 but, unfortunately, we have not yet seen a copy. The Chairman is Mike Rendell.

The party believes it will have a considerable impact on Falkland Islands politics, bringing some cohesion to their policies and ideas.

Reports indicate that there will be several other independent candidates so it promises to be an exciting contest. We hope to be able to list all the candidates standing in the next issue of *Falkland Islands Newsletter*

TRAWLER BLAZE

Young Falkland Islanders Die

Stanley has been in mourning for two young Falkland Islanders, Gerry Johnson and Robert Finlayson, who tragically lost their lives in Berkeley Sound on the night 20th/21st May, fighting a fire on board a Spanish stern trawler.

MEMBERS OF STANLEY FIRE BRIGADE

Apparently the fire on board the trawler broke out at Beauchene Island and she was towed to Berkeley Sound for the blaze to be handled by Stanley Fire Brigade, of which the two young men were volunteer members.

It is understood that the trawler, the *Frio Pesca Uno* registered at Vigo, Spain, a comparatively new vessel, was on charter to Argos, the company owned by Robin Pitaluga, Des

King and Laurie Butler.

APPEAL FUND SET UP

Gerry Johnson, who was a partner in the go-ahead Stanley ship provision business, JBG, and previous owner of the fine new shop in Stanley called Reflections, leaves a widow, Jenny and a five month old son, Daniel.

Robert Finlayson, the son of Hugh and Iris Finlayson of Stanley, who was employed by Cable & Wireless, leaves a widow Theresa and two children Mark and Kimberley.

A fund, the Fireman's Appeal Fund, for the bereaved young families has been set up at Standard Chartered Bank, Ross Road, Stanley, to which all contributions are welcome.

ANTI-FALKLANDS EXHIBITION

The Falklands Factor, a Manchester City Art Gallery exhibition, was presented at Wolverhampton Art Gallery by Light House, Wolverhampton's Media Centre from 1st April to 20th May.

In addition to displays of artists' impressions of the Falklands War, talks were given by Linda Kitson, who travelled with the Task Force as official war artist, and Paul Haley, who also worked in the Falklands as a civilian photographer for *Soldier* magazine during the Falklands War. There were discussions, films about Argentina and several Workshops for school children studying GCSE and A levels.

The Association invited our member Mr T. W. Bourne of Stourbridge, West Midlands to review the exhibition for us.

He commented for us:

"I asked myself three questions: Will this exhibition

- help the Falkland Islanders?
- help people in the United Kingdom to understand the needs of the Islanders?
- help our Government and our people to plan for the future?

The answer to each of these questions is 'No!'

The exhibition did not attempt to put the Falklands into either an historic, economic or geographic context.

AIM WAS ANTI-GOVERNMENT

The display of pictures, artefacts and video presentation was impressive, but the main aim seemed to be to run down the British Government and Mrs Thatcher, who was treated as a symbol of mindless aggression. The Argentine Junta fared as badly!

One pseudo comic book series of cartoons was called *The Old Tin-pot General and the Old Iron Lady*.

The futility of war was the theme.

The least attractive cartoon showed a bust of Mrs Thatcher on a war memorial with the caption *They died to save her face*.

This well organised show, by its very one-sided presentation, may encourage more comprehensive balanced and patriotic exhibitions."

We note that Light House has been developed through the partnership between Wolverhampton Borough Council's Leisure Services Department and Wolverhampton Polytechnic, with generous support from the Arts Council, West Midlands Arts, the European Social Fund and many other sponsors for special events.'

We would be interested to hear if The Falkland Factor is

Last Airbridge to the Falklands

Thanks to the C130 Hercules aircraft of the RAF's 24 Squadron, based at Lyneham, the military theatre of operations in the Falkland Islands has been regularly supplied with men, materials and mail since 1982.

Now, after some 650 gruelling 8,000 mile, 30 hour flights, the famous Airbridge has been phased out by the introduction of the versatile TriStar KC1 aircraft. Unlike the passenger TriStar 500 version, the KC1 can carry fuel, freight and passenger mixes to suit. The freight load capacity is the

equivalent of two and a half C130s at less cost.

HERCULES STILL FLYING

Fortunately the Hercules aircraft are still flying over the Falkland Islands. The RAF's 1312 Flight support the Phantom fighters, conduct maritime reconnaissance and supply South Georgia base.

Acknowledgement to HQ British Forces Falkland Islands.

C. A. LARSEN AND SOUTH GEORGIA

A 75TH ANNIVERSARY

Carl Anton Larsen, born at Sandefjord, Norway in 1860, is considered to be the father of Antarctic whaling. It was on 5th December, 1903, at a banquet in honour of the Swedish South Polar Expedition of 1901-03, held in Buenos Aires, Argentina, after their rescue by the Argentine ship *Uruguay*, that C. A. Larsen, then considered primarily to be an explorer, made the fateful speech, which started it all. He urged those assembled to catch the very big whales in the neighbouring waters of which he said "I seen dem in houndreds and tousands".

COMPAÑIA ARGENTINA DE PESCA

Inspired by this, three residents of Buenos Aires, Pedro Christophersen, the Norwegian Consul, H. H. Schlieper a United States citizen of German birth and Ernesto Tornquist, a Swedish banker, formed a company, *Compañia Argentina de Pesca*, which they registered in Buenos Aires. Schlieper was made the first President, Tornquist was the principal share holder and Larsen became the Whaling Manager with the first three vessels, the sailing ships *Louise* and *Rolf* and a steam whale catcher, *Fortuna*. Although *Compañia Argentina de Pesca S.A.* was registered on 29th February, 1904, the company accepts 16th November as its birthday, being the day the first whale catcher dropped anchor at Grytviken, South Georgia.

