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# Falkland Islands

## 1956 and 1957

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# FALKLAND ISLANDS AND DEPENDENCIES

Report for the years  
1956 and 1957

LONDON  
HER MAJESTY'S STATIONERY OFFICE  
1959



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## The Colony

### PART I

#### General Review of 1956 and 1957

THE highlight of the period under review was the visit to the Colony on 7th, 8th and 9th of January, 1957, of His Royal Highness the Prince Philip, Duke of Edinburgh. The Royal Yacht *Britannia*, accompanied by H.M.S. *Protector*, anchored in Stanley Harbour and His Royal Highness came ashore to receive a hearty welcome from the residents of Stanley and the inhabitants of outlying settlements who had travelled to the capital by air, ship and horseback for the eagerly awaited day.

After reviewing a guard of honour, His Royal Highness received an Address of Welcome delivered in the Council Chamber by the Senior Elected Member of the Legislative Council, to which he replied. Prince Philip then attended a special race-meeting organised for the occasion and was cheered to the echo when he won the Sailors' Race. Visits to the Hospital and new Infants' School followed, after which His Royal Highness saw an exhibition of peat cutting and then spent some time on the Rifle Range where the Falkland Islands Rifle Association were engaged in a contest against a combined Royal Navy and Royal Marines team.

Next followed an exhibition arranged by the Sheep Owners' Association and the Guild of Spinners, Weavers and Dyers. A tree-planting ceremony and a short visit to Christ Church Cathedral completed the daytime programme.

That same evening His Royal Highness attended a Colony Ball and presented some of the major prizes won at the race-meeting.

The following day a flight was made over a part of the East Falklands in one of the Government seaplanes with His Royal Highness at the controls for much of the time. This was followed by an exhibition of working sheep-dogs and a visit to the Meteorological Station.

After giving a reception on board, His Royal Highness sailed in the Royal Yacht for Fox Bay on the West Falkland which, in company with H.M.S. *Protector*, was reached at 9 a.m. on 9th January. Here, as in Stanley, a large crowd had gathered to welcome the Royal visitor. It was a brief visit but none the less enjoyable for everyone. Prince Philip toured the settlement and watched sheep drafting and shearing.

His Royal Highness sailed at 3 p.m. the same day for South Georgia, the Royal Yacht again being escorted by H.M.S. *Protector*.



The visit to the Falkland Islands was highly successful in every way and enabled the inhabitants of this loyal Colony to welcome a member of the Royal Family for the first time since 1871.

Mr. E. P. Arrowsmith, C.M.G., arrived in the Colony on 28th April, 1957, to assume duty as Governor and Commander-in-Chief in succession to Sir O. R. Arthur, K.C.M.G., C.V.O., who was appointed Governor and Commander-in-Chief of the Bahamas.

The year 1956 saw much progress in the laying of the concrete main front road in Stanley. The work was completed in 1957 and the capital now has one first-class thoroughfare. The re-laying in tar macadam of the other roads in Stanley will begin in 1958.

The water filtration plant which will provide Stanley with a constant supply of clear water was begun in 1956 and neared completion at the end of 1957.

Work on Camp tracks progressed during the period and certain of the larger settlements are now linked by unsurfaced tracks, approximately 10 feet wide, which can be used by Land Rovers during dry weather. Bridges were built over a number of streams.

The R.M.S. *Darwin*, the new vessel built by the Falkland Islands Company, Limited, and one of the Colony's few links with the outside world, arrived in Stanley on her maiden voyage in August, 1957. With her comfortable accommodation the vessel is far superior to her predecessor, the R.M.S. *Fitzroy*, which served the Colony so well over a period of 26 years.

The new boarding school at Darwin, completed in 1955, has proved an unqualified success and has done much to overcome the difficulties of education in the Camp. A smaller boarding school was built at Port Howard on the West Falkland but shortage of domestic staff has so far prevented boarders from being enrolled.

An aerial survey of the Colony was undertaken during 1956 and 1957 by Hunting Aero Surveys. The cost was met by a grant from Colonial Development and Welfare funds.

Ordinary revenue during the financial year 1955-56 amounted to £306,828, £51,940 more than was estimated. During 1956-57 ordinary revenue at £243,378 was £57,807 less than the approved estimate. Ordinary expenditure in 1955-56 was £260,348, being £27,696 more than the approved estimate and in 1956-57 ordinary expenditure at £243,476 exceeded the approved estimate by £4,326.

The following table shows Colonial Development and Welfare schemes in progress during the period under review, with their appropriate numbers and titles and the amount spent on each scheme both from Colonial Development and Welfare and local funds.



## Colonial Development and Welfare Schemes

| Heads                   | Scheme No. | 1955-56            |                         | 1956-57            |                         | Total Expenditure for the years 1955-56 and 1956-57 |             |
|-------------------------|------------|--------------------|-------------------------|--------------------|-------------------------|---|-------------|
|                         |            | Colony Expenditure | C.D. and W. Expenditure | Colony Expenditure | C.D. and W. Expenditure | Colony  | C.D. and W. |
| Camp Education .        | D.970      | £ —                | £ 2,076                 | £ —                | £ 953                   | £ —   | £ 3,029     |
| Power Station and Plant | D.1130     | 1,504              | —                       | —                  | —                       | 1,504   | —           |
| Jetties . . .           | D.1772     | —                  | 2,523                   | —                  | —                       | —   | 2,523       |
| Roads . . .             | D.2959     | 39,124             | —                       | 3,679              | 7,818                   | 42,804  | 7,818       |
| Stanley Water Supply .  | D.2325     | 3,286              | 32,573                  | —                  | —                       | 3,286   | 32,573      |
| Aerial Survey . .       | D.2600     | —                  | 2,786                   | —                  | 1,743                   | —   | 4,529       |
| Stanley Water Supply .  | D.2958     | —                  | —                       | 13,791             | 15,552                  | 13,791  | 15,552      |
| Infant School . .       | D.1072     | 2,491              | —                       | —                  | —                       | 2,491   | —           |
|                         |            | 46,405             | 39,958                  | 17,470             | 26,066                  | 63,876  | 66,024      |



