



Falkland Islands NEWSLETTER

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ISLANDER INITIATIVE GROWS

Although great strides had already been made by then towards political consciousness and self esteem, ten years ago it was generally accepted that the Falkland Islands were suffocating under a stagnating economy and dependent society.

The shock of the Argentine invasion and the subsequent war, however unwelcome, probably provided the spark needed to activate the economic proposals of Shackleton's Report.

Since then many initiatives were born and, while some have died, others have flourished through the medium of the Development Corporation. The most outstandingly successful, presently being released from Development Corporation control, has, of course, been the creation of the 150 mile Exclusive Fishing Zone, which, not only dramatically transformed the economy, but has created a new self-confidence in the Islanders. Furthermore the revolution in land ownership must now be almost complete.

INDIVIDUAL INITIATIVE

Further progress is now apparent with the growing number of Islander inspired initiatives some of which are being

funded, with all the attendant risks, entirely out of the pockets of the individuals concerned.

In the past individual initiative was all but stifled but now, unleashed, Falkland inventiveness and resourcefulness are free to prosper. For the first time the Falkland Islanders are in control of their own destiny.

THE BEST WAY FORWARD

Attitudes have changed too and today few in the Islands react against development; rather there is more variety in ideas for the best way forward. It is inevitable, perhaps, that some of these are typically insular and, although an isolationist stance, locally termed 'Falklandisation', may be a natural defensive reaction to lack of sympathy from many other countries, it can not be the most helpful way to gain badly needed capital and friends.

We must, however, have faith that with their characteristic stubbornness and perseverance the Falkland Islanders will achieve the success they deserve and the respect of all nations.

RNS

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FALKLAND ISLANDS STUDENTS AT BATTLE DAY IN LONDON

Left to Right: Emma Edwards, Andrea Gray, Barbara Steen, Cyndy Watts, Sally Robertson, Miranda Cheek. In Front: Leeann Eynon. (Photo: R. N. Spafford)

BATTLE DAY WELL ATTENDED

Probably it was due to the exceptionally mild weather that Battle Day was so well attended in London. It was also very encouraging to have fresh support.

We were delighted to welcome Father Monaghan who was on his way to his new mission in The Bronx, that particularly tough part of New York, as well as, for the first time, a number of young Falkland Islanders studying on courses in Britain. Several of them we knew as children or whose parents are well known to us. Included were Miranda Cheek, Emma Edwards, Leeann Eynon, Andrea Gray, Kim Peck, Sally Robertson and Cyndy Watts.

Also supporting us for the first time were recent tourists to the Falkland Islands, who are now dedicated Association members.

This year the wreath laying ceremony seemed to be better organised: the Royal Marine buglers looked splendid and, without doubt, the presence of the Wickford Venture Scouts in their uniform helps and contrasts with our earlier days when we took it in turns to carry the Falkland Islands flags ourselves.



Battle Day, 1988
(photo R. N. Spafford)

The Photographic Exhibition



Mr Tim Eggar MP opens the Photographic Exhibition, flanked by (left) Chairman Mike Summers and (right) Eric Ogden.
(photo: R. N. Spafford)

The official opening on 16th January of the Falklands photographic exhibition, which the Association staged at the Commonwealth Institute, Kensington High Street, London, was an unqualified success and an evening to remember.

The exhibition, which was master-minded by Eric Ogden, displayed enlargements of his own photographic work as the central feature, supported by photos supplied by commercial organisations and other interested agencies such as Survival Anglia, Falklands Tourism and Marrs.

There was even an exhibit of Geoffrey Moir's stamps.

OPENED BY MINISTER

The exhibition which was opened by Mr Tim Eggar MP, the Foreign & Commonwealth Office Minister directly responsible for the Falkland Islands, was well attended and included many well-known supporters of the Islanders.

The exhibition remained open daily until 8th February.

New Association Subscription Rates

The Falkland Islands Association Executive Committee has approved an increase in subscriptions which will take effect for existing members for renewals after 31st March, 1989. The new rates are

- Individual Member £15 per annum.
- Corporate Member at the discretion of the Member but with a minimum of £50 per annum.
- There has been no change in the rate (£5) for pensioners and students.

This is the first change since the Falkland Islands Association was reconstituted. It reflects the rate of inflation

and, hopefully, further revision will not be required for some time. All members can, however, assist in this by vigorously recruiting new members.

David Powell, the Honorary Treasurer, trusts that the membership will fully support these increases, but would encourage any member to whom they cause difficulty to contact the Membership Secretary.

To be fully effective, the Association requires an annual income of some £40,000 per year. It is unlikely that, even with these subscription changes, more than £10,000 per year will be raised. He appeals, therefore, to all members, whether individual or corporate whose means so permit, to consider making a donation on either a one off or annual basis. Only by securing our income can the Association continue its vital work for the Falkland Islands and their inhabitants.

NEW FIDC GENERAL MANAGER: MIKE SUMMERS

Members will be pleased to share with our Chairman, Mr Michael Summers, his delight at being appointed General Manager of the Falkland Islands Development Corporation in the Falkland Islands.

36 year-old Mr Summers, a Kelper whose family live in Stanley, has been resident in Britain since University days, working as a manager of project finance and development with Humphreys & Glasgow Ltd.

Until now he has always had the unfulfilled wish to work in his home country, but there has never been any suitable employment for his abilities. His experience in senior management and in developing business in difficult parts of the world will stand him in good stead in the Falklands.

RESIGNATION AS CHAIRMAN

Mike, who has already taken up the appointment has had to resign as Chairman of the Falkland Islands Association and from the Joint Executive Committee. Undoubtedly we shall

miss Mike's zeal and tactful leadership, but our loss must be balanced by the Islanders' great gain in having him there in a leading role.

His wife, Nicky, who held an important Public Relations post with Selfridges, will be joining him shortly.

STANLEY FISHERIES CLOSING

Simon Armstrong, who has relinquished responsibility as General Manager of Falkland Islands Development Corporation, is now responsible for closing down Stanley Fisheries Ltd. No fishing licences were granted to joint venture companies this season.

Mr Armstrong told *Falkland Islands Newsletter* that he is working closely with Peat Marwick McLintock, who are expert at closing companies, and that some joint venture companies have already been wound up. The remainder will be disposed of as soon as they can be disentangled from their other responsibilities and commitments in the Islands.

MONTY'S IS OPEN AGAIN



WELCOME - WE ARE OPEN AGAIN!!
(photo: R. N. Spafford)

Monty's the popular restaurant in John Street, Stanley, which closed when the marriage of John and Jenny Pollard broke up, has reopened.

The new owners are twenty-eight year old Kevin

Connolly and his wife Jan, who bought the restaurant last November. Jan does the cooking while Kevin is both waiter and barman at the restaurant which is open for lunch and dinner every day except Tuesday evenings and Sundays.

Menus vary but at lunch time the menu includes home made soup, and such dishes as chilli con carne, spaghetti bolognaise and chicken in the basket. Specialities of the evening menu include Long Island sirloin steaks from Neil Watson's beef herd and Chilean wines.

They also own Montague House next door, which they run as a guest house. With nine lodgers from Gordon Forbes Construction, who are building the swimming pool and who are booked in for a year, things look bright with the probability of an early pay off of their loan from the Development Corporation. Normal rates for full board are £40 per night, with a reduction on longer bookings by arrangement.

Kevin first came to the Islands after the Falklands War as a contract worker for Fairclough's and the Crown Agents. Jan was a nurse in the Queen Alexandra's Royal Army Nursing Corps. Kevin fell in love with the Falklands and bought a house in King Street which they still own and plan to use as an extension to the guest house.

DRP ELECTION CANDIDATES

The Desire the Right Party, commonly referred to in the Falklands as the DRP, has decided to field three candidates in the Falkland Islands General Election due next October.

Six members of the party offered themselves as candidates:

Fred Clarke
Dave Eynon
Kevin Kilmartin
Tim Miller
Mike Rendell
Ann Robertson

An internal postal election has been going on during February and the result nominating three successful contenders who will stand for election to Legco is imminent.

The General Election promises to be exciting with plenty of candidates this time. We hear that Simon Miller is likely to stand and so is Norma Edwards, who was a popular Stanley councillor until she resigned on moving to Camp.

Several of the DRP candidates have said that if they do not win party nomination they will stand as independents anyway.

CHAIRMAN'S REPORT

In his report at the Annual General Meeting on the work of the Joint Executive Committee the Chairman, Mr M. V. Summers said that the Falkland Islands is currently one of the most interesting and exciting parts of the world in terms of its internal rate of change both in the political and commercial spheres. "Fishing and the revenue it brings", he said "has created a new spirit of enterprise amongst Islanders and a greater political awareness and confidence about the place of the Falkland Islands not only in Anglo-Argentine relations, but in broader world affairs. This second economic string has also given a fillip to agriculture, the bedrock of Falklands life, through the availability of longer term investment in the land."