Ignorant of the Island's history and on his assumption that South Georgia was a no-man's land, Captain Larsen had sailed direct from Buenos Aires to South Georgia without obtaining the permission of the Governor, Sir William Allardyce at Stanley.

After some diplomatic activity between Argentina and the British Government, the Governor of the Falkland Islands was told to grant the company a concession for 500 acres to last twenty-one years from 1st January, 1906.

NORWEGIAN CHURCH

C. A. Larsen was largely responsible for the erection of the beautiful wooden Norwegian church at Grytviken. Originally it stood by Strømmen in Norway where it was dismantled and shipped to South Georgia. It was re-erected at Grytviken late in 1913 in time to be opened and consecrated on Christmas Day that year. The two bells, cast at Tønsberg, which hang in the steeple were first rung at midnight on Christmas Eve 1913.

His wife visited the station in 1912 with their children and a daughter was actually born there and registered as 'South Georgia No.1.' Larsen had negotiated a personal income of 15% of profits after 25% had been placed to reserve and after ten years he returned to Norway a rich man.

HUMP-BACK WHALE DISAPPEARED

The hump-back whale had accounted for four fifths of the whales caught in this ten year period reaching a peak in the 1910-11 season with 1,527, and after a few years of such intense catching the hump-back disappeared. Whalers then turned their attention to the blue whale for the next twenty-five years.



THE CHURCH AT GRYTVIKEN

(photo: L. Sømme)

C. A. Larsen was the first person to practise pelagic whaling in the Antarctic, operating in the Ross Sea in 1923-24. On 8th December, 1924 he died from angina pectoris in his cabin on the floating factory ship. His body was taken back to Sandefjord and buried there on 15th May, 1925.

GRANDSON'S VISIT

His grandson, Hans-Kjell Larsen, an architect and manager of the Captain C. A. Larsen Memorial Foundation recently visited South Georgia and placed a bronze bust of Captain Larsen and memorial tablets in the old whalers' Norwegian church at Grytviken to 'celebrate the 75th Anniversary of the Whalers' Church'.



THE CHURCH ALTAR

(photo: L. Sømme)

C. A. LARSEN (continued)

In conjunction with the Magistrate and Post Master at South Georgia a special cancellation for stamps was prepared and 100 anniversary covers offered for sale at South Georgia together with 1500 specially designed postcards with the proceeds to go to the Whalers Church Charity Fund.

In a letter to the Governor of the Falkland Islands last January, Mr H. K. Larsen wrote:

"I am certain that the interest among Norwegian ex-whalers and others in Norway could be a possible basis for

maintainance of the Whalers' Church and the cemeteries on South Georgia. The strong and persistent personal and historical connection between Norway, South Georgia and the Falkland Islands was very apparent to me during the brief visit. I am certain this will continue owing to the special circumstances of South Georgia and feelings for the Island of those who worked there. In many ways the Whalers' Church is a focus for this and undoubtedly the 75th Anniversary was a powerful reminder of its significance. The history of Grytvikken in general and the Church in particular is, I believe,

We acknowledge with grateful thanks Mr William Fullerton, the Governor of the Falkland Islands, for permission to quote from Mr H. K. Larsen's letter to him, the Falkland Islands Department of the Foreign & Commonwealth Office for drawing our attention to Mr Larsen's recent visit and for the photos. We also acknowledge *The History of Modern Whaling*, by J. N. Tønnessen and A. O. Johnsen, published by Hurst & Co, London, 1982, and *The Island of South Georgia*, by Robert Headland, published by Cambridge University Press, 1984.

Anti-whaling Lobby

The Anti-whaling lobby in Stanley stepped up their campaign during February when, overnight, all over Stanley posters appeared securely nailed to fences and covered with protective plastic.

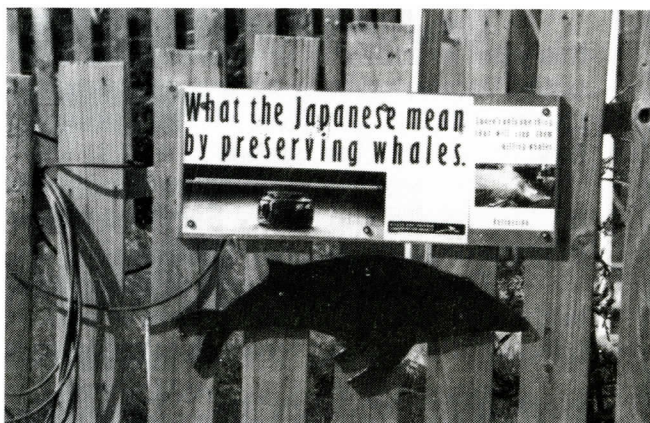
Many were also accompanied by the representation of a whale cut out of sheet metal.

The posters read "What the Japanese mean by preserving whales." and underneath is the picture of a jar of whale(?) jelly.

The two leaders of the lobby are Graham Bound and Mike Butcher, who is a skilled metal worker.

Outside his home in Dairy Paddock Road, Mike had also put up an outsize whale cut out of metal sheeting and which he said that Ian Strange had painted accurately for him.

While most people in Stanley were sympathetic to saving whales from being hunted, few believed that the lobby would have much success in halting Japanese whaling in the immediate future.



THE ANTI-WHALING POSTERS IN HEBE STREET
(photo: R. N. Spafford)

WHALES ON STAMPS

It was probably just coincidental that an issue of stamps featuring four species of whale found round the Falklands was released in the Falkland Islands during May.