## PART II

### Chapter 1: Population

At the last census taken on 28th March, 1953, the population of the Colony was 2,230, made up as follows:

|   | <i>Males</i> | <i>Females</i> | <i>Total</i> |
|---|--------------|----------------|--------------|
| Stanley . . . . .                         | 557          | 578            | 1,135        |
| Other districts, East Falklands . . . . . | 410          | 232            | 642          |
| West Falklands . . . . .                  | 279          | 174            | 453          |
| TOTALS . . . . .                          | 1,246        | 984            | 2,230        |

The total population at previous censuses was:

|                |       |
|----------------|-------|
| 1921 . . . . . | 2,094 |
| 1931 . . . . . | 2,392 |
| 1946 . . . . . | 2,239 |

The population is white and is almost entirely of United Kingdom origin. On 31st December, 1957, the population numbered 2,253 (2,294)\*, of whom 1,256 (1,283) were males and 997 (1,011) females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley, while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1957 was 41 (48), of which 18 (26) were male and 23 (22) female children. During the year there were 22 (22) marriages and 22 (18) deaths, of which 0 (1) were infants under two years of age. Two hundred and twenty-three (267) persons arrived in the Colony and 283 (252) left. The total population has decreased over the last 25 years by about 5·8 per cent, though the population of Stanley shows a slight increase.

### Chapter 2: Occupations, Wages and Labour Organisation

#### EMPLOYMENT

Sheep farming, the principal industry, employs approximately 500 men. Government and the Falkland Islands Company, Limited, are the main employers of labour in Stanley. The former employed an average of 61 men on hourly wages during 1957, including 22 workmen from Germany who were engaged on the new Stanley roads and water filtration projects, and the latter employed 90 men. A few artisans were engaged under contract from the United Kingdom on

\* Figures for 1956 are in brackets.



behalf of the Public Works Department. A number of farms also found it necessary to recruit men from the United Kingdom to work as shepherds and navvies in the Camp. Six Chileans were engaged for similar work during the period under review.

The general shortage of labour continued and there was no unemployment.

#### WAGES AND CONDITIONS OF EMPLOYMENT

##### *Stanley*

Throughout 1956 and 1957 wages were unchanged at the following rates:

Unskilled labourers—£5 5s. 0d. per week.

Skilled labourers—from £5 8s. 9d. to £6 7s. 6d. per week.

Artisans—£6 11s. 3d. per week.

A five-and-a-half-day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays, of which there are eight each year. Hourly workers were granted a paid holiday of one week annually. There was no night work except in essential services.

##### *The Camp*

In the Camp general labourers, termed navvies, received £19 per month on the West Falkland and £18 10s. 0d. on the East Falkland. Shepherds living in the settlements received £20 10s. 0d. and £20 per month respectively, while those living outside the settlements received an additional £2 per month. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to enhance their earnings by engaging in contract work such as fencing and peat cutting. All Camp employees were paid monthly. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp were given 15 days holiday annually, which included the eight public holidays.

#### COST OF LIVING

Mutton is the staple meat; the supply of fresh fish, poultry, pork and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables are not easily obtained and the majority of householders grow their own.

There is one hotel and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 35s. to 80s. a week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £5 to £7 a month.

The rents of unfurnished houses for working people are from £3 a month. In the majority of cases the Government provides houses with basic furniture for its overseas officials at a rent of 5 per cent of their salaries. Houses, if not so obtained, are very difficult to rent and relatively expensive to buy.







## LABOUR RELATIONS

There were two trade unions, the Falkland Islands Labour Federation (general) and the Union of Carpenters and Shipwrights. The former had 550 paid up members with a full-time secretary, and the latter 11.

The Labour Federation met annually with the Sheepowners' Association to draw up the agreement between employers and workers in the Camp. Both meetings were held in a friendly atmosphere. There were no trade disputes and no working-time lost.

A Civil Servants' Association was formed in 1948 with the object of improving the conditions of service of locally recruited officers. In 1956 the Association extended its activities by including all civil servants paid from Personal Emoluments and became affiliated with the Colonial Civil Servants' Association in the United Kingdom. As a result of a request by the local Association for improved leave conditions, the Governor appointed a sub-committee of Executive Council towards the end of 1956 to inquire into not only the leave aspect but also the salary structure and other conditions of service of civil servants. The sub-committee's report was approved by the Legislature in October 1957, and the recommendations, which included higher salaries, overseas leave at regular intervals for locally recruited officers and pensionability for female officers, were made retrospective to 1st January, 1957.

Towards the end of 1957 the Labour Federation submitted demands on behalf of hourly paid workers in Stanley for a wage increase of 50 per cent, a 40-hour 5-day week, two weeks annual holiday with pay (one week being allowed previously) and the institution of a system of P.A.Y.E. for income tax purposes. The demands were referred to the Minimum Wages Board and the Federation reduced their wage claim to 25 per cent. Negotiations were continuing at the end of the year, and an amicable settlement was reached.

No labour legislation was enacted.

## SAFETY, HEALTH AND WELFARE

There are no factories or industries in the Colony, other than sheep farming, and consequently there is no legislation dealing with safety, health and welfare in work places. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, which provides for the payment of compensation to workmen for injuries suffered in the course of their employment and was enacted in 1937. There is no legislation or other provision for the payment of unemployment benefits.

## INDUSTRIAL TRAINING

A number of apprentices were indentured to Government in the Public Works Department (building trades) and the Posts and Telegraphs Department (W/T operators). Other apprentices continued their training with the Power and Electrical Department (electricians), the Medical Department (dental mechanic) and in Printing.



The Falkland Islands Co., Ltd., also employ a number of apprentices in the building and light engineering trades. During 1955 an Apprenticeship Board was established to advise on the training of apprentices.

### Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the last three financial years were as follows:

| Year               | Revenue  |         | Expenditure |         |
|--------------------|----------|---------|-------------|---------|
|                    | Ordinary | Total   | Ordinary    | Total   |
|                    | £        | £       | £           | £       |
| 1954-55 . . . . .  | 262,153  | 268,194 | 218,877     | 286,332 |
| 1955-56* . . . . . | 306,932  | 337,644 | 259,542     | 447,292 |
| 1956-57 . . . . .  | 243,588  | 251,649 | 260,378     | 315,915 |

The main heads of revenue and expenditure were as follows:

|   | Revenue     |          |         |
|---|-------------|----------|---------|
|   | 1954-55     | 1955-56* | 1956-57 |
|   | £           | £        | £       |
| Customs . . . . .   | 79,233      | 72,929   | 43,675  |
| Dependencies contribution to the cost of the Central Administration . . . . . | 10,000      | 10,000   | 10,000  |
| Harbour and Aviation . . . . .  | 6,273       | 11,470   | 11,950  |
| Internal Revenue . . . . .  | 107,119     | 117,379  | 99,736  |
| Interest . . . . .  | 15,602      | 26,914   | 23,618  |
| Posts and Telegraphs . . . . .  | 15,585      | 31,440   | 16,088  |
| Electricity . . . . .   | 8,577       | 13,897   | 13,609  |
|   | Expenditure |          |         |
|   | 1954-55     | 1955-56* | 1956-57 |
|   | £           | £        | £       |
| The Governor . . . . .  | 4,952       | 8,746    | 6,285   |
| Education . . . . .   | 13,104      | 17,281   | 18,132  |
| Harbour and Aviation . . . . .  | 20,963      | 28,341   | 24,372  |
| Medical . . . . .   | 27,026      | 29,869   | 24,190  |
| Miscellaneous . . . . .   | 33,053      | 44,149   | 41,523  |
| Pensions . . . . .  | 6,511       | 8,194    | 8,799   |
| Police and Prisons . . . . .  | 3,597       | 4,329    | 3,784   |
| Posts and Telegraphs . . . . .  | 22,317      | 25,754   | 26,042  |
| Power and Electrical . . . . .  | 19,229      | 15,977   | 20,923  |
| Public Works Department . . . . .   | 7,668       | 11,143   | 8,599   |
| Public Works Recurrent . . . . .  | 33,447      | 37,472   | 38,934  |
| Secretariat and Treasury . . . . .  | 12,710      | 18,364   | 12,997  |
| Extraordinary Expenditure . . . . .   | 60,104      | 142,197  | 52,294  |

The statements of Assets and Liabilities at 30th June, 1956, and 30th June, 1957, are shown on pages 9-11. There is no public debt.

\* A 15-month period to bring the financial year-end to 30th June.







## Statement of Assets and

| LIABILITIES  |         |    |    |           |    |    |  |            |    |    |
|--|---------|----|----|-----------|----|----|--|------------|----|----|
|  | £       | s. | d. | £         | s. | d. |  | £          | s. | d. |
| DEPOSIT ACCOUNTS:                                    |         |    |    |           |    |    |  |            |    |    |
| Postal Monies . . . . .                              | 5,232   | 18 | 6  |           |    |    |  |            |    |    |
| Colonial Development and Welfare . . . . .           | 233     | 12 | 1  |           |    |    |  |            |    |    |
| Miscellaneous . . . . .                              | 21,797  | 2  | 0  |           |    |    |  |            |    |    |
|  |         |    |    |           |    |    |  | 27,263     | 12 | 7  |
| FUNDS:   |         |    |    |           |    |    |  |            |    |    |
| Reserve Fund . . . . .                               | 263,245 | 17 | 9  |           |    |    |  |            |    |    |
| Renewals Funds:                                      |         |    |    |           |    |    |  |            |    |    |
| Aviation . . . . .                                   | 13,733  | 5  | 3  |           |    |    |  |            |    |    |
| Marine . . . . .                                     | 12,270  | 9  | 4  |           |    |    |  |            |    |    |
| Power Station . . . . .                              | 12,068  | 8  | 1  |           |    |    |  |            |    |    |
|  |         |    |    | 38,072    | 2  | 8  |  |            |    |    |
| Special Funds:                                       |         |    |    |           |    |    |  |            |    |    |
| Savings Bank . . . . .                               | 946,438 | 17 | 10 |           |    |    |  |            |    |    |
| Government Employees Provident . . . . .             | 8,048   | 5  | 5  |           |    |    |  |            |    |    |
| Note Security . . . . .                              | 81,100  | 1  | 6  |           |    |    |  |            |    |    |
| Old Age Pensions Equalisation . . . . .              | 47,018  | 8  | 4  |           |    |    |  |            |    |    |
|  |         |    |    | 1,082,605 | 13 | 1  |  |            |    |    |
| Other Funds:   |         |    |    |           |    |    |  |            |    |    |
| Land Sales . . . . .                                 | 271,368 | 3  | 0  |           |    |    |  |            |    |    |
| Workmen's Compensation . . . . .                     | 4,179   | 7  | 2  |           |    |    |  |            |    |    |
|  |         |    |    | 275,547   | 10 | 2  |  |            |    |    |
|  |         |    |    |           |    |    |  | 1,659,471  | 3  | 8  |
| Remittances . . . . .                                |         |    |    |           |    |    |  | 7,342      | 17 | 9  |
| General Revenue Balance:                             |         |    |    |           |    |    |  |            |    |    |
| Balance at 1st July, 1956 . . . . .                  | 22,148  | 17 | 6  |           |    |    |  |            |    |    |
| Add Appreciation of Investments . . . . .            | 1,852   | 2  | 6  |           |    |    |  |            |    |    |
|  |         |    |    | 24,001    | 0  | 0  |  |            |    |    |
| Deduct Deficit year ending 30th June, 1957 . . . . . | 64,265  | 19 | 3  |           |    |    |  |            |    |    |
|  |         |    |    |           |    |    |  |            |    |    |
| Balance, 30th June, 1957 Deficit . . . . .           |         |    |    |           |    |    |  | 40,264     | 19 | 3  |
|  |         |    |    |           |    |    |  | £1,653,812 | 14 | 9  |

The above statement does not include a sum of £28,032 8s. 9d. due by H.M. and Welfare Schemes:

|        |         |    |    |
|--------|---------|----|----|
| D.2325 | £ 8,863 | 17 | 11 |
| D.2600 | 148     | 17 | 6  |
| D.2958 | 15,551  | 13 | 2  |
| D.2959 | 3,468   | 0  | 2  |
|        | £28,032 | 8  | 9  |



[illegible]

(74848)



## TAXATION

The main heads of taxation were customs duties on imports and exports and income tax.