KEEPING UP TO DATE

Pointing out that the Association must keep step with changes in the Islands, Mr Summers said "We must keep our eyes and ears open to what is happening in the Islands as well as in government and public opinion in the UK, to ensure that the Islanders are achieving what it is they want." To this end two members of the Joint Executive Committee had visited the Falklands in 1988 and two more are travelling to the Islands for extended visits very soon. Also representatives of the Association have met and had discussions with Falkland Islands Councillors visiting the UK including Terry Betts, Tim Blake, Tony Blake, John Cheek and Robin Lee.

Disclosing that meetings with Councillors are arranged for us by the Falkland Islands Government Office in London with whom through Lewis Clifton and Sukey Cameron we maintain a steady dialogue and excellent co-operation, Mr Summers said "That the Government Office continues to grow in stature and capability and has taken on many of the informational commercial and political activities previously shared by the Association and the UKFIC, is a great credit to Lewis Clifton and his staff, and is a matter of great delight and relief to us."

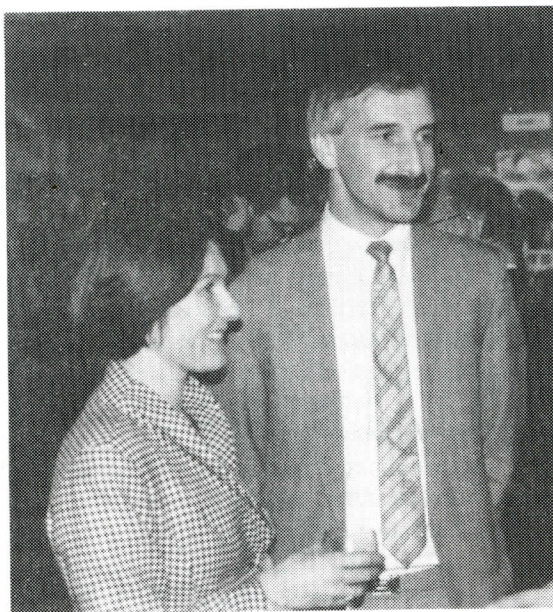
AMALGAMATION OF THE COMMITTEES

Mr Summers then went on say that he sought formal approval of the meeting for the amalgamation of the Executive Committees of the Association and the UKFIC.

VALUABLE MEETINGS

Turning to meetings which the Executive Committee has held with other individuals and organisations, Mr Summers spoke of a meeting held with Mr Peter Pryn of Environmental Resources Ltd. with wide ranging discussion of his interim report on Falkland Islands Long Term Economic Development. The final *Pryn Report* was presented to the Executive Council in Stanley on 24th October and Mr Summers said that he hoped "that in some small way we have contributed to the overall picture in Pryn and we shall continue to take a strong interest in the economic development plans of the Falkland Islands."

He told of the meeting attended by Rob Watson and Michael Popham of BBC *Calling the Falklands* and, "despite giving our guests a hard time about the content of the programme we remain friends and co-operate closely to provide material and information to the programme." A second meeting, which also included Falklands Development



Mike and Nicky Summers
(photo: R. N. Spafford)

Corporation's PR agents Broad Street Associates, "resulted in further co-operation in the common cause of promoting and supporting the Falklands."

We also met with Mr Robin Pitaluga of the Desire The Right Party "for a very useful exchange of views on political and governmental development in the Islands." A highlight of the year was a Reception held by the Joint Executive Committee to meet the new Governor of the Falkland Islands, Mr William Fullerton and his wife Arlene.

PLANS FOR 1989

The Chairman then listed our key issues for 1989: Coastal Limits, Long Term Economic Development Plans, Immigration and Housing, Information Flow UK/Falkland Islands/UK, Oil, Fund Raising, UN Support for the Falklands, Conservation in South Georgia and the EEC in relation to the Falklands (see *Falkland Islands Newsletter* December 1988 issue, page 1). He said that the "the activities of the Association in 1989 will centre round the research and production of papers on these subjects and the maintenance of close relations with the Falkland Islands Government to give assistance in these or any other areas required. We shall also be endeavouring, as far as possible, to reflect in these papers the interests and aspirations of other parties outside the Falklands to maintain a balance between the ideals and the possible. For the immediate future the issues of Coastal Limits, Immigration and Housing, and Oil are to be tackled first, to gather and collect information, and to see what might be done in each case to further the interests of the Falklands."

He went on "Other activities this year will include the revision of the *The Way Forward*, and the production of a series of papers, some of which are already in draft form, called *Falklands Factors*. These will cover subjects from Self-Determination to Falklands Culture, from Economic Development to Fauna and from Education to the International Community. It is an ambitious programme and, if only a part is completed this year, we shall have done well."

CHAIRMAN'S REPORT (continued)

CONTRIBUTION OF THE MEMBERS

In concluding his report and launching our campaign for 1989, Mr Summers emphasised that the strength of the Association and the measure of its ability to support the people of the Falkland Islands lies in the contribution of its members

in whatever way possible. "Make sure your local papers do not err from the truth", he said. "Make sure your local MP is conscious of the rights and wishes of the Falkland islanders. Most of all, keep faith with the people of the Falkland Islands and their right to self-determination."

BRICKWORKS FOR THE FALKLANDS

by Mr G. F. Brown

The development picture in the Falkland Islands is encouraging. I have no doubt the threat from Argentina must always be countered and, for this to be effective, development of the Islands is essential. However, the picture is in some ways perplexing for there seem to be gaps in the development strategy - no doubt with reason - but none the less of concern on that account.

Surprisingly the plans for development do not apparently include a brickworks which, on the face of it, would cause no problems and would not only increase building supplies (bricks, tiles etc. and possibly pipes) but reduce costs as well. It looks like an oversight and is all the more surprising in that quite a number of efficient and economical small/moderate scale brick-making processes have now been developed.

One simple modern plant which seems particularly suitable for Falklands operations is a multi-feed design and therefore flexible in its raw material requirements.

THE MATERIALS

Dealing with materials first, needed supplies are:

- 1. shale or chippings from any kind of rock (but preferably not limestone as this is porous).
- 2. clay (and possibly some sand if lining bricks are also to be produced).
- 3. a small crusher if small shale/chippings do not occur naturally.
- 4. a rotary mixer (diesel driven or, better, electric) in which the clay and shale are mixed together.
- 5. a very simple pressure plant.
- 6. a firing kiln which would be of almost any type but where the conventional vertical kiln is quite acceptable.

THE BRICK

The product is a brick consisting of small stone chippings and clay. As it is partially stone it is very hard and weather

resistant. As the binding material is fired clay it is long lasting. No doubt the process could be used for roofing tiles also but usually these are of clay only. For production of soft interior wall lining bricks shale/chippings are not used. Instead for economy lighter clays or sand/clay mixtures are entirely satisfactory.

OPERATIONAL LAYOUT

The method of operation is simple but the layout of the quarry/plant could be important. It is helpful (as no haulage is required) if deposits of shale and clay can be located towards the top of a slope - the products then moving downhill to the rotary-mixer and then downhill again (or sideways) to the pressure plant. The shale/clay mixture passes through the pressure plant emerging as a long column whose width and depth are the exact size of brick required. As it emerges the column is cut automatically into brick lengths required and the resultant bricks passed on to the kiln where fuel could be coal/oil or possibly peat.

MANPOWER

Manpower required of course varies with output but I think it safe to say a 6/7 man labour force could produce with ease all the bricks, tiles (and pipes) needed for some considerable time to come - and at low cost.

Should there be any difficulty with the location and supply of the very simple raw materials, an application to the Government for a targeted survey would surely be justified.

I am unaware of the nature of the airport runways but it is possible that there will be a continuing demand for tarmacadam for these and also for roads.

There are advantages in combining tarmacadam and a brick plant in the same site providing the stone for tarmacadam is not limestone (a favoured feed, because it is soft, but by no means the only one). Obviously grinding the stone for tarmacadam will throw out unsuitable shale/chippings which nevertheless is exactly what the brick plant would need and combining plants of these types is now quite well known.

APOLOGY

We acknowledge that Sir Rex Hunt, our President, and Mr M. V. Summers, our then Chairman, were invited to the Foreign Office seminar on the Future of the Falkland Islands. We were wrong in our belief at the time that there had been a separate Foreign Office P.R. seminar on the Falkland economy to which we had not been invited and apologise for any annoyance caused. Ed.

FALKLAND ISLANDS JOURNAL 1977-1981

The third bound volume of the Falkland Islands Journal, covering the 1977-1981 issues, is now available from Mr F. G. Mitchell, The Falkland Islands Co. Ltd., 94A Whitechapel High Street, London E1 7RH. The price is £10.75 post paid within the U.K. or £11.25 postpaid elsewhere

The earlier volumes (1967-1971) and (1972-1976) are still available at £11.25 each post paid UK £12 each elsewhere.