One wonders, however, if the anti-whaling lobby will be making use of these stamps to promote their cause. The stamps, which were designed by Ian Strange and printed by the House of Questa, were released on 15th May. They featured:

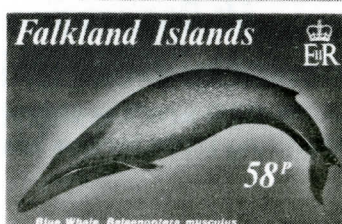
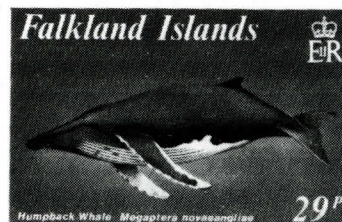


10p. Southern Right Whale,

24p. Minke Whale,

29p. Humpback Whale,

58p. Blue Whale,



Illustrations courtesy of CAPHCO Limited

VOCATIONAL TRAINING

Following the recent transformation of the local economy, and the birth of a considerable number of new businesses in the Islands, the need for the provision of vocational training has become increasingly evident.

The agricultural training programme presently being carried out by FIDC has stimulated the initiative to extend training to encompass a wider range of skills required in the Islands and develop a vocational training programme specifically geared towards satisfying the skill requirements of the community.

Mr David Moyes was recently commissioned to plan an integrated vocational skill development programme to meet the special needs of the Islands.

The programme, which was devised during a visit to the Islands in April and May of this year, includes recommendations, together with estimates of building staffing and capital costs. Vocational training was assessed in terms of both Stanley and the outlying communities and includes further education as an essential ingredient in the economic development of the Islands.

The new Stanley Senior School will house the training centre which will include a lecture theatre and library. Facilities will be provided for a camp community centre through communication links with Stanley.

The evaluated results of the Vocational Training study will be available later this year and will outline the development of education in the future, with recommendations for the extension of training facilities in the Islands.

INTERNAL TRANSPORT — A Plan of Action

The need to improve transport facilities in the Islands has been recognised for some time. Over the years, a number of reports have been produced on the available transport facilities and the time has come to consolidate the findings of many of these earlier studies. Mr Colin Dale, of Environmental Resources Ltd, visited the Islands during May of this year, to prepare a phased and costed 'Plan of Action' for the implementation of the various recommendations.

A comprehensive review of transport facilities in the Islands was initially carried out in 1985 by consultants, Halcrow Fox & Associates. The recommendations outlined in the resulting report were adopted by the Government to formulate a practical transport strategy for the Islands as a whole.

Mr Dale, having been extensively involved in many aspects of transport planning as far afield as Bangladesh and Ethiopia, was well equipped to establish a transport plan for the Islands. During his visit, he spent time at Hill Cove, Pebble, Port Howard, Fox Bay West and Darwin, gaining a broad understanding of the requirements of the Falklands and the potential problems associated with devising an efficient transport network.

In reviewing the existing findings, the study will be assessing implementation costs and the suitability of all proposed transport investment. This will include the integrated issues of camp roads, a ferry service, and the role of Coastal Shipping, taking into consideration the local capacity for implementing and maintaining these projects, in terms of both finance and labour.

Mr Dale's recommendations will be published later this year.

ESTABLISHMENT OF NEW POULTRY FARM

June 1989 saw the arrival of a consignment of day-old chicks to the Falklands to be used as founding birds for the Islands' first poultry farm. The new commercial egg production unit will

provide an essential product which has, hitherto, been produced by individual households, and will now offer a regular source of supply to the entire local population.

The small scale poultry unit is located to the east of Stanley and houses around 1,300 hens of the Warren Studler Isa breed. The stock is expected to produce an ample supply of eggs for the prospective initial market of 350 local households, with the surplus of about 21% to be made available to the fishing boats and, perhaps, the military.

The project will be the responsibility of Poultry Products Ltd, a wholly-owned subsidiary of FIDC managed by Mr Geoff Pratlett who has recently received comprehensive training in poultry husbandry in the UK.

Undoubtedly, the regular availability of eggs will be welcomed in the Islands. Current supplies are affected by seasonal factors and can be expensive for those who do not keep their own poultry.

In 1989, eggs from Stanley's new poultry farm will be selling at approximately £1.20 a dozen, with a choice of three grades — whatever the season!

NEW MANAGEMENT STAFF FOR FIDC

FIDC welcomes two new members of staff: Ian Cox (47) who has taken up the position of Assistant General Manager — Operations; and William Somerville (47), who is the new Assistant General Manager — Administration.

The addition of new staff will strengthen the management team of FIDC and will relieve some of the increasing workload recently borne by General Manager, Mike Summers following the departure of Simon Armstrong and Shane Wolsey earlier this year.

As Assistant General Manager — Operations Ian Cox is responsible for all operational aspects of and for the performance of FIDC subsidiary companies.

Previously Chief Executive of Kuzniks Ltd, he has experience in the reorganisation and rationalisation of operations and the establishment of long-term business plans.

No stranger to employment overseas, Ian Cox has worked as General Manager involved in profit planning and business control for a number of companies as far afield as Oman and Nigeria.

At FIDC he will be directly responsible for the initiation and encouragement of new and existing projects by individuals or companies. The assessment of all future applications to FIDC for assistance will be under his control and he will contribute to the production of the annual budget.

His experience of international marketing and business will also be used for the continued encouragement of trade links with South America, involving market analysis and negotiation.

The new Assistant General Manager — Administration, William Somerville, will co-ordinate all administrative procedures involved in the running of FIDC and its subsidiaries. As Company Secretary, he will advise on all new and existing projects and will be involved in the maintenance of FIDC insurances. Preparation of the annual FIDC budget is also under his jurisdiction.

He has held several positions abroad as Financial Director and Company Secretary involving the preparation of budgets and annual accounts in addition to marketing and development of new businesses.

Before coming to the Islands, he managed his own company, Classic Cuisine (Catering) Limited, in his native Scotland. He is a keen golfer and enjoys angling.