*Customs Tariff*

Import duties were payable at the following rates:

Wines: General, 6s. 6d. per gallon in bulk.

Commonwealth, 4s. 6d. per gallon in bulk.

General, 14s. 3d. per dozen quart bottles.

Commonwealth, 9s. 9d. per dozen quart bottles.

Spirits: 52s. per gallon, with the exception of rum which was taxed at 36s. per gallon.

Malt liquors: 1s. per gallon in cask, 1s. per dozen pint bottles.

Tobacco: 6s. per lb.

Cigarettes: 10s. per lb

Matches: General, 10s. per gross boxes; British, 5s. per gross.

Export duties during 1956-57 were payable at the following rates:

Wool: *Ad valorem* duty; 2½d. per lb. for the 1956-57 clip.

Tallow, hides and skins: 2½ per cent of the selling price.

Whale and seal oil: 6d. per barrel of 40 gallons for each £5 of the average market price per ton of first-grade oil.

Other whale and seal products: 6d. per 100 lb.

Revenue from customs duties was:

|                                   | 1955-56* | 1956-57 |
|-----------------------------------|----------|---------|
| <i>Imports</i>                    | £        | £       |
| Wines . . . . .                   | 680      | 355     |
| Spirits . . . . .                 | 25,174   | 9,449   |
| Malt Liquors . . . . .            | 1,593    | 644     |
| Tobaccos and Cigarettes . . . . . | 7,371    | 4,059   |
| Matches . . . . .                 | 272      | 184     |
| <i>Exports</i>                    |          |         |
| Wool . . . . .                    | 36,378   | 28,096  |
| Tallow . . . . .                  | 72       | 38      |
| Hides and Skins . . . . .         | 1,388    | 847     |

*Income Tax*

The following were the rates on taxable income for the years 1956 and 1957:

Companies: 3s. 6d. per £ (flat rate).

|                                   |                |
|-----------------------------------|----------------|
| Individuals: first £100 . . . . . | Nil.           |
| next £100 . . . . .               | 1s. per £      |
| next £250 . . . . .               | 2s. per £      |
| next £250 . . . . .               | 2s. 6d. per £  |
| next £250 . . . . .               | 3s. per £      |
| above £950 . . . . .              | 3s. 6d. per £. |

\* A 15-month period to bring the financial year-end to 30th June.



*Allowances*

Married person: £100.

Children under 16 years: £100 each.

Children receiving full-time education abroad: £125.

Earned income: one-fifth (maximum £400).

Dependant: £25.

Insurance or pension fund contributions: Premiums or contributions (maximum one-sixth of chargeable income).

Revenue received during 1955-56: Companies £76,853, individuals £36,996.

Revenue received during 1956-57: Companies £67,933, individuals £28,197.

The following tabular statement shows the incidence of tax on individuals at varying rates of income\*:

| <i>Annual Income</i> | <i>Single</i> | <i>Married</i> | <i>Married with 1 Child</i> | <i>Married with 2 Children</i> | <i>Married with 3 Children</i> | <i>Married with 4 Children</i> |
|----------------------|---------------|----------------|-----------------------------|--------------------------------|--------------------------------|--------------------------------|
| £                    | £ s. d.       | £ s. d.        | £ s. d.                     | £ s. d.                        | £ s. d.                        | £ s. d.                        |
| 200                  | 2 14 0        | —              | —                           | —                              | —                              | —                              |
| 300                  | 8 8 0         | 1 14 0         | —                           | —                              | —                              | —                              |
| 400                  | 16 8 0        | 6 8 0          | 14 0                        | —                              | —                              | —                              |
| 500                  | 24 8 0        | 14 8 0         | 4 14 0                      | —                              | —                              | —                              |
| 600                  | 33 0 0        | 22 8 0         | 12 8 0                      | 3 14 0                         | —                              | —                              |
| 700                  | 43 0 0        | 30 10 0        | 20 8 0                      | 10 8 0                         | 2 14 0                         | —                              |
| 800                  | 53 0 0        | 40 10 0        | 28 8 0                      | 18 8 0                         | 8 8 0                          | 1 14 0                         |
| 900                  | 63 7 0        | 50 10 0        | 38 0 0                      | 26 8 0                         | 16 8 0                         | 6 8 0                          |
| 1,000                | 75 7 0        | 60 10 0        | 48 0 0                      | 35 10 0                        | 24 8 0                         | 14 8 0                         |
| 1,100                | 87 7 0        | 72 7 0         | 58 0 0                      | 45 10 0                        | 33 0 0                         | 22 8 0                         |
| 1,200                | 99 9 0        | 84 7 0         | 69 7 0                      | 55 10 0                        | 43 0 0                         | 30 10 0                        |
| 1,300                | 113 9 0       | 96 7 0         | 81 7 0                      | 66 7 0                         | 53 0 0                         | 40 10 0                        |
| 1,400                | 127 9 0       | 109 19 0       | 93 7 0                      | 78 7 0                         | 63 7 0                         | 50 10 0                        |
| 1,500                | 141 9 0       | 123 19 0       | 106 9 0                     | 90 7 0                         | 75 7 0                         | 60 10 0                        |
| 1,600                | 155 9 0       | 137 19 0       | 120 9 0                     | 102 19 0                       | 87 7 0                         | 72 7 0                         |
| 1,700                | 169 9 0       | 151 19 0       | 134 9 0                     | 116 19 0                       | 99 9 0                         | 84 7 0                         |
| 1,800                | 183 9 0       | 165 19 0       | 148 9 0                     | 130 19 0                       | 113 9 0                        | 96 7 0                         |
| 1,900                | 197 9 0       | 179 19 0       | 162 9 0                     | 144 19 0                       | 127 9 0                        | 109 19 0                       |
| 2,000                | 211 9 0       | 193 19 0       | 176 9 0                     | 158 19 0                       | 141 9 0                        | 123 19 0                       |

\* An allowance of £6 has been made in each case to cover insurance or pension fund contributions.