A Change of Emphasis

Following the establishment of the Corporation in 1984, FIDC was charged with the very wide remit "to encourage and assist in the economic development of the Falkland Islands." Recent dramatic changes in the nature of the economy have required the Corporation to review its goals and to consider future strategy.

Building on its existing remit, the aim of the Corporation for the ensuing period is to encourage the economic and social development of the Islands by:

Stemming the depopulation of the Camp by helping to increase farm incomes and to improve the quality of life in the Camp.

Initiating vocational skill development and training courses to ensure that school leavers are prepared for the many employment opportunities now open to them both in Stanley and the Camp.

Increasing the level and range of professional business support services available to new and established businesses.

Helping reduce the social and environmental tensions inevitably consequent on the rapid changes in the economy.

Encouraging the growth of specialist tourism in the Islands whilst ensuring the preservation of the unique Falklands wildlife.

Agricultural Grant Scheme

A new agricultural grant scheme has been introduced from 1 January 1989 to encourage further investment in agriculture.

Since its inception in 1984, the Land Subdivision Programme has encouraged the division of large farms into smaller, more efficient units. The Land Development Scheme was created in parallel to provide investment in essential infrastructure for the new farms through the provision of grant aid. Between 1985-1987, a total of 48 farms received assistance.

Under the Agricultural Grant Scheme, all Falkland-owned farms are eligible for assistance with expenditure up to a ceiling of £100,000. This enables the farmer to invest in a range of projects to improve production, management and profitability.

The Scheme comprises 2 sections; Improvement Grants and a 5-Year Development Plan. Improvement Grants cover "one-off" expenditures for capital investment which are not related to any other development work. This is very similar to the present scheme.

The 5-Year Development Plan involves a co-ordinated plan for the farm which is drawn up with the assistance of the FIDC/FIG Agricultural staff. It is normally made up of inter-related projects of new investment and replacement expenditure for the farm. The plan is flexible in that the timing and the extent of the project expenditure can be varied once the plan is operational.

Grant assistance provided under the new scheme for replacement purposes is lower (up to 30%) than that for development (up to 70%). This is designed to encourage farmers to be forward thinking, and to plan their farm developments, cash flow and borrowing requirements.

Agricultural Training

Changes in the structure of farming in recent years has given rise to more diverse skill requirements within the agricultural sector.

During 1988, FIDC invited an instructor from the Agricultural Training Board in Scotland to conduct a series of training courses around the Falkland Islands. The courses, which were well attended, covered a variety of agricultural topics with farm mechanisation and welding being the most popular.

Financial training was also offered by FIDC's Agricultural Economist later in the year at a number of Farm Account Workshops. Booklets were provided to help introduce local farmers to a method of recording and organising their accounts more efficiently with farmers receiving additional advice on budgeting, banking and taxation.

A new Agricultural Training Scheme is planned for 1989 to provide a comprehensive agricultural training programme. A Deputy Lands & Agricultural Officer will take over the responsibility for running the training programmes and will liaise with other government educational bodies.

Training for farm owners and their families, managers and employees will be provided, with a range of training courses tailored to their specific needs.

Whilst previous programmes have generally been aimed at the adult age group, new plans include vocational training for young people in their last school year.

FIDC Management Changes

Falkland Islander, Mike Summers (36) returned to the Islands in January this year to take over the management of FIDC. Mr Summers has spent several years abroad working in the engineering and construction industries in marketing, project finance and development and general management roles. He has a wealth of experience in many aspects of senior management, and although based in the UK for the majority of his career, he has been responsible for businesses in many developing countries.

Both Simon Armstrong, General Manager of FIDC since its establishment in 1984, and Shane Wolsey, former Assistant General Manager, have now left the Corporation following the completion of their contracts.

The Corporation and staff would like to welcome Mr Mike Summers to the FIDC team and extend their thanks to Simon Armstrong and Shane Wolsey for all their hard work on behalf of the Corporation during their terms of office and for their positive contribution to the economic development of the Falkland Islands.

HAROLD ROWLANDS

Harold Rowlands, who retired recently as Financial Secretary of the Falkland Islands, was in London to receive his CBE from H.M. The Queen at Buckingham Palace. Eric Ogden interviewed him for Falkland Islands Newsletter.

My great-great-grandfather was a Swedish sailor called Rolandson who settled in the Falkland Islands about 1850 and married a girl whose parents were Norwegian. Over time the family name became changed to Rowlands.

I am the youngest of three children with my brother and sister still living in the Islands.

I stayed at school until I was fourteen and I remember the Governor Sir Alan Cardinall used to come to the school and give us lectures. Of course, before then I remember Governor Sir Herbert Henniker-Heaton.

EVACUATED TO CAMP

I remember the Second World War years as a child well. There were parties on board the Exeter and, I think, the Ajax and in 1942 two thousand troops arrived. That was when I was sent out to Camp with all the other children and overnight the town became accommodation for the soldiers. Nobody knew they were coming and we children didn't know why we were being evacuated. The children were sent out of town to make floor space for the troops and the next thing we knew they had arrived in two ships, complete with everything; they even came with Falklands currency notes, all printed secretly in Britain.

MY FIRST JOB

When I left school I tried for a messenger job with the Post Office. Having then failed to get a similar job with the Secretariat, I went to work for the Falkland Islands Company at the West Store as a clerk and general "dogs body". That was in 1947 and I was paid £3 a month plus a £1 cost of living bonus.

After a year Fred Reive said to me, "There is a vacancy at the Secretariat - in the Treasury. Why don't you try for it?" I replied that I didn't know if I could do it, but he said, "It's quite simple: you've got a dictionary and a ready reckoner on the shelf, just have a go for it!"

EARLY DAYS AT THE TREASURY

So I started there as the office boy. Fred Lellman was the boss and Nap Bound was the Chief Clerk. Joan Biggs, whom Nap married, was the Junior Clerk and Dot Gutteridge was the Cashier.

The Savings Bank was one of our biggest jobs. Income Tax, I think, was started in 1939, but not many people paid it then until about the 1940s. When I joined the Treasury the annual revenue was just under one hundred thousand pounds, now it is thirty-five million, which is quite a difference!

RECENT YEARS

Inflation in the Falklands is rising a bit but it is controllable. The Woollen Mill at Fox bay is not doing too well. The mill should never be in the house to start

At the time of the Argentine invasion the Governor, Sir Rex Hunt, and Mr Dick Baker, the Chief Secretary, were deported from the Falkland Islands leaving Mr Harold Rowlands as the senior British Falkland Islands official resident in the Islands. This position he held until the return of Sir Rex Hunt as Civil Commissioner after the War.



HAROLD ROWLANDS
(photo: Eric Ogden)

with. They have got the wrong equipment there - what they bought is outdated. If it was meant to be a modern mill, they should have had modern equipment. They were wrongly advised.

I found the Governor, Mr Jewkes, to be a fair and hardworking man. He was good with finance. He tried hard, a nervous man I think, a little shy. I don't think that he worried about P.R. and he just did what he thought was right and that was it. Islanders don't think before they say things, but he became more popular the longer he remained in the Falklands and towards his last days he became popular.

SO MUCH YET TO DO

Now that I've retired there are so many things that I'd like to do that if I achieved everything it would take me until I am 200 years of age. I want to do some photography. I used to do a lot of photography at one time, but when I became the Financial Secretary there was no time to devote to it. And music interests me - there are so many things.

I wouldn't mind doing some writing, but I need to study first. Yes, I'd like to do a bit of writing. I'd like to be a journalist - get something on record.

INDIANA 1

The roll on-roll off ferry *Indiana 1* finally arrived in the Falkland Islands on 1st January 1989 with a crew of fourteen and three passengers, after sailing from Hull on Friday 25th November. She is now providing an unscheduled but useful service to South American ports.

The 498 gross ton Bahamas registered *Indiana 1* is a ferry built in France in 1973 to an American design and purchased last year from an Italian company by Marrs for a company calling itself Indiana-Marr SA.

It is understood that Indiana-Marr is a consortium of five or six international fishing companies operating in the Falklands.

Indiana 1 had first attempted the voyage from Britain last September but an explosion in the engines found her being towed into Brest only a few days out of port.

After repairs she set off again from Hull on 25th November, 1988.

FULLY LADEN

Taking advantage of her very large cargo space - like two enormous "garages" - Marrs sent down sufficient drums of castrol oil to last their ships in the Falklands for two years, five fork lift trucks, three new Fiat Panda cars, some eight vehicles and vans, a dozen container trailers, two large containers, one holding meat, and an assortment of pallets, fishing nets, chains, paint, wood, rope, cookers and a wooden shed. She also carried three passengers.