WASN'T IT FUN!

The Early Days of the Falkland Islands Government Air Service

by John Huckle

It's a shame that progress so often appears to destroy the lingering charm of the customs of yesteryear. The improvements to be introduced by FIGAS are a case in point. Perhaps it is inevitable that the Colony must adopt standards which have long been mandatory in the United Kingdom, if only in the interest of safety. Nevertheless, when the new regulations come into force things will never be quite the same again, and the 'bad old days' were happy and carefree times - for some of us anyway.

How many readers recall the very first "mail drop" Vic Spencer made with the original Auster landplane? When that improvement to the Islands' postal service was introduced not everyone understood that the word 'drop' meant exactly that: the letters were to be dropped from the aircraft in flight. For one Camper this misunderstanding was disastrous for his sack contained a clock which had been left in Stanley for adjustment and, after the 'drop' struck the woolshed roof, even more extensive repairs to the timepiece became necessary!

Personally I loved dropping the mail. Often enough I would walk out to the seaplane hanger while it was still dark, launch the little Auster by myself, and take off just as the first streaks of light were appearing in the sky above the Canache

It was fun to try to hit the target with the bag: once I managed to bounce one through Norman Cameron's front door at Port San Carlos - and got the fright of my life when the floats just scraped over his radio aerial! Then on out over the West, still in that calm which seems to persist for a couple of hours or so around dawn, returning low along the Chartres River enjoying the beautiful scenery. At least, I used to take that route until I was having breakfast with Wick and Babs Clements one morning, and overheard what Mrs McCasgill thought of my scaring her hens!

FORCED LANDINGS

One can sympathise with the wish of the Air Service to control baggage, often excessive and sometimes weird in character. It is disconcerting to the pilot when chickens escape in the aircraft: once I crossed the Sound with a hen perched atop the instrument panel of the Beaver! However, when the excess took the form of 'a goose for the pilot' - that was always welcome.

In my day passengers also required supervision. I know that I had a reputation for impatience, but there was some justification because Kelpers can be terrible time keepers. One farmer's wife was notorious in this respect: after waiting on the beach for half an hour I decided to leave without her, but, as I took off, I saw her standing on the shore, a baby in her arms and tears streaming down her face. So I relented and returned to pick her up.

Another problem used to be the lack of toilet facilities for passengers making long flights with the slow seaplanes: I make no apology for my 'knickers or floats' solution to that. If I allowed ladies to escape to the 'big house' to answer the call of nature invariably they negated the purpose of their visit by having a cup of tea with the manager's wife - and, incidentally,

left me fuming at the jetty for a quarter of an hour!

In the early years there were no proper radio communications with the aircraft and we relied upon the settlements to relay news of arrivals and departures - that is when they possessed an R/T set or phone. Sometimes these reports were slightly disconcerting when received in Stanley - like the time Cissie Pitaluga at Rincon Grande announced, "The Auster took off: there was a flash: a bang: a big puff of smoke: and John disappeared!" What actually happened was less dramatic: an oil hose burst spilling liquid onto the hot exhaust causing it to flash. Fortunately the engine kept going until I was over Stanley Harbour. That was the first of my three forced landings in the Falklands.

The second occurred just after taking off from Chartres when the engine caught fire (my story), or over-heated (engineer's version), caused by refuelling with bad petrol. The last occasion was over Salvador Waters due to fuel supply problems.

All these incidents were with the Auster. The Beaver was more reliable, but I am glad that the single-engined aircraft I flew around the Colony were all seaplanes: my problems would have been far worse had they been fitted with a wheel undercarriage.

ARGENTINE MUTINY

By the mid 1950s FIGAS flew more than 2,000 passengers during the course of a year for the first time, equivalent to the whole resident population of the Islands. Yet at that time the Air Service had only four employees to operate the Beaver and Auster seaplanes: a pilot, two engineers and a hangar hand. Tony Carey and I helped out on a part time basis but we also had responsibilities for the Harbour Department, *Philomel* and *Alert*.

In addition to routine passenger carrying FIGAS was already undertaking numerous other operations as well as training a student pilot when Ian Campbell became the first Kelper to learn to fly. While the pilot concentrated on the carriage of passengers, the 'provisional schedule of frights' (sic.) as it was usually described, I tried to do the other tasks.

Among these was a trip to Beauchene Island. That came about after London informed Governor Clifford that the Argentine Navy had mutinied and was believed to be heading for the Falklands. While Jim Kerr searched to the north, I was despatched to the south including Beauchene. When I got back I found an even more dubious task awaiting me. The Governor wanted the *Fennia* to be scuttled across the Narrows to prevent ships entering Stanley Harbour. Fortunately Barty* persuaded him to postpone that operation, pointing out that the *Fitzroy* was arriving from Montevideo in a couple of days.

Keppel Island, then unoccupied, was another pleasurable diversion: to pick a large bunch of daffodils which grew there in such profusion - at least that is the excuse entered in my logbook. The Petingills, Walt Disney's film makers, provided both the Aviation and the Harbour Departments with

EARLY DAYS OF FIGAS (continued)

unexpected activities. *Philomel* had to rescue them from Kidney Island on dark and stormy night after Sewell fractured his arm; then a few weeks later they had to be flown off Kidney when they ran out of food.

The great advantage seaplanes possessed was their ability to land at nearly every settlement and many of the coastal houses without the requirement of a strip. The pick up from Kidney is a good example of this capability.

MEDICAL EMERGENCIES

Medical emergencies constituted the majority of my unscheduled flying, of course, although not all turned out to be genuine emergencies. Vic Spencer flew to Ajax Bay through a snowstorm to bring in a labourer reputedly suffering from raging toothache. That evening over a pint in the Colony Club, Vic learnt his patient had complete upper and lower dentures and only wanted a break in Stanley.