*Estate Duty*

Estate duty in accordance with the schedule below is payable whether or not the deceased died in the Colony, but only in respect of property in the Colony. There is provision in the Ordinance for relief in respect of quick successions.

*Rate of Estate Duty*

| £                                   | Rate of Duty        |
|-------------------------------------|---------------------|
| Not exceeding 100                   | Nil.                |
| Exceeding 100 but not exceeding 300 | £1 10s. 0d. (fixed) |
| 300 " "                             | £2 10s. 0d. ( " )   |
| 500 " "                             | 1 per cent          |
| 1,000 " "                           | 2 " "               |
| 2,000 " "                           | 3 " "               |
| 3,000 " "                           |                     |



## Rate of Estate Duty—contd.

|           | £         |                   | £         | Rate of Duty |
|-----------|-----------|-------------------|-----------|--------------|
| Exceeding | 3,000     | but not exceeding | 5,000     | 4 per cent   |
| "         | 5,000     | "                 | 7,500     | 5 "          |
| "         | 7,500     | "                 | 10,000    | 6 "          |
| "         | 10,000    | "                 | 12,500    | 7 "          |
| "         | 12,500    | "                 | 15,000    | 8 "          |
| "         | 15,000    | "                 | 20,000    | 10 "         |
| "         | 20,000    | "                 | 25,000    | 12 "         |
| "         | 25,000    | "                 | 30,000    | 14 "         |
| "         | 30,000    | "                 | 35,000    | 16 "         |
| "         | 35,000    | "                 | 40,000    | 18 "         |
| "         | 40,000    | "                 | 45,000    | 20 "         |
| "         | 45,000    | "                 | 50,000    | 22 "         |
| "         | 50,000    | "                 | 60,000    | 24 "         |
| "         | 60,000    | "                 | 75,000    | 27 "         |
| "         | 75,000    | "                 | 100,000   | 30 "         |
| "         | 100,000   | "                 | 150,000   | 35 "         |
| "         | 150,000   | "                 | 200,000   | 40 "         |
| "         | 200,000   | "                 | 250,000   | 45 "         |
| "         | 250,000   | "                 | 300,000   | 50 "         |
| "         | 300,000   | "                 | 500,000   | 55 "         |
| "         | 500,000   | "                 | 750,000   | 60 "         |
| "         | 750,000   | "                 | 1,000,000 | 65 "         |
| "         | 1,000,000 | "                 | 2,000,000 | 70 "         |
| "         | 2,000,000 | "                 |           | 75 "         |

## STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £5,545 during 1956 and £7,114 during 1957. Expenditure during 1956 was £6,230 and during 1957 £6,816.

The main heads of revenue were:

|  | 1956  | 1957   |
|--|-------|--------|
|  | £     | £      |
| Government Grant . . . . .   | 800   | 800    |
| General Rates (including contribution of £356 by Government) . . . . . | 2,781 | 4,120* |
| Water Rate . . . . .   | 514   | 654    |
| Hire of Town Hall . . . . .  | 752   | 579    |
| Government grant towards the renovation of the Gymnasium . . . . .     | 300   | —      |

The main heads of expenditure were:

|                             | 1956  | 1957  |
|-----------------------------|-------|-------|
|                             | £     | £     |
| Town Clerk . . . . .        | 210   | 400   |
| Cemetery . . . . .          | 288   | 374   |
| Fire Brigade . . . . .      | 461   | 293   |
| Library . . . . .           | 149   | 188   |
| Charitable Relief . . . . . | 556   | 847   |
| Scavenging . . . . .        | 2,300 | 1,720 |
| Street Lighting . . . . .   | 386   | 494   |
| Town Hall . . . . .         | 996   | 1,053 |
| Transport . . . . .         | 463   | 185   |

\* Including contribution of £1,194 by Government.



## Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage. On 31st December, 1957, the note issue in circulation was £86,738 10s. 0d.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of a commission of 1 per cent. A similar service is also provided by the Falkland Islands Company, Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,032,436 18s. 10d. at 30th June, 1957, and the number of depositors' accounts open was 2,163. At the same date in 1956 deposits totalled £969,637 14s. 7d. and the number of depositors was 2,109. Interest on deposits is paid at the rate of 2½ per cent per annum.

## Chapter 5: Commerce

### IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in foodstuffs are imported.

The value of imports and sources of supply were as follows:

#### *Value of Imports*

|  | 1956    | 1957    |
|--|---------|---------|
|  | £       | £       |
| Food . . . . .   | 66,729  | 74,432  |
| Beverages and Tobacco . . . . .                              | 37,889  | 42,227  |
| Crude materials, inedible, except fuels . . . . .            | 34,810  | 113,430 |
| Mineral fuels, lubricants and related materials . . . . .    | 18,325  | 22,799  |
| Animal and vegetable oils and fats . . . . .                 | 41      | 418     |
| Chemicals . . . . .  | 21,233  | 24,874  |
| Manufactured goods classified chiefly by materials . . . . . | 126,778 | 98,945  |
| Machinery and transport equipment . . . . .                  | 92,929  | 98,558  |
| Miscellaneous manufactured articles . . . . .                | 93,775  | 67,234  |
| Miscellaneous transactions and commodities . . . . .         | 13,055  | 7,015   |
| TOTAL IMPORTS . . . . .                                      | 505,564 | 549,932 |



*Principal Imports and Sources of Supply, 1956*

| <i>Item</i>  | <i>Value</i> | <i>Quantity</i> | <i>Principal Supplying Countries</i>                       |
|--|--------------|-----------------|--|
|  | £            |                 |  |
| Provisions . . . . .                                   | 59,519       | 522 tons        | United Kingdom £33,562, Argentine £17,570, Uruguay £1,422. |
| Alcoholic beverages . . . . .                          | 25,559       | 33,880 gal.     | United Kingdom £24,945, Argentine £216, Uruguay £95.       |
| Tobacco manufactures . . . . .                         | 11,023       | 13,924 lb.      | United Kingdom.  |
| Timber . . . . .                                       | 30,877       | 771 tons        | United Kingdom £24,977, Chile £5,900.                      |
| Petroleum products . . . . .                           | 15,171       | 225 tons        | United Kingdom £4,220, Uruguay £10,951.                    |
| Manufactures of metals . . . . .                       | 68,789       | —               | United Kingdom £68,326.                                    |
| Road motor vehicles and spare parts . . . . .          | 37,883       | —               | United Kingdom £37,618.                                    |
| Clothing . . . . .                                     | 30,422       | —               | United Kingdom £29,737.                                    |
| Electric machinery, apparatus and appliances . . . . . | 17,566       | —               | United Kingdom £16,748.                                    |