Sailing via Las Palmas and Ascension the *Indiana 1* with her Marr crew sailed slowly and steadily south, often with engines turned off at night, only calling in at Ascension for seven hours to take on fuel and water.

Finally the *Indiana 1* sailed into Stanley Harbour on 5th January and found her berth at FIPASS.

MAIDEN VOYAGE

The *Indiana 1* was soon away on her maiden voyage to South America with several Falkland Islander passengers anxious to do some business.

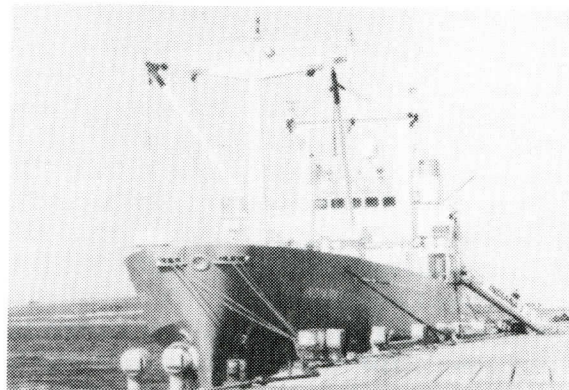
Calling first at Montevideo, Uruguay, where a cold container was left for storing produce to be collected later, they were greeted by a group of Argentine demonstrators who were prevented from boarding the ship. However greater problems are anticipated from Uruguayan dockers whose union has been persuaded by Argentina to "black" the ship in future.

From Montevideo she sailed to Punta Arenas, Chile, to leave another container and then back to the Falklands. Similar pressure has been put on the dockers at Punta Arenas, but the shipping agents there use non-union labour and there seems to be no problem.

UNSCHEDULED SERVICE

The matter seems to hinge on whether it is planned or even necessary to run the *Indiana 1* on a scheduled service to South America. The company contend that they need no formal arrangement with the Argentines or anyone else, as they are not running a scheduled service and only go to South America as and when business warrants it.

Penguin News quoted Mr Graham Botterill, manager of *Indiana 1* and representative of J. Marr (Vessel Management) of Hull as saying "It's not a regular service, which is



INDIANA 1 BERTHED AT FIPASS

(photo .R. N. Spafford)

significant, because we don't know where demand will come from. We could go anywhere. We could even go between here and Europe. We are an international commercial venture and as such can go anywhere in the world we like.

"Montevideo is full of ships which have come from or are going to Falkland waters. This has been the case for the last two or three years and I don't see what the difference is with our vessel."

FRUIT, TIMBER AND GAS CONTAINERS

When the *Indiana 1* docked back in Stanley and her cargo had been unloaded, Stanley seemed to be awash with fruit as never before.

The West Store got itself into a muddle with dollars and pounds and started charging exorbitant prices for fruit by mistake, so no one bought until a radio announcement admitted the error and then they had a lot of rotten apples to throw away.

Kevin Connolly, who was one of the passengers on the trip, said that he had been able to make future contracts in South America for fruit, beef and Chilean wine for his restaurant and guest house and he was well satisfied with the result. Others had bought much needed timber and gas containers and some have plans to import houses in kit form, which are much cheaper than their European counterparts and at a much lower shipping cost.

Since then *Indiana 1* has made at least one subsequent voyage to Montevideo and Punta Arenas and after she returned from her second voyage there were pick-up trucks loaded down with apples, oranges, peaches and all manner of fruit.

It is understood that the latest venture for *Indiana 1* has been to call at Rio Grande in Brazil.

Indiana 1 has six double cabins for fee paying passengers and six double cabins for working passengers. Passages, which cost £600 return in high season and £500 return in low season, can be booked through their agents Stanley Services.

Freight charges for a single journey are about £60 per ton for general cargo, £40 per ton for bricks and cement, £1,200 for a 20 foot dry container and £1500 for a 20 foot refrigerated container.

BAILLON AND STICKNEY

Some notes including extracts from his father's memoirs
by Austin Baillon

My father, Alexander Falkland Baillon was born at Fox Bay on 15th March, 1880. He was one of six children born in the Falklands - his other eight brothers and sisters were born in England.

Alexander Baillon's father, my grandfather, Louis Baillon, born 1844, was the son of a very prosperous French lace manufacturer in Nottingham. Louis, together with his brother Edward and two Yorkshiremen William and Bernard Stickney chartered a sailing vessel the *Diane* and sailed to South America seeking a place in which to invest their money and settle down. The Argentine and most of the South American republics were then in a permanent state of Revolution and disorder and, attracted by the Union Jack, they arrived in the Falklands in 1867. Together with W. J. Waldron they were the first settlers on West Falkland and the Baillon property, an area of some 78,300 acres carrying about 21,000 sheep besides cattle and horses, was at Fox Bay and came to be known as Fox Bay West.



William Stickney

Apart from the Falklands estate the family owned a large area in Tierra del Fuego in the Rio Grande district among the Ona Indians - they are distinct from the canoe Indians of the Beagle Channel and were a much finer race, though much harder to manage.

FOURTEEN CHILDREN

In 1876, Louis Baillon married at Stanley, Mary Isabel, the seventeen year-old daughter of Mr Charles Williams. Mr Williams, late of Cheltenham, was a Solicitor who had emigrated to the Falklands and then owned Weddell Island, one of the largest apart from East and West Falkland.

The divine order to increase and multiply was obeyed to, what most people nowadays would consider, an extreme. there were seven girls and seven boys, the first child, a girl born on the last day of 1876, and the fourteenth on 10th March, 1900 -

a span of some twenty-three years, giving an average of a "blessing" every nineteen months or so.

Alexander Baillon then quotes from Carl Skottsberg D.Sc. in 1909:

"The wind when we left Fox Bay was N.Easterly; I believe we never experienced anything like it during the rest of our travels through South America. The schooner rolled incessantly with a bad wind and a heavy sea. We ran short of provisions and there were no possibilities to raise our spirits. Gnawing the last mutton bone, we arrived at Port Stanley, but found the capital empty. All the inhabitants were outside the town in a deluge of rain, where there was horse racing."

This journey Mary Baillon had to make before the birth of each of her first four children - and she the world's worst sailor - there being no Doctor on West Falkland in those days.

ANNUAL SHIP

A ship used to come each year from England to load the wool crop and bringing the order which had been placed in advance for stores, clothes etc for the following twelve months.

This ship the *Psyche* was eventually wrecked on the outward voyage, which meant that the family was deprived of all replacements for a long time and they made shift with cut-down and turned garments until they could replenish from Stanley.



Falkland Farmers

RETURN TO ENGLAND

These conditions and the absence of any means of education decided Louis Baillon to sell out and he did so to a fellow Falklander in 1888.

They embarked from Port Stanley for England on the

BAILLON AND STICKNEY (continued)

Kosmos steamer *Ramses*, which Alexander Baillon described as an ancient boat built soon after the introduction of steam. He said that her first class cabins were under the poop and had windows like those in the old HMS *Victory*. Alexander and Louis junior travelled second class and it took a good six weeks to reach Britain with their mother being seasick nearly every day.

In spite of every effort to amuse the children on the voyage inevitably they got into mischief. Alexander describes how he and his brother observed a fat German travelling second class, who was foolish enough to expose a round and shiny stern whilst taking a siesta in his small cabin with the door open. He wrote, "It is not human to expect such a chance to escape the attention of two small boys, who having peppered the said stern with darts composed of needles on corks had to pay the price by receiving a good hiding."

Louis Baillon died in 1926 and his son Alexander in 1963.

In the photograph by Mr F. E. Cobb entitled "Falkland Farmers" first published in *Falkland Islands Newsletter* No.34, March 1988, Louis Baillon is standing first on the left. Edward Baillon is standing fifth from the left, wrongly labelled as Alex Baillon.*

The two Stickneys, William and Bernard, were partners with Louis Baillon, but there were four other Stickneys on the Islands, named Clement, Ambrose, Austin and Lawrence. Lawrence's wife first went out to the Falklands as a bride aged 16. She only died in 1975, aged 101. George Cobb of Lively Island and Montague Dean of Port Stephens were also related to Louis Baillon.

Mr A. G. (Austin) Baillon OBE, who lives in Tenerife and is a member of the Falkland Islands Association is visiting the Falklands for the first time in March this year.

** To add confusion, perhaps it should be noted that one of the settlers listed among the Port Louis Residents in January 1842 was Edward Baillon aged 28 who is stated to have arrived in the Falklands on 17th November, 1840 from the Cape Verde Islands and was employed by J. B. Whittington as a Labourer. See The Falkland Islands Journal 1988, p 36. Where did he fit in? - Ed.*

SIR REX HUNT OPENS STANLEY MUSEUM

Stanley Museum was officially opened by Sir Rex Hunt at a well attended ceremony on the evening of Monday 13th February, during the recent holiday return visit to the Islands by Sir Rex and Lady Hunt. The Museum Director is Joan Spruce and the Curator is, of course, John Smith.