* The late A. G. Barton CBE., Member of Exco. and Legco. and Colonial Manager and Director of the Falkland Islands Company.
**The Senior Medical Officer

John Huckle was Harbour Master and Director of Civil Aviation in the Falklands from 1951 to 1957. After leaving the Colony he continued his career in civil aviation as a pilot and later Manager of overseas operations for a company specialising in support services for oil exploration in New Guinea, Borneo, the Sahara and offshore in the Mediterranean, Persian Gulf and West African coast. Flying many types of aircraft, from large multi-engined flying boats to tiny two-seater helicopters, he logged over 10,000 hours as pilot-in-command before retiring from professional flying.

However nearly all calls were urgent, two in particular. Luckily I went out at daybreak to bring in a lady from West Point who was an urgent case: luckily, because later that day it blew such a gale that flying was impossible. Perhaps most memorable of all was the shepherd brought in from Danson Harbour on a stretcher. This was another 'dawn patrol' and when I got back to the seaplane slipway Stewart Slessor** still had not breakfasted. After a glance at the patient he murmured, "Sorry John, I'm afraid we may have been too late this time." The man survived though and, to my great joy, knocked on my door three weeks later to say thanks with a huge jar of cream

It was this aspect of FIGAS operations that made my stay in the Colony worthwhile - not least because the patients were so often personal friends as well.

Now it sounds as though the Air Service is much better organised and probably far safer. However I do wonder whether it is quite such fun flying around the Falklands today?

Virginia Westmacott's Paintings

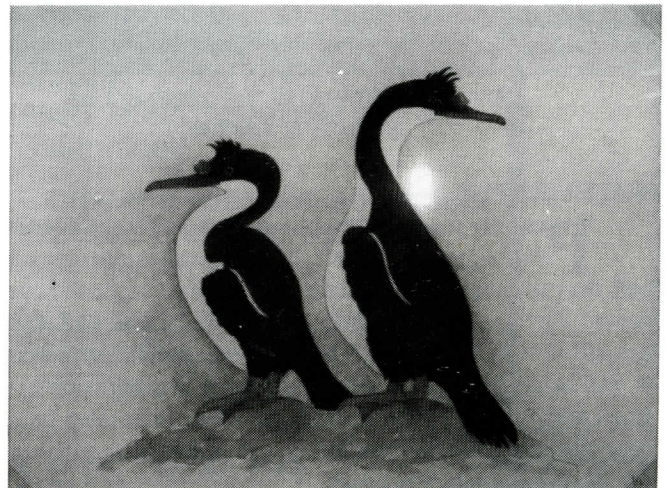
An art exhibition held at Hemel Hempstead in February included paintings of the Falkland Islands made by Virginia Westmacott, who visited the Islands last November on a tour led by Norfolk bird photographer David Hoskyns. Lynda Glennie went along to report on it for Falkland Islands Newsletter

Virginia Westmacott's pleasing designs were inspired by the closeness of the birds and animals and by the astonishing light, rather than the more subtle colourings of the Falklands landscape.



PENGUIN BOILERS - PORT HOWARD

In her pen and wash pictures the designs emerge from the natural groupings of Islands' birds - two vain King Shags



modelling on Kidney Island, a lone Johnny Rook (Striated Caracara) weighing up its chances from a rock on Sea Lion Island, Black-necked Swans on a Pebble Island pond, Gentoo Penguins in large nicely composed groups on the beach, Rockhopper Penguins on Pebble Island's cliffs, King Penguins with gorse coloured flashes at Volunteer Point and five alert Jackass Penguins. It was the dirty old Jackass or Magellanic Penguin that Virginia most enjoyed painting and that she feels came out the best.

It was a good exhibition of Virginia's designs. She sold most of the pictures and was taking orders for further work.

THE HYDROPONIC GARDEN

One of the most successful ventures initiated by the Falkland Islands Development Corporation is the Hydroponic Market Garden in Stanley and one can now literally see, and taste, the fruits of the project. These days crisp lettuces, ripe tomatoes and plump cucumbers are on sale almost everywhere in Stanley, something that in the past, even until recently, only used to happen when the quarterly charter vessel docked.

The garden is situated just to the west of the road leading down to the FIPASS and for those readers who have not visited the Falklands since 1982 that would put the garden about half way between the cemetery and the canache or a ten minute stroll from the end of Ross Road East. It is contained in a series of large curved polythene heated greenhouses covering half an acre and alongside is a fine large house still under construction.

Tim Miller, who is presently managing the Garden, but still receiving instruction from an expert in hydroponics from England, took me round. One of the surprising things he told me is that almost all the salad vegetables that we buy in the supermarket in Britain have been grown hydroponically.



LETTUCES GROWING IN THE GREENHOUSE
(photo: R. N. Spafford)

WATER SUPPLY

Possibly the most important element for the success of the garden is water, because, rather than grow in soil, the plants are held in polythene sheeting suspended over water. The roots, which grow to a tangled mass like rope, actually live in the water. The water supply for the Garden is the same as that in every home in Stanley and it is interesting to learn that, far from the water in Stanley being peaty or acid, it is actually alkaline after it has passed through the Stanley filtration process.

Nitrates, phosphates and fertilisers are fed into the water entering the Hydroponic Garden and the strength of the fertilisers is constantly monitored electronically. If there is a fault and the mix is wrong alarm bells are activated by day or night. This means, of course, that someone always has to be present on duty.