*Principal Imports and Sources of Supply, 1957*

| <i>Item</i>  | <i>Value</i> | <i>Quantity</i> | <i>Principal Supplying Countries</i>                       |
|--|--------------|-----------------|--|
|  | £            |                 |  |
| Provisions . . . . .                                   | 66,730       | 527 tons        | United Kingdom £46,351, Argentine £16,435, Uruguay £1,778. |
| Alcoholic beverages . . . . .                          | 24,882       | 36,662 gal.     | United Kingdom £22,749, Uruguay £815.                      |
| Tobacco manufactures . . . . .                         | 14,730       | 17,957 lb.      | United Kingdom £14,730.                                    |
| Timber . . . . .                                       | 102,157      | 2,043 tons      | United Kingdom £7,779, Sweden £85,299, Chile £9,079.       |
| Petroleum products . . . . .                           | 21,758       | 423 tons        | United Kingdom £6,387, Uruguay £15,371.                    |
| Manufactures of Metals . . . . .                       | 47,586       | —               | United Kingdom £47,245.                                    |
| Road motor vehicles and spare parts . . . . .          | 32,913       | —               | United Kingdom £32,913.                                    |
| Clothing . . . . .                                     | 21,493       | —               | United Kingdom £21,109.                                    |
| Electric machinery, apparatus and appliances . . . . . | 19,687       | —               | United Kingdom £18,491.                                    |

*Sources of Imports*

|                                | 1956  | 1957  |
|--------------------------------|-------|-------|
| British Commonwealth . . . . . | 87.43 | 70.45 |
| Foreign countries . . . . .    | 12.57 | 29.55 |



*Principal Supplying Countries*

|   | 1956    | 1957    |
|---|---------|---------|
|   | £       | £       |
| United Kingdom . . . . .                  | 433,569 | 385,186 |
| Other parts of the Commonwealth . . . . . | 8,490   | 2,262   |
| Argentina . . . . .                       | 24,125  | 24,905  |
| Chile . . . . .                           | 12,828  | 9,553   |
| Denmark . . . . .                         | 583     | 3,437   |
| Germany . . . . .                         | 5,493   | 7,163   |
| Switzerland . . . . .                     | 2,294   | 6,354   |
| Sweden . . . . .                          | 68      | 87,402  |
| U.S.A. . . . .                            | 1,249   | 689     |
| Uruguay . . . . .                         | 15,108  | 19,812  |

All goods imported, except on Government account, are distributed by local traders. Imports from the dollar area consist mainly of spare parts for the two Beaver aircraft and for American-made wind generators.

## EXPORTS

The value, quantities and markets for exports were as follows:

*Exports (including Re-exports)*

|                                   | 1956            | 1957              |
|-----------------------------------|-----------------|-------------------|
|                                   | £               | £                 |
| Wool . . . . .                    | 917,830         | 1,230,132         |
| Hides and skins . . . . .         | 22,631          | 46,231            |
| Tallow . . . . .                  | 1,661           | 1,439             |
| Livestock . . . . .               | 1,582           | 1,033             |
| Frozen meat . . . . .             | —               | —                 |
| Other articles . . . . .          | —               | —                 |
| <b>TOTAL EXPORTS . . . . .</b>    | <b>943,704</b>  | <b>1,278,835</b>  |
| <b>TOTAL RE-EXPORTS . . . . .</b> | <b>13,937</b>   | <b>15,580</b>     |
| <b>TOTAL . . . . .</b>            | <b>£957,641</b> | <b>£1,294,415</b> |

*Note:* All values are based on selling price.

*Principal Exports*

| Item                      | Value   |           | Quantity       |                | Destination<br>in both years |
|---------------------------|---------|-----------|----------------|----------------|------------------------------|
|                           | 1956    | 1957      | 1956           | 1957           |                              |
|                           | £       | £         | lb.            | lb.            |                              |
| Wool . . . . .            | 917,830 | 1,230,132 | 4,495,493      | 4,575,156      | United Kingdom               |
| Hides and skins . . . . . | 22,631  | 46,231    | cwt.<br>3,334  | cwt.<br>3,230  | United Kingdom               |
| Livestock . . . . .       | 1,582   | 1,033     | sheep<br>1,582 | sheep<br>1,033 | Chile                        |

*Note:* All values are based on selling price.



## Chapter 6: Production

ALL land with the exception of some 40,000 acres remaining to the Crown, is freehold and is divided into sheep farms varying in size from 3,600 to 161,000 acres and carrying up to 33,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company, Limited, which owns a number of farms, holds freehold land amounting to approximately 1,229,000 acres and carrying 269,966 sheep.

Crown land may be rented.

Resources at present undeveloped are the extensive kelp (*macrocystis*) beds, whales which are found in the surrounding waters, deep sea fishing and sealing.

### AGRICULTURE AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The Agricultural Department is administered by the Agricultural Officer, two Agricultural and Livestock Assistants, one clerk and two labourers.

The policy of the Agricultural Department is:

- (i) to co-operate with sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to advise stock owners in all matters connected with animal husbandry;
- (iv) to collect and produce agricultural and livestock statistics.

In 1956 the Colony had 608,882 sheep, 12,168 cattle, 3,040 horses and 60 swine. The numbers in 1957 were 619,584, 12,392, 3,103 and 121 respectively.

Sheep and cattle are distributed among farms in the East and West Falklands. Methods of keeping livestock are uniform throughout the Colony.

The average weight of wool exported over the last four years was 4,448,102 lb. The wool clips in 1956 and 1957 were exported through the medium of the Falkland Islands Company, Limited.