The Museum is housed in the fine house built by the Argentine airline LADE for their staff before the war, which, as Britannia House, became the residence of the British Military Commissioner of the Falkland Islands when HQ BFFI was in Stanley.

It makes a very fine museum with a display of many items of great historic interest, in good condition, well presented and demonstrating some of the heritage of the Falkland Islands.



(photo: R. N. Spafford)

8,000 MILES ON A CHOCOLATE WRAPPER

Unusual visitors to the Falklands in February were Eric and Ethel Taylor of North Tidworth, Hampshire. Their visit was a prize in a competition promoted by Cadbury's on one of their chocolate bar wrappers. In fact the Taylors didn't even have to buy a bar of chocolate - they saw the entry form for the competition in the Daily Mirror. Their prize was two return British Airways tickets to anywhere in the world plus £1,000 spending money. As their daughter Linda lives in Stanley, they decided to visit her and see their grand-daughter Katrina. British Airways do not fly to the Falklands, so a ticket swap was arranged through a firm called Project Tourism.

Before she was married Linda became a pen-pal of Adrian Lowe, the driver of the ambulance at the hospital in Stanley, through Adrian's sister who lives in Andover, Hants. Linda admits to being impulsive and only met Adrian once for

five minutes before they got married.

Mr Taylor said that he found Stanley just like Ireland where he once worked as a tool maker in County Sligo. The Taylors liked Stanley so much that they declared that they would retire there if they 'won the pools'!

FALKLAND ISLANDS SEMINAR

The possibility of holding a Seminar on various subjects relevant to the Falkland Islands for members of the Falkland Islands Association was discussed at the Annual General Meeting.

There was considerable support from those present for holding one in the South-East of England in the spring or early summer.

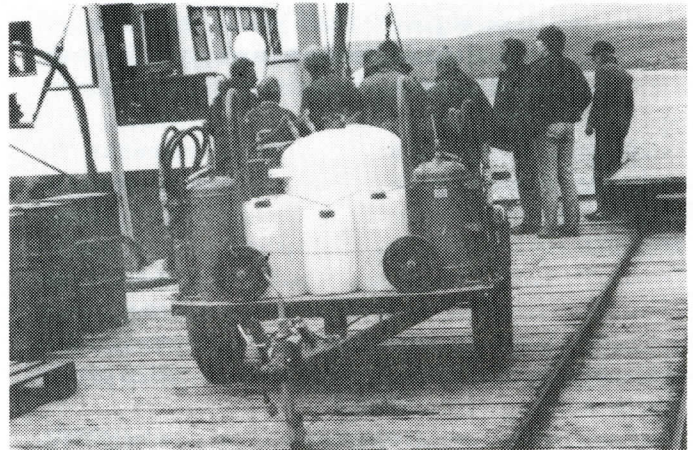
The Hon. Secretary will be grateful if any member who is interested in attending such a Seminar will write to the Association Office. If twenty or more members express an interest, we shall endeavour to arrange one.

FIGAS CHANGES

There have been changes in the organisation, operation and safety regulations of the Falkland Islands Government Air Service and more are contemplated

The more obvious changes include prepayment for all flights including the issue of smart ticket to board the Islander aircraft, white baggage labels with abbreviated destinations printed on them and the strict weighing of both baggage and passengers. Luggage is now tightly restricted to 30lbs. per passenger, with financial penalties and a probable refusal to carry overweight luggage. So seriously is this taken that the pilots now carry 'bathroom scales' to weigh emplaning passengers and goods at each strip.

On landing the pilot now fills in a form detailing passengers, goods, fuel, mileage, time etc. which is handed to the Campers manning the strip - apparently this is a precaution in case of a subsequent crash.



ONE OF THE NEW FIRE TRAILERS BEING DELIVERED
(photo: R. N. Spafford)

SOCIAL CHANGES

All landing strips are now being equipped with sophisticated fire trailers and the regulations require that these are manned at each strip in use by two people dressed in protective clothing - this consists of silver suits with helmets, gloves and boots to match (the wearers look like travellers in space).

This is going to cause social changes, because at many landing strips during busy times of the year it is unlikely that two people will be available to man the fire equipment unless all farm work stops. It is worth reflecting that at several small farms there are only two adults.

Obviously, unless dispensation is given, various changes in previously accepted Falklands Camp life will take place: these could range from the inability of small farms to accept visitors to the centralised cooperative use of air strips, which in turn could necessitate more speedy track improvement.

FLIGHT SCHEDULES

There are plans in FIGAS to rationalise flight schedules so that, instead of each plane flying all over East and West Falkland according to day to day demand, like a taxi, planes will fly on more scheduled routes

like a bus and could be regulated to certain days of the week. For example plane A might fly on a scheduled route across the northern part of East and West Falkland on Mondays, Wednesdays and Fridays, while plane B flies the southern route. On Tuesdays, Thursdays and Saturdays, each plane might fly North/South routes, one on East Falkland and the other on West Falkland.

The organisation of this could be a massive problem if adequate service is to be provided and could be overwhelmingly unpopular unless it meant some desirable compensation in return, such as greatly reduced fares or speedier and more efficient operation.

Clearly it is important to ensure that a planner's dream and administrative restrictions do not supersede the benefits required of a vital public amenity.

It is understood that a third Islander plane has been ordered and will be put into service; this may ease seat booking during busy flying periods.

An Old Celtic Tale

The story of the white heather is an old, old tale and a sad one. The Celtic Bard Ossian had a daughter Malvina who was as fair as the dawn and gentle as the dew. She was betrothed to Oscar a warrior as gallant as he was handsome. Though he had wandered far in search of fame and beauty, no one held chief place in his heart save Malvina the fair.

Once in the glory of autumn, Malvina and her father were sitting on the moor's edge talking of Oscar's return from some warlike expedition. Over the heather came limping to them a ragged messenger. Wounded and weary he knelt before them. Holding out a spray of purple heather to Malvina, he told her that it came from Oscar as a last token

of his love for he was slain in battle and his henchmen had barely escaped to bring the news.

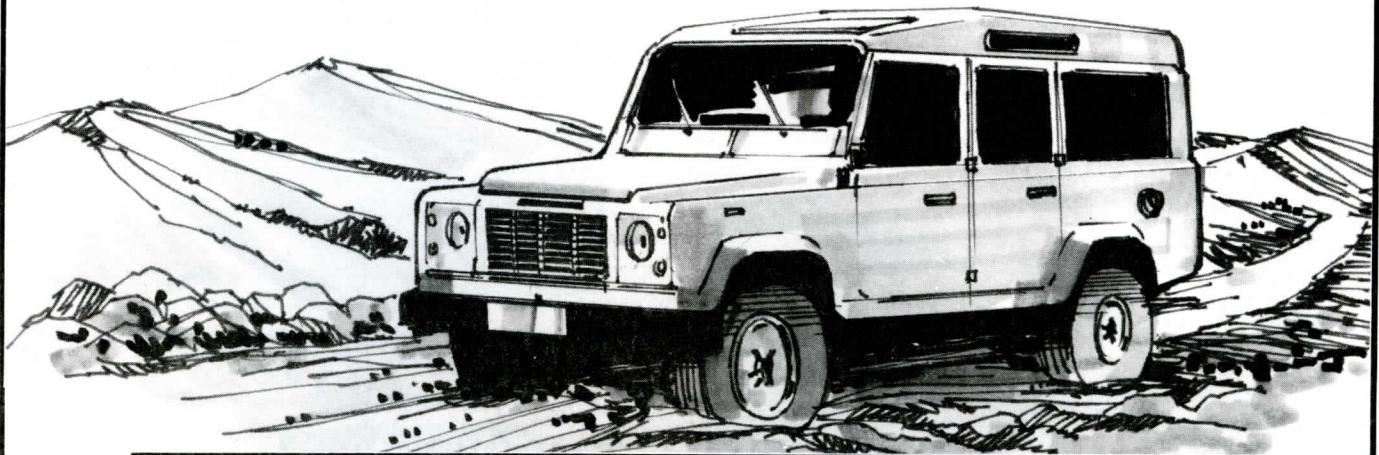
As Malvina listened, her tears fell on the purple heather which immediately became white.

Ossian made mournful music for his daughter's dead lover and, as they wandered over the moors, her tears often fell upon the clumps of purple heather which immediately turned white. Then, even in the bitterness of her own sorrow, wishing that others may be happier than she, Malvina said "Although it is the symbol of my sorrow, may the white heather bring good fortune to all who find it."

Source unknown. Supplied by Lynda Glennie.