TOMATOES

These account for half the total area: a quarter of an acre. The seed for the plants that I saw growing in March, a variety called **Counter** which is probably related to the well-known variety **MoneyMaker**, was sown during the third week of July 1988 and picking started during the first



PLUMP CUCUMBERS RIPE FOR PICKING
(photo: R. N. Spafford)

week in November and would continue until the end of May. They are picked when they are only half ripe on Mondays, Wednesdays and Fridays. Ripeness comes quickly in this type of garden and the fruit will have ripened by the next day. Currently they were picking half a ton each week.

LETTUCE

The next most important crop is lettuce and two varieties of round lettuce are used. **Rosana** is the summer variety and in the autumn a change is made to **Claret**, which is a winter lettuce. Lettuce accounts for about two thirds of the space unused for the tomatoes.

Three crops of cucumbers are grown during the year and are picked from October until the end of May. In addition peppers and some aubergine are grown together with a few green beans in the summer.

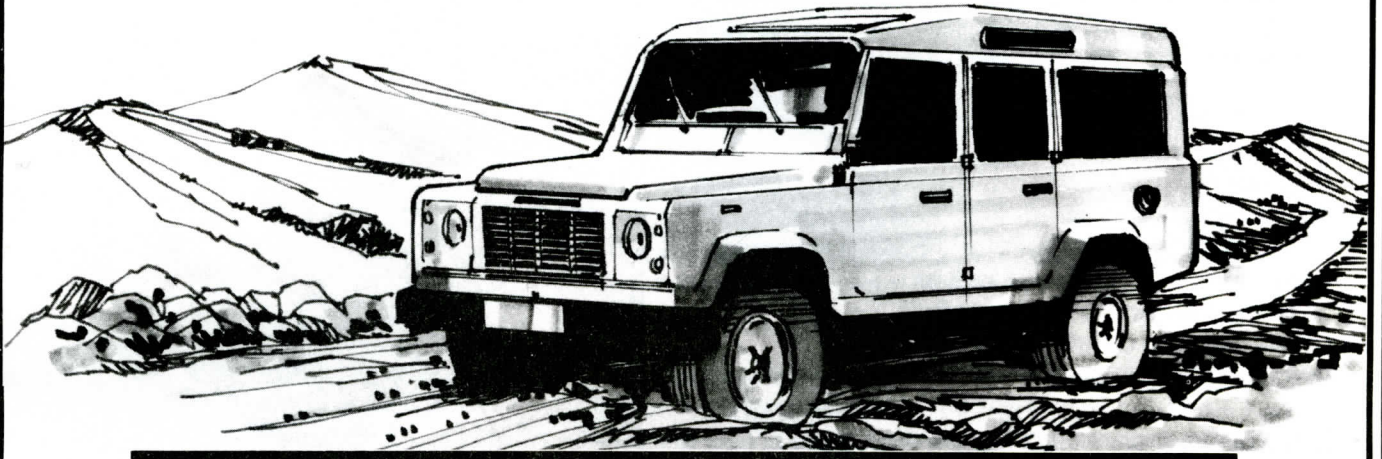
MILITARY CONTRACT

Tim, who owned Many Branch Farm at Packe's Port Howard and has also developed a thriving business importing, growing and supplying trees throughout the Falklands, answered the plea from the Development Corporation to take over as Manager of the Hydroponic Garden when the original Manager, Peter Henderson, had to leave the Falkland Islands because of family problems. Tim has now sold Many Branch Farm to Bill Pole Evans and has been given an option in September to buy a 51% share in Stanley Growers, the Development Corporation's joint venture which owns the Hydroponic Garden. This would give him a controlling interest and he told Falkland Islands Newsletter that this is what he intends. He is also planning to rent the house alongside which is presently owned by Stanley Fisheries and which he has an option to purchase.

A most exciting recent development was the long term contract agreed with the military to supply them with lettuce and tomatoes and this has made an enormous difference to the financial viability of the project

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FAST PROGRESS ON THE NEW PHONE SYSTEM

Work installing the new telephone system is proceeding apace. In April Paul Bonner told Falkland Islands Newsletter that he had now completed his task installing the concrete bases for the relay stations throughout Camp and in most cases the relay bases are now in position.

As a farewell to the old telephone system, remembered with much affection (or is it just nostalgia?) by some of the older Islanders, we are publishing a poem written by Ron Reeves. It is posted up on the wall beside the old crank telephone in the old Manager's House, now the Guest Lodge, at Port Howard and aptly marks the recent past when the two metre radios universally replaced the old telephone system in Camp.

A BELL TELEPHONE

Seldom restless always humming,
The resonance of wire, a guitar strumming.
Its single string loops from pole to pole,
Across the streams, o'er water hole.

Around the beach and over the ridge
This telephone line once carried a bridge
Of distant voices, tinny and thin.
You had to shout above the din.

One long and a short gave you the boss,
Two longs, one short to ring up old Ross.
Of ears pressed to bakerlite and gossip galore
Everyone listened to the latest uproar.

When thunder came and lightning struck
The chromium bells would all start to buck.
My batteries gone dead and so has the line,
Its all 2 metre sets on the V.H.F. grape vine.

Unwanted, unused, this proud line of old
Carried its worth, greater than gold.
You'd ring for the doctor and tell him your ill.
That's alright, just take that pink pill.

A single wire which pulled them all in,
Fishing for gossip and "how we off for gin?"
No more longs or any more shorts,
You pick up the mike and start into to squark.
Its VP8 this, calling VP8 that.
Swing your beam chay, and have a long chat!