No dairy produce was exported. An occasional shipment of mutton was made to the whaling establishments in South Georgia and some sheep were sold to meat freezing plants in Southern Chile.

The Colony is self-supporting in mutton and beef, supplies for Stanley being obtained from various settlements. Three small dairies in Stanley supply milk to the town. Farms in the Camp have their own cows.

Details of exports of livestock products are given on page 17.



## FORESTRY

There are no forests in the Colony.

## FISHERIES

There is no organised fishing industry and no full-time fishermen. Occasional catches of mullet and smelt are made by net hauling, all of which are sold for local consumption. Trout fishing provides good sport for anglers.

## MINING

There are no known minerals in the Falkland Islands.

## MANUFACTURING INDUSTRIES

The Colony has no manufacturing industries.

## CO-OPERATIVE SOCIETIES

The Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up one £10 share on joining the canteen. A maximum of 50 shares may be held.

The canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is operated by a committee who remain in office for three years. Part-time storekeepers attend on three afternoons a week.

## *Chapter 7: Social Services*

## EDUCATION

THE Government is responsible for all education in the Colony. All education in the years under review was free. Children in Stanley, wishing to continue their education after reaching the age of 14 years may do so in what is known as the Continuation Class at the Senior School. There is no secondary or higher education. Bursaries are awarded to children wishing to train for teaching posts within the Department of Education. Evening classes are held each winter from May to October. The classes are open to all who wish to attend, but apart from Government employees under the age of 18 years, whose attendance is compulsory, the response in 1956 and 1957 was not entirely encouraging.

Attendance in Stanley is compulsory for all children between the ages of 5 and 14 years and in the Camp for children between 5 and



14 years of age living within one mile, and children between 7 and 14 living within two miles, of a settlement school. In addition a number of travelling teachers were employed in the Camp. These teachers have a settlement school as their base, but also visit outlying shepherds' houses for short periods.

There are two schools in Stanley. The Infants' School caters for children from 5 to 7 years of age and the first two classes of the Senior School are also accommodated in the Infants' School building. The Senior School caters for children from 7 to 14 years or over.

At Darwin, on East Falkland, a boarding school was opened in 1956. This school accommodates 39 boarders from various parts of the Camp and also caters for 11 day children. At Port Howard on West Falkland a smaller boarding school has been built and in 1957, 14 children attended as day pupils. It is hoped that four to six boarders will be accommodated in 1958.

The following is a summary of teachers and children in each school during the period under review.

*Number of Teachers as at 31st December, 1956*

|   | Infants' School |        | All Range School |        | Boarding Schools |        | Camp |        | Total |        |
|---|-----------------|--------|------------------|--------|------------------|--------|------|--------|-------|--------|
|   | Male            | Female | Male             | Female | Male             | Female | Male | Female | Male  | Female |
| Certificated: Completed Secondary School Course .                       | —               | —      | 3                | 2      | 2                | 2      | 1    | —      | 6     | 4      |
| Uncertificated, but who have completed Secondary School Course .        | —               | 1      | —                | —      | —                | —      | 3    | —      | 3     | 1      |
| Trained (locally), but who have not completed Secondary School Course . | —               | —      | —                | 1      | —                | —      | —    | —      | —     | 1      |
| Untrained . . .   | —               | 1      | —                | 2      | —                | —      | 4    | 2      | 4     | 5      |

*Number of Teachers as at 31st December, 1957*

|   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|
| Certificated: Completed Secondary School Course .                       | — | 1 | 3 | 4 | 3 | 2 | 1 | — | 7 | 7 |
| Uncertificated, but who have completed Secondary School Course .        | — | 1 | — | — | — | — | 6 | — | 6 | 1 |
| Trained (locally), but who have not completed Secondary School Course . | — | — | — | 1 | — | — | — | — | — | 1 |
| Untrained . . .   | — | 1 | — | 2 | — | — | 1 | 2 | 1 | 5 |



*Number of Children receiving Education*

|                                     | Schools | Enrolment |       |       |
|-------------------------------------|---------|-----------|-------|-------|
|                                     |         | Boys      | Girls | Total |
| On 31st December, 1956              |         |           |       |       |
| Infants . . . . .                   | 1       | 24        | 26    | 50    |
| All range . . . . .                 | 1       | 61        | 67    | 128   |
| Boarding . . . . .                  | 1       | 25        | 25    | 50    |
| Camp teachers . . . . .             | 10      | 49        | 52    | 101   |
| Camp school rooms . . . . .         | 8 }     |           |       |       |
| TOTAL: Camp, Boarding and Stanley . |         | 159       | 170   | 329   |
| On 31st December, 1957              |         |           |       |       |
| Infants . . . . .                   | 1       | 21        | 12    | 33    |
| All range . . . . .                 | 1       | 60        | 63    | 123   |
| Boarding . . . . .                  | 2       | 33        | 30    | 63    |
| Camp teachers . . . . .             | 10      | 38        | 44    | 82    |
| Camp school rooms . . . . .         | 7 }     |           |       |       |
| TOTAL: Camp, Boarding and Stanley   |         | 152       | 149   | 301   |

Children in the Camp not attending a boarding school are encouraged to attend school in Stanley and a boarding allowance of £2 per month for each child is granted. This scheme now also applies to children whose parents live in South Georgia.

Under an agreement with the Dorset County Council one boy was sent on a scholarship to a County Grammar School in Dorset in 1956 and one girl in 1957.

An Overseas Education Allowances Scheme was initiated in 1957 under which Government makes a tax-free grant of £150 for the first year and £100 a year for the next four years to the parents of children between the ages of 11 and 18 years who are receiving full-time education overseas at a school approved by the Superintendent of Education.

There was one child of school age in South Georgia in 1957. There were no educational facilities but books and materials are obtainable from the Education Department in Stanley.

The Colony's total expenditure on education in 1955-56 was £36,286, or 9 per cent of expenditure, and in 1956-57, £27,509, or 9.3 per cent of expenditure. For details of Colonial Development and Welfare grants towards education see page 3.



## PUBLIC HEALTH

During the period under review, the general health of the population was good. There were no serious epidemics.