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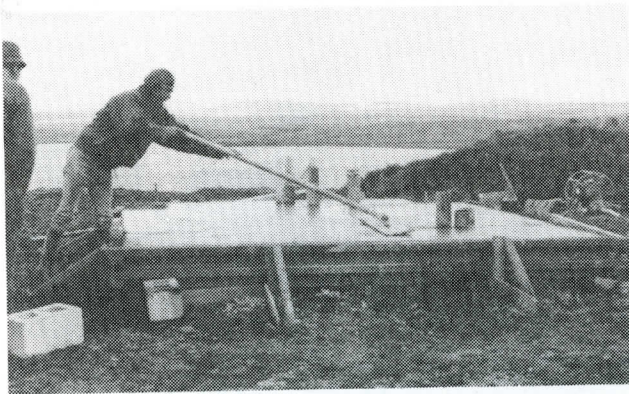
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NEW TELEPHONE SYSTEM: WORK PROGRESSES

Great efforts are being made to get the new telephone system operating on time and the editor of *Falkland Islands Newsletter* was able to personally witness much of the work in progress during his recent visit to the Falklands.

CAMP

Much of the heavy work in Camp has been subcontracted to Paul Bonner's work force and Paul Bonner invited me to go along with him from Fox Bay to pick up some of the building material and stores being unloaded from the Monsunnen at Chartres.



COMPLETING THE FIRST CEMENT BASE AT FOX BAY
(photo: R. N. Spafford)

The stores included many bags of blue circle cement, bags of hard core which consisted of small stones from the quarry at Pony Pass, Stanley, iron girders, plastic piping etc. Paul Bonner's men are responsible for constructing bases for a number of relay stations spread throughout Camp on East and West Falkland.

Generally farm owners are being very helpful providing assistance and undercover storage, but in this case Paul was going to have to find his own covered storage and he was



DIGGING THE DUCTS IN STANLEY
(photo: R. N. Spafford)

hoping that by helping to load bales of Chartres wool onto the Monsunnen he would not be charged for the labour in helping to unload his stores from the jetty.

On return to Fox Bay I was able to see and photograph the first cement base that his gang had constructed. It was at Fox Bay Village and they had been working at it all day: now it was still wet and one of the gang was tending it carefully and smoothing the surface over while it dried in the evening breeze.

STANLEY

In Stanley the problem is a different one and here the activity chiefly consisted at this stage of digging up the gutters in every street in turn using a JCB and creating ducts for the new telephone cables.

SEAMOUNT ENQUIRY OPENS

The Enquiry, set up by the Governor following a resolution of the Executive Council, into the collapse of the joint venture company Seamount Ltd began on 13th February under Mr Stewart Boyd QC.

Seamount Ltd owned by Seaboard Offshore Ltd. of Aberdeen and the majority shareholder Stanley Fisheries Ltd, which owned the two stern trawlers Mount Kent and Mount Challenger crashed last year with a heavy trail of debts running into several million pounds.

Last September the Falkland Islands Government ordered £2.15 million to be taken from the Colony's budget to be used in paying off its debts prior to selling the two trawlers and winding up the company.

At the time of going to press the two trawlers, one moored at Navy Point, Port Stanley and the other moored to a buoy in Falmouth Harbour, remain unsold, and there is still the matter

of some £9 million owing with the absence of any income.

Speaking on the radio Mr Boyd outlined his experience in such enquiries saying that this is not his first enquiry of this kind and, explaining that he had been brought up on a sailing ship, he said that he understands the sea and ships. He said that the Governor has given him a completely free hand and his terms are simply to 'investigate the affairs of Seamount'.

Evidence is being taken in private, because it is cheaper and people were more likely to talk, and he would not be administering oaths during the interviews with witnesses, because, he said, "I am afraid bitter experience tends to show that those who come to court determined to lie do so whether they are made to swear on the Holy Bible or not." Anyone may be legally represented if they wish, but at their own expense, and that Stanley Fisheries are being legally represented.

He said that a Report will be published later in the year.

THE CATHEDRAL LANDROVER

There has been quite a lot of interest and correspondence about the Cathedral Land Rover, so recently when in Stanley we were able to view it and take some photographs of it.

Certainly it still exists and is still put to very good constant use. However as Canon Murphy confided, at ten or more years it is now getting rather elderly and perhaps some kind organisation might soon consider replacing it.

There is a plaque on the left hand door which reads "This vehicle was presented to the Cathedral church Port Stanley, Falkland Islands by the Trustees of the Church House, Bradford West Yorkshire".



CANON MURPHY WITH THE CATHEDRAL LAND ROVER

*Inset: the plaque on the door
(photo: R. N. Spafford)*

CHANGES AT PENGUIN NEWS

Penguin News has been taken over by the Falkland Islands Government and Rory MacLeod's contract as Editor not renewed. The last edition under his editorship was No. 122, dated 10th March, 1989.

This could also be the last issue for quite a while as no editor has yet been found to replace Rory and the intention is that the newspaper will be published at the Government Printing Press and not on a computerised desk top publisher as has been used recently.

Furthermore the Falkland Islands Government propose to set up an Editorial Board to administer an annual grant to cover the running costs and to ensure editorial independence of the newspaper.

The new editor is to be sought in the Falklands, but should a suitable applicant not be found then the post will be advertised in Britain.

FALKLANDS SHOWPIECE

Brian Paul and Annabelle Spencer who own the Falklands shop in Wells, Somerset, called the Falkland Islands Agency, continue to do sterling PR work for the Falkland Islands.

Not only is their shop in Tucker Street now widely known in the south-west, but they continue to attend a great many important shows at which they display and sell Falklands goods.

1989 will be no exception: their programme this year includes some of the most prestigious shows in Britain and perhaps Association members and Falkland Islanders on holiday in Britain would care to visit their stand and give them some support.

The following are some of the events at which they will have a stand over the next few months:

- 28 Mar - 1 Apr: Boat Show, Exhibition Centre, Bristol.
- 31 May - 3 Jun: Royal Bath & West Show, Near Shepton Mallet, Somerset.
- 22 - 23 Jul: Fairford Air Show, Gloucestershire.
- 29 Jul: Yeovilton Air Day.
- 11 - 13 Aug: Scottish Country Game Fair at Blair Drummond Safari Park (between Edinburgh and Glasgow)

NEXT ISSUE

In the next issue of Falkland Islands Newsletter we hope to include articles on

- the Hydroponic Garden in Stanley,
- the Cathedral Appeal,
- South Georgia and the Captain Larsen Memorial Foundation
- and we shall be reviewing Algernon Asprey's book *Unspoiled Beauty of the Falkland Islands*

together with the most important news and events concerning the Falkland Islands.

FALKLAND ISLANDS



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BOOK REVIEWS

FALKLANDS AFTERMATH - PICKING UP THE PIECES, by Major-General Edward Fursdon CB MBE DLitt, published by Leo Cooper Ltd (an independent imprint of the Heinemann Group of Publishers) 10 Upper Grosvenor Street, London W1X 9PA, October 1988. 24 X 16 cm. hard back, 250 pages including eleven page index and seven annexes, which record such as Argentine mines and minelaying procedures, equipment captured and list of British units stationed in the Falklands from 14th June to 1st September, 1982. 41 black/white photos in two sections of eight pages bound into the book near the centre, seven maps and a sketch. Foreword by Sir Rex Hunt CMG. ISBN 0-85052-205-6 Cost £12.95

This is not just another book about the Falklands War, nor is it about the present progressive development, which although it began soon after the War, took time to get into full swing.

It is chiefly a detailed insight into that difficult and often very distressing period after a war when the enemy have been dismissed and repatriated, the elation following victory has worn rather thin and what remains is the mess and the mental and emotional stress.

It is about changing over from war to peace and 'picking up the pieces' so that for the civil population normal life can start again.

In this case it is about the aftermath of the Falklands War and in particular between 27th July and early September 1982, when Major General Fursdon, Defence Correspondent for the *Daily Telegraph* paid a visit to the Islands.

It is a very interesting factual account of that period and my only grouse is that the author has not written more about the psychological upset which nearly every member of the civilian population living in Stanley suffered.

Warfare is a terrible thing and even for the victors the consequences are dreadful. Everyone should read this book and

it should feature in every Falklands library. RNS.

FALKLAND ISLANDS MAILS: THE KOSMOS YEARS, 1880-1900. *A History of the Mail Contracts with the Deutsche Dampfschiffahrts Gesellschaft Kosmos of Hamburg*, by the Rev. J. N. T. Howat, M.A., London, published by The British Philatelic Trust, British Philatelic Centre, 107 Charterhouse Street, London EC1M 6PT, 1989. 146 pages, illustrated, maps, index, hardbound. ISBN 1 871777 00 3. Available from the publishers £15.

The author traces the development of postal communication between the Falkland islands and the outside world from 1880 to 1900 when the mail contracts were with the German shipping line KOSMOS.