Ron Reeves (1986)

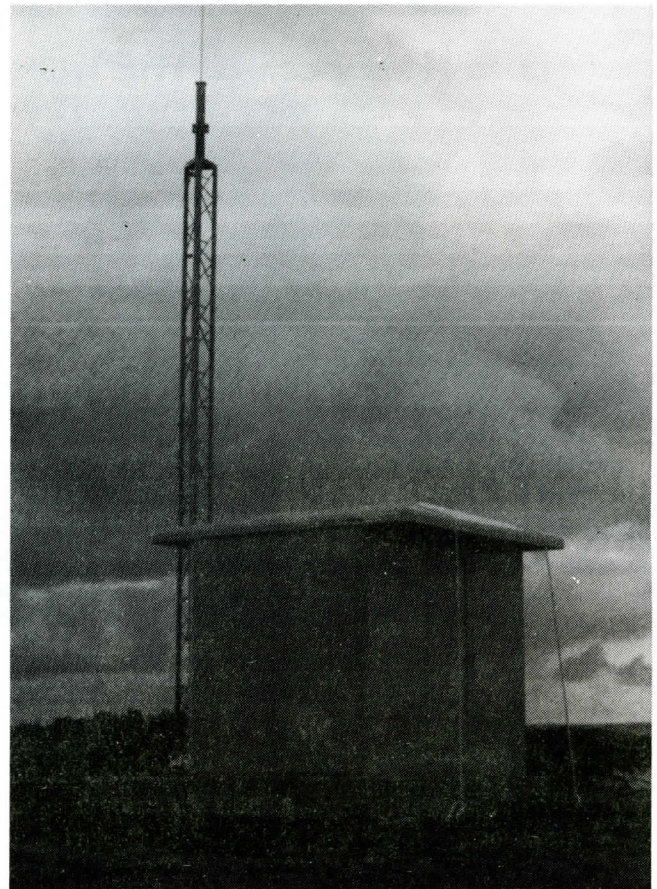
Fox Hunt at Weddell Island

Foxes savaging the sheep and lambs of John Ferguson on Weddell Island proved to be no match for the guns of the resident Infantry Company.

When asked for help, the 1st Cheshires sent a four man patrol to "outfox" the Patagonian silver foxes. They used 12-gauge shotguns and despatched seventeen in three days.

The best specimen has been donated to Stanley Museum for its new natural history section.

Acknowledgement to HQ British Forces Falkland Islands



COMPLETED RELAY STATION FOX BAY EAST

(photo: R. N. Spafford)

Bid for Coalite

In May Anglo United Plc announced an offer for all the shares of Coalite Group Plc, which owns the Falkland Islands Company.

In order to learn more about the Islands and the Company Anglo intend to appoint a panel of three advisers, independent of Anglo and Coalite and experienced in the affairs of the Islands, to advise the Board of Anglo on all matters relating to the Islands and the Company.

They say they will honour their responsibilities to the Islanders and the employees, suppliers and customers of the Company.

They say the offer is likely to be concluded in about two months' time

Policing in the Falklands and Dependencies

Association member Terry Morrison is researching the history of policing in the Falkland Islands and the Dependencies and would like to assemble a small collection of police badges and other memorabilia. He would appreciate any

assistance including information, contacts and especially any badges. Remuneration or exchange would be considered.

His address is T. Morrison, 33A Castle Street, Lisburn, Co. Antrim, N. Ireland BT27 4SP

OBITUARY



'Auntie Connie' (Connie Luxton) with British soldiers at the back of her house in Stanley

CONSTANCE LUXTON

Islanders and their friends in the United Kingdom will mourn the death in Somerset on 3rd April, 1989 of Mrs Constance Luxton in her ninetieth year. Connie Luxton epitomised all that is unique about the Falkland Islanders, their Britishness and yet their unequivocal development as a separate people with a right to self-determination.

Connie was born at Hill Cove Farm on 30th October, 1899, where her father, Sydney Miller senior, was a most able and innovative manager for many years. With that dry sense of humour of hers, Connie would often say that her parents were looking for a colt but had to make do with a foal. Her multitude of friends would have it no other way. She married William Henry Luxton of The Chartres, West Falkland, and their son, Peter, survives her. To Peter and Connie's surviving brother, Sydney Miller, we extend our deep sympathy.

Connie was living in Stanley in 1982 and, therefore, suffered the

trauma of the Argentine invasion which she came through with typical stoicism and an unshakeable faith in liberation. Upon the freeing of Stanley she opened up her home to the British troops by whom she was affectionately known as 'Auntie Connie'. Failing health necessitated her taking up residence in Britain in 1983 but she continued to take a lively interest in Falkland Islands affairs and attended the annual reception at Lincoln's Inn whenever possible. Her body was cremated and the ashes will be taken to her beloved Falkland Islands FGM.

MRS ELENA JANE WHITE

It is with great sadness that we report the death in the Falkland Islands on 1st April, 1989, of Mrs Elena Jane (Nell) White in her 72nd year. Mrs White was the eldest child of Mr and Mrs Alexander Pitaluga of Salvador Farm, East Falkland, where her brother, Robin, carries on the family tradition.

Nell met her husband, Captain Frederick White OBE, when he was

serving in the Islands during the Second World War on the tanker *San Casto* and the Colony was fortunate that Freddy, a superb mariner, stayed after the war to command the Falkland Islands Company mailships *Fitzroy* and *Darwin*. To everyone's regret the couple left the Islands in 1967 when Freddy was appointed to Trinity House, but they remained wholly dedicated to the Islands. Nell became a member of the United Kingdom Falkland Islands Committee soon after its formation in 1968 and older members of the Committee will remember and value her forthright and able contributions.

Upon learning of her terminal illness, Nell returned to the Islands finally. Her body was returned to Britain for cremation and her ashes will be flown back to the Islands. We extend our deep sympathy to the children, Stephanie and Ian, a former FIGAS pilot, and to Robin, her brother, and Ning, her surviving sister. FGM.