The volume is a companion to the author's earlier work *South American Packets* (The Postal History Society, 1984) which covers the period 1808 to 1900. This well constructed work gives a clear history of events, all the more remarkable as the shipping company's records were lost during the Second World War.

Of much value to the philatelist with a cover, will be the chapter which includes the tables of ships' movements. Appendices give the text of the five mail contracts, financial information, details of the ships, and some data on the 181 recorded items of mail that were carried by KOSMOS. A further appendix gives the details of archives relating to the Falkland Islands mails. This last listing, when it appears in the work, is the hallmark of a good researcher, and the bibliography, index (in three parts) always add to the value of any work. The maps and illustrations are clear and relevant.

Communications have always been of paramount importance to the Falkland islands and this book is highly recommended to both the historian and the postal historian.

DRB

Both Major General Fursdon and the Rev. Jeremy Howat are members of the Falkland Islands Association.

BUILDING FUTURE FALKLANDS SUPPORT

Last year some of the boys at Felsted Preparatory School, near Dunmow, Essex, studied the Falkland Islands as a class project.

The boys wrote scores of letters, sent for brochures, read newspapers, and listened to talks and lectures; in fact they did everything they could to find out about the Falkland Islands to advance their project. Their individual final project reports bear witness to the enormous help that they received from many busy and important people, who were prepared to answer the boys requests and the boys were most grateful.

Typical of the illustrated project reports was one by T. H. Lerwill with the following listed contents: Maps, Introduction, Wildlife, Communications, Development, Fishing, Life in the Islands and Datelines (historical dates from 1690 to 1980). The best project was presented by 11 year-old Oliver McCrudden, whose neatly typed, double spaced well planned

report was awarded the prize of a Falkland Islands Tie by the Falkland Islands Association.

At the end of their project the boys were interviewed by Rob Watson for *Calling the Falklands*.

Their teacher who supervised the project was Rupert Fowke, a member of the Falkland Islands Association and enthusiastic supporter of the Islanders, who was the school teacher and book keeper at Hill Cove in 1980 before taking a degree course at Exeter University.

He hopes to run another class project on the Falklands soon.

Rupert said that, although the project has now ended, the boys' enthusiasm has continued and they frequently show him news cuttings and tell him of further information they have heard.

OBITUARY

JAMES HOPKINS ASHMORE OBE MA MB BCH BAO LM JP

Born in Dublin in 1924 and a graduate of Trinity College, Dr Ashmore did his houseman's year in Manchester where he married his ward sister, Peggy.

A chance advertisement in a medical journal caused him to apply for the Camp Doctor post at Darwin and he and Peggy went to the Falklands Islands for the first time in 1954 where they immediately fell in love with the Islands, its people and the almost unique way of Kelper life.

After one tour at Darwin the Ashmore's came into Stanley where he was Medical Officer under the then Senior Medical Officer, Dr Stuart Slessor, with whom he made an ideal pair, pooling their medical skills and resources.

It was in Stanley that his obstetric qualifications came to the fore since by then it had become standard government policy to use FIGAS to fly all expectant mothers to Stanley in good time for their coming births. Even a small premature baby weighing just two pounds was kept alive successfully in the late sixties, which was no mean feat twenty years ago with only basic equipment to hand. Cold major surgery was performed either in England or at the British Hospital, Montevideo, and specialist referrals were made to both countries, but with a boat only once a month, all acute surgery had to be undertaken on the spot. It says much for the competence of the medical officers that there were so few 'preventable' deaths.

Dr Jim Ashmore succeeded Dr Slessor as Senior Medical Officer, Falkland Islands, upon the latter's retirement in 1968, and continued to practice medicine in the Islands with distinction until he and Peggy departed for the last time in 1975, after twenty-one years service to the Falkland Islands Government and community.

During that time a major tuberculosis screening programme was undertaken in the Falklands and a long overdue hydatid cyst eradication campaign begun. That these programmes were largely successful is due in no small measure to the skill and

sensitive handling of medical issues by the Islands' doctors, Dr Ashmore among them. He was awarded the OBE shortly before leaving the Islands in recognition of these services.

Jim's other great love was music, shared with his wife Peggy. For years he served as Choirmaster at Christ Church Cathedral in Stanley, where he was also a licensed lay reader, and it was a joy to both of them to be actively involved in the seventy-fifth anniversary celebrations of the Consecration of the Cathedral in 1967 and the centenary celebrations of the Consecration of Bishop Stirling as first Bishop of the Falkland Islands in 1969.

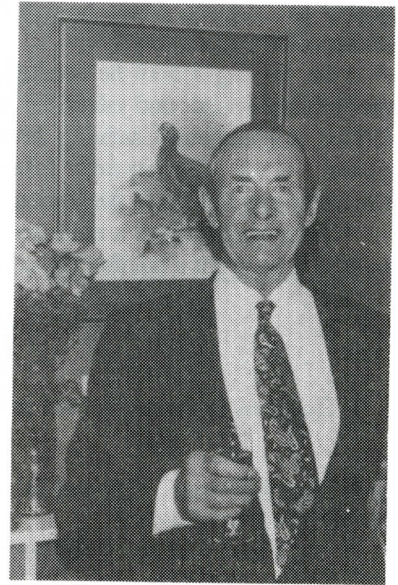
On leaving the Falklands, Jim and Peggy went to the Turks and Caicos islands, where Jim did a tour as Chief Medical Officer until in 1976 finally settling in England, where he worked as an Occupational Health Physician for Gloucester and Cheltenham Health Authority in the grade of Senior Medical Officer, making their home in Fairford. Jim died of a massive coronary on his 64th birthday which he and Peggy were celebrating quietly together on a weekend break in Devon. There were no children of the marriage.

The funeral took place on 28th November at Swindon Crematorium, conducted by the Rev'd Peter Millam, a friend and former colleague. Apart from family and present colleagues, many with Falkland Islands connections were present among them Mr & Mrs Ted Clapp, Mrs Sadie and Mr Colin Clements, Mrs Sandra Gipps, Mr & Mrs David Hewson, Mrs Pam Manders, Mrs Jill Millam, Mr & Mrs Alastair Sloggie, Mr Maurice Sumner, Mr & Mrs Denton-Thompson. PJM.

MARTIN GEORGE CREECE

The many friends of Martin Creece were saddened to learn of his death at Worthing Hospital on 27th December, 1988 in his 83rd year, after the amputation of his second leg.

Although born in London, he spent most of his early childhood in the Falkland Islands before going to school in England. In 1923 Martin returned to the Falkland islands and joined the office staff of the Falkland Islands Company in Stanley, where he continued to work until his retirement



*Martin G. Creece
(taken about 1985)*

in 1964, in later years often deputizing for the Colonial Manager. During this time he built up a reputation of respect for his efficiency, kindness and hospitality to all those with whom he came in contact during his everyday course of work.

In 1943 he married Frances Gowans, a former Matron of King Edward Memorial Hospital, Stanley.

Besides being a staunch supporter of St. Mary's Church, Stanley, he was an active member on the Committee of the Stanley Sports Association. For several years he was Secretary of the Falkland Islands Branch of the Sheep Owners Association and he also served on the Legislative Council as well as being a Justice of the Peace in the Islands. Many farmers, small business people and private individuals would seek his advice and help on accounting and book keeping problems.

Upon retirement he settled in Storrington, Sussex, where he became well known in the community, Martin and Frances' house often being a home from home for many Falkland Islanders.

Martin is survived by his wife and son, Dermot, who works in the printing business. RGV.

OBITUARY (continued)

WILLIAM ARTHUR ETHERIDGE

Bill Etheridge died on 21st December, 1988. Born at Fox Bay East, he won a scholarship to the British School in Uruguay, where he received his secondary education.

On leaving school he returned to the Falkland Islands and joined the Met. Office, subsequently serving several years with Falkland Islands Dependencies Survey in Antarctica.

After qualifying at a radio college in Wales, he spent a number of years in

the Merchant Navy, sailing between the Far East, South Africa and Europe.

Returning to the Falklands he became clerk to Stanley Town Council before joining the European Space Research Organisation in Stanley. When it closed in 1974, Bill joined the Post Office and found rapid promotion through the Government service to Clerk of Councils and, finally, to Superintendent of Posts and Telecommunications in 1980. In this role he was held in high esteem and

affection by many philatelists throughout the world.

When he was forced to retire last year due to failing eyesight and diabetes, we published a short appreciation and photograph in the May 1988 issue of *Falkland Islands Newsletter*.

Bill is survived by his wife Alice whom he married in 1972.

LETTERS TO THE EDITOR

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

Bartlett's House, Keppel Island From Mrs Mary Cawkell

Sir, I read your piece on Bartlett's House in the December issue of Falkland Islands Newsletter with much interest.

May I now attempt a solution to the conundrum?