MONTY'S

Jenny Pollard phoned to say that when Monty's closed at the end of last year it was not, as reported in the last issue of *Falkland Islands Newsletter*, because of her broken marriage.

Sorry, Jenny, we apologise unreservedly. We have no wish to offend anyone, especially Islanders. We published what was repeated to us in Stanley by many people, so we thought we were being factual.

Monty's, of course, has since reopened, now owned by Kevin and Jan.

BOOK REVIEWS

THE FIGHT FOR THE MALVINAS - THE ARGENTINE FORCES IN THE FALKLANDS WAR, by Martin Middlebrook, published by Viking (The Penguin Group), 27 Wrights Lane, London W8 5TZ, March 1989 24 X 16 cm hard back, 321 pages including most useful Index, Appendix listing all Argentine units actively involved including home base, part taken in war and summary of casualties. 12 clear accurate maps, 49 good black/white photos in three sections of four pages bound into the book. ISBN 0-670-82106-3 Cost £14.95.

This well researched and well documented book is a convincingly accurate account of the Argentine forces in the Falklands War. Martin Middlebrook, who was the first British military writer to be granted a visa to visit Argentina after the war, interviewed a great many Argentines of all ranks and has been able to dispose of many emotional myths and propaganda invented by a defeated nation unwilling to face the truth. The story is told, simply, clearly and well, at times even becoming exciting.

Another reviewer has written that Martin Middlebrook accuses Governor Sir Rex Hunt of over-reacting to the scrap merchants on South Georgia and therefore causing the war. Martin Middlebrook wrote no such thing and parallel events in Argentina described by Middlebrook demonstrate that British reaction at that time had been dilatory rather than 'over the top' as subsequent events proved.

This is an excellent reference work and at the same time an enjoyable book to read. RNS

UNSPOILT BEAUTY OF THE FALKLAND ISLANDS.
The water colours of Algernon Asprey with text by Phyllis Rendell, published by Anthony Nelson Ltd, PO Box 9, Oswestry, Shropshire SY11 1BY, 31 x 36 cm hard back with dustcover showing the watercolour of Carcass Island. 22 prints of watercolour paintings of Stanley and several of the farm settlements in Camp, including some of the outer islands, each supported by a text describing the heritage and features of each locality. 6 page Introduction by Algernon Asprey illustrated by ten charming black/white sketches and a watercolour map. Foreword by H.R.H. The Duke of Gloucester GCVO. Preface by General Sir Michael Gow GCB KCB. ISBN 0 904614 32 8 Cost £45.

In his Introduction, Algernon Asprey, a skilled watercolour painter of world-wide experience, explains his urge to paint the Falklands: "to create a wider understanding of the value of the Falkland Islands to Britain and their precious value to the Islanders. Value in the beauty of unchanged nature and landscape, to those who live so closely to it; but value also in their way of life, so far mercifully preserved."

It was not surprising that Algernon Asprey sold all his original watercolours of the Islands very quickly, but here is the chance for everyone to possess a print of each of those lovely scenes.

Phyllis Rendell's descriptive pieces of each place pictured, in some cases including historic detail and relevance to the 1982 War, add much to the background interest.

Falkland Islanders absent from home and every lover of Islands' will want to own a copy of this lovely book. RNS

LETTERS TO THE EDITOR

Opinions expressed are not necessarily either those of the Falkland Islands Association or of the Editorial Committee.

Cathedral Landrover

From The Reverend Gerald Smith, Rector: Falklands 1975-79.

Sir, I was delighted to see the picture of the Cathedral Landrover with Canon Murphy in the March Newsletter.

I have long wondered whether it survived the Argentine invasion and one of the donors has asked me about its fate more than once. The brief article might indicate that not much is known about its origin.

It came to Stanley during my chaplaincy as a result of an interest in philately on the part of one of the trustees of Church House, Bradford, Arnold Patchett of Menston, near Ilkley, Yorkshire.

I began my ministry in that parish and when it was known I would be going to the Falklands Arnold Patchett, a keen Falklands stamp collector, asked me to get one or two particular First

Day Covers from Fox Bay, then under the aegis of Charlie Maddocks. This I did at a cost of about £1.50. In return Arnold asked if I would like a Landrover!

It transpired that Arnold was a trustee of Church House, the Bradford Diocesan Administrative Centre, and that Church House had been sold and the monies were to be dispersed for church projects. As I came from the Bradford Diocese and was ordained there, a Landrover for the Falklands Ministry was a suitable project.

So with Arnold's backing, the Landrover was duly bought and presented to the Cathedral for the use of the Rector and Lay Reader and any other Ministers appointed to the Cathedral. That is the background of the plaque.

The plaque is undated. I would guess that the Landrover arrived in the summer of 1977/78. It didn't have its

maiden voyage into Camp until 4th September, 1978, when we took it to Green Patch and Johnson's Harbour, with a trip to Volunteer Point as a reward. It was a particularly wet trip and we were bogged just a hundred yards beyond the last gate of the Stanley/Estancia track. After an hour and a half we were mobile again, but it took twelve and a half hours to get to Green Patch that day!

The story of the dent in the back is, perhaps, best told by my wife. The Rover was parked outside the hospital, but not in gear: it ended up almost in the harbour, saved by a lamp post! Suffice to say the Landrover was a major asset to us and it is good to see it still in use.

Elderly at ten years? We have just said goodbye to our twenty year old Minor 1000!

GERALD SMITH
Scopwick Vicarage,
Lincoln LN4 3NT

The Falkland Islands Association

An Association supported by the subscription of members and voluntary contributions.

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The annual Falkland Islands reunion is scheduled to take place on Saturday 26th August from 2pm. until 10.30pm as usual at Ham Hall, Ham Close, Ashburnham Road, Ham (near Richmond), Surrey.

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