Arthur Cobb's father, Mr F. E. Cobb, who was Colonial Manager of the Falkland Islands Company from 1867 to 1890 took the photo which was reproduced in my history*. In his history of the Company serialised in the Falkland Islands Journal, Mr Sydney Miller indicates that Mr Cobb was a very meticulous person, one, that is, who would not misname a building he was photographing. Nor did he. The house he photographed on Keppel was in fact Sullivan House, because, after a period of being known as Bartlett's House, it had

reverted to its original name.

The situation as I see it is as follows. The stone building was intended as a replacement for the original wooden Sullivan House. It was never occupied by Stirling as in the years following its erection he led a very peripatetic existence. Besides endeavouring to re-establish Mission connections at Ushuaia, he took several Yahgan youths to Britain and brought them back. Also for a period he lived alone in a wooden hut among the Yahgans to gain their trust. From here he went to England to be consecrated as a Bishop after which his new activities took him further and further away from Keppel.

It was therefore natural that Mr Bartlett, now the mainstay of the Keppel establishment, should, with an

increasing family and living in what was probably insufficient accommodation, move into a new house. This new domicile was also known as Sullivan House, being a description the primitive Yahgans could comprehend. As Mr Bartlett lived for many years on Keppel the name accordingly passed into common currency.

When Mr Whaits took over, he reverted to the original name for the house, so that when Mr Cobb called and took his photograph, naturally he named it Sullivan House.

MARY CAWKELL,
44A Burghley Road
London NW5 1UE

* *The Falkland Islands* by M.B.R. Cawkell, D.H. Maling and E.M. Cawkell, published by Macmillan, 1960.

NAVAL BATTLES & THE FALKLANDS

Rob Watson of *Calling the Falklands* is hoping to produce a programme on the historical associations between the Royal Navy, the Royal Marines and the Falklands.

He will be very glad to hear from any who still have memories of Admiral Cradock's ill-fated squadron before the Battle of Coronel in 1914, of the 1914 Battle of the Falkland

Islands, as well as from those with special memories of HMS *Exeter*'s time in Stanley following the Battle of the River Plate in 1939.

Please write to Rob Watson, BBC World Service, Bush House, Strand, London WC2.

JOB WANTED IN THE FALKLANDS

Twenty year-old James Fisher, an American who is in the World Studies Programme at the School for International Training at Brattleboro, Vermont, wants to work for six or eight months in the Falkland Islands.

He is interested in wildlife, history and sheep farming in the Falklands.

In return he asks for accommodation, food and pocket

money for expenses.

No doubt assistance on these terms would be attractive to one of the small family farms and be of excellent PR value for the Falklands.

Please write to James A. R. Fisher, Box 661, RFD #4, W.Brattleboro, Vermont 05301, U.S.A.

The Falkland Islands Association

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

2 Greycoat Place, Westminster, London SW1P 1SD
Telephone 01-222 0028 Telex 22487 INNLAW

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APPLICATION FOR MEMBERSHIP

I would like to support the right of the people of the Falkland Islands to decide their own future for themselves and to help them to develop their Islands in accordance with their wishes.

I/We wish to join the Falkland Islands Association.

- Individual Members (Annual subscription £15)
- Associate Members (Pensioners & Students) (Annual subscription £5)
- Corporate Members/Companies and Trading Organisations (Minimum Annual subscription £50)

All subscribers will receive the quarterly Newsletter.

Donations to support the work of the Falkland Islands Association are welcome.

I enclose cheque/P.O./Bankers Order

Full Name

Profession

Address

Connection with Falkland Islands, if any

Telephone Number

Signature

Cheques should be made out to the Falkland Islands Association, but it would be appreciated if overseas members would pay by Sterling Bankers Draft to avoid incurring bank foreign currency surcharge.

BANKERS ORDER

Date 19..

To Bank

Branch

Please Pay to National Westminster Bank PLC, Piccadilly Circus Branch, 19 Shaftesbury Avenue, London W1V 7RL. Bank Code 56 00 29 for the credit of : THE FALKLAND ISLANDS ASSOCIATION Account No. 24223999 the sum of pounds on receipt of the order and thereafter annually on the anniversary thereof until notice the sum of pounds

Signature

Name (Capitals)

Customer's Account No.

ANNUAL RECEPTION

The Annual Falkland Islands Reception will be held in Lincoln's Inn on Wednesday 14th June, 1989. Booking forms are enclosed with this issue of Falkland Islands Newsletter.

The Hon. Secretary will be most grateful if these can be completed and returned to the Falkland Islands Association Office before the end of May where possible.

The Association has been asked not to take money for tickets at the door of the Great Hall in Lincoln's Inn. The Office at 2 Greycoat Place, Westminster, SW1 will be open until 5pm on 14th June for last minute collection of tickets.

ADVERTISING

The present circulation of the Newsletter is 4,000 copies. It is distributed to Members of the Association, to all Members of the House of Commons, Members of the House of Lords, all British Members of the European Parliament, and to the Press, Radio and Television. Many copies circulate in the United States, Australia, New Zealand, Canada, other Commonwealth Countries and countries abroad. 800 copies are distributed in the Falkland Islands. Advertising rates are as follows:

Full Page	£250
Half Page	£125
Quarter Page	£65
Eighth Page	£35
Short insertions	£3 per line

Discounts for 4 insertions by negotiation.

A special concession is offered to members of the Association living in the Falklands who own small shops and businesses to advertise in the Newsletter at half the above rates.

RELEASE OF COPYRIGHTS

The Editorial Committee release all copyrights on editorial content of the Falkland Islands Newsletter, except on pictures, cartoons and maps. Other publications are invited to quote freely. However, we do ask that quotations are made in context and we should appreciate an acknowledgement of Falkland Islands Newsletter, as the source quoted.

PUBLICATION METHOD

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Publications Committee:

- Mr E.W. Hunter Christie (Chairman)
- Mrs M. Christie
- Mr M. Dodds
- Mr R. Elgood
- Mr F.G. Mitchell
- Major R.N. Spafford (Editor)

FOR SALE

The following articles are available from the Falkland Islands Association office, 2 Greycoat Place, London SW1. Please enclose cost of postage and packing (additional). It would be appreciated if overseas purchasers would pay by Sterling Bankers Draft to avoid incurring bank foreign currency surcharge.

- Blazer Badges, Falkland Islands crest, £7.50
- Navy blue headsquares, Falkland Islands crest, £6.00
- Desk flags, £1.20
- Ties, Falkland Islands crest, navy blue or maroon, £5.00
- Tea Cloths, Map of the Falkland Islands, £2.25
- Dusters, Map of the Falkland Islands, 75p
- Ordnance Survey Map of Falkland Islands, £2.50
- Reproduction of 1770 Map of Falkland Islands, 12"x9", £1.60
- Illustrated Map of the Falkland Islands in colour, £1.75
- Bookmarks "Stanley, Falkland Islands" various colours 80p.
- Car Stickers, green plastic, "Remember the Falkland Islands - They're British", £1
- Plastic stick-on Badges, Falkland Islands Crest, 10p
- Lapel Badges, Falkland Islands Crest, 60p
- Key Rings, Falkland Islands Crest, £1.75
- Round handbag mirrors, Falklands badge on reverse, 40p
- Eraser, Falkland Islands Association, 25p
- Small spiral notebooks, penguin cover, 40p.
- Pencil cases, penguin cover, £1.50.
- Penguin wrapping paper sheets 22p each, tags, 15p each
- Coloured picture postcards by Steve Whitley:** The Race Track Stanley, Upland Geese, Night Heron, Blackbrowed Albatrosses courting, all at 12p each.
- Steve Whitley's greeting cards** (ideal for Christmas): Christchurch Cathedral Stanley in winter, Winter Scene Pebble Island, Gentoo & King Penguins Volunteer Lagoon, Bull Elephant Seal Sea Lion Island all at 52p each.
- Settlement & Harbour Port Howard, Sunset Stanley Harbour, Jackass & Gentoo Penguins Pebble Island, King Penguins Volunteer Pt., Rockhopper Penguins Pebble Is., Christchurch Cathedral, *The Plym* and *Lady Elizabeth* Stanley Harbour, Corriedale sheep, all at 35p each.

"THE FALKLANDS STORY 1592-1982" by Mary Cawkell, 50p. A concise and accurate account of the history of the Falkland Islands and the events leading up to the invasion.

THE FALKLAND ISLANDS & THEIR NATURAL HISTORY by Ian J. Strange £12.95 + p. & p

POSTCARDS OF THE FALKLAND ISLANDS: A CATALOGUE 1900 - 1950, by Henry & Frances Heyburn. £14.95 + p. & p.

GUIDE TO BIRDS OF THE FALKLAND ISLANDS, by Robin W. Woods. £14.95 + p. & p.

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