*Tuberculosis*

Since the tuberculosis survey of the Colony was completed in 1954, there has been a marked decrease in the number of new cases of tuberculosis and there have been no deaths from tuberculosis. All tuberculosis patients are treated free and, when necessary, are given financial and material assistance—basic foods, rent, rates, fuel, etc.

*Hospital Facilities*

The Colony has only one hospital, which is situated in Stanley. It has 34 beds for the treatment of medical, surgical, obstetric and tuberculosis cases.

The following operations were performed in the hospital:

|                              | 1956 | 1957 |
|------------------------------|------|------|
| Major operations . . .       | 38   | 25   |
| Minor operations . . .       | 24   | 19   |
|                              | —    | —    |
| TOTAL . . .                  | 62   | 44   |
|                              | —    | —    |
| Admissions to hospital . . . | 146  | 136  |

Ante-natal, post-natal and baby clinics are held at the hospital, and are well attended.

*Mortality*

There were no maternal deaths in either year.

There were 18 deaths in the Colony in 1956 and 22 in 1957. Diseases of the circulatory system, mainly associated with old age, were the main cause of death.

*Medical Services in the Camp*

For medical purposes the Falklands are divided into three areas: Stanley and the North Camp, Lafonia, and West Falkland. The Senior Medical Officer and one Medical Officer are stationed in Stanley and see all the patients in Stanley and the North Camp. One Medical Officer lives at Darwin, in Lafonia, and deals with all the medical cases in his area. In the West Falkland, a doctor is stationed at Fox Bay. His patients live in the West Falkland and in the many islands to the north and west.

All settlements on the main East and West Falklands can communicate direct with a doctor by telephone; outlying houses and the islands have radio-telephones.

Standard medical chests are provided at all settlements. When necessary, advice on the use of their contents—medicines, splints and dressings—can be given by telephone or radio telephone.



The Government Air Service is available for the transport of doctors and patients. As a rule, the Camp doctors ride to their patients but, when it is convenient, or necessary, they are flown. The Government-owned m.v. *Philomel* is also at the call of the Medical Department, and is used in emergency when the aircraft cannot be used.

The system is practical and efficiently meets the unusual needs of a roadless country of mountain ranges, great areas of grassland pastures, and many islands, inhabited by a widely-scattered population.

### *Local Authority Services*

The Stanley Town Council was responsible for sewage disposal and employed two night-soil collectors. There still remain about 100 houses in Stanley without modern sanitary installations, although the number is slowly decreasing.

There were three licensed dairies in Stanley, which were inspected periodically by the Chief Constable, who fills the post of Sanitary Inspector. The dairy herds were examined by the Agricultural Officer and all animals were tuberculin tested.

### *Medical Department*

The staff of the Medical Department in 1957 consisted of the Senior Medical Officer, three Medical Officers, two Dental Officers (one for part of the year only), one Matron, one Nursing Sister, one Tuberculosis Sister (for part of the year) and six staff nurses. Domestic and other staff of the hospital consisted of one clerk, one caretaker, one cook, five maids, one laundry maid and one gardener.

There were no doctors or nurses working for companies and there were no private practitioners.

Expenditure on medical services (including special expenditure) during 1955-56 was £33,714, or 8.4 per cent of total expenditure. In 1956-57, it was £25,483, or 8.6 per cent.

| <i>Revenue</i> | <i>1953</i>   | <i>1954</i>   | <i>1955</i>   | <i>1956</i>   | <i>1957</i>   |
|----------------|---------------|---------------|---------------|---------------|---------------|
|                | £             | £             | £             | £             | £             |
| Medical . . .  | 2,248         | 2,150         | 1,739         | 2,856         | 2,899         |
| Dental . . .   | 2,308         | 345           | 580           | 627           | 1,654         |
|                | <u>£4,556</u> | <u>£2,495</u> | <u>£2,319</u> | <u>£3,483</u> | <u>£4,553</u> |

### HOUSING AND TOWN PLANNING

The majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Board of Health for approval and must conform to the



sanitation and constructional requirements of the Board. There is a shortage of housing in Stanley, caused mainly by the high cost of materials and freightage and the shortage of labour.

The Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Board of Health has power to condemn houses which are unfit for habitation.

#### SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892, St. Mary's Roman Catholic Church, established in 1899 and the Tabernacle (United Free Church), established in 1896. Church services are relayed every Sunday evening through the broadcasting station in Stanley, for the benefit of Camp listeners.

An old age contributory pensions scheme introduced in 1952 is compulsory for all male residents in the Colony. The following weekly benefits are paid on contributors reaching 65 years of age: married man 30s., unmarried man or widower 20s., widow of pensioner 10s. Employees contribute 2s. weekly and employers 3s.

Children's allowances at the rate of 10s. per month for each child are granted to all parents with two or more children.

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1957 was £866. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages or poor law institutes.

The Stanley Benefit Club, open to all residents, is the oldest club in the Colony. It was formed in July 1859 to provide a fund for the support of members in cases of sickness or accident; it also meets funeral expenses. The club's membership has fallen to 93, chiefly due to the older members dying and the lack of interest among younger people. During the period under review the Stanley Benefit Club paid to its members sick and other benefits amounting to £277 in 1956 and £274 in 1957. The Club's assets over liabilities on the 30th April, 1957, were £3,225.

The Red Cross Society held its usual meetings each month. Canteens were run for visiting ships of the Royal Navy; and some members attend the hospital each week to undertake the mending of garments and linen.

The membership of the Girls' Life Brigade has increased during the period under review. Courses were completed in accordance with the International Headquarters Syllabuses at the advanced level in hygiene, first aid, physiology and anatomy, knitting and country dancing. Elementary standard badges were also granted in natural history, art, needlework, knitting and basketwork.

The 1st Falkland Islands Company of the Boys' Brigade, first formed in 1944, continued to be a most successful organisation.



Training is carried out during the winter months. Classes are held in signalling, first aid, physical training and drill. The strength in 1957 was 36. A Junior Company of Life Boys was formed during 1957. The roll is now 20.

There are several clubs in Stanley, among them the Colony Club, the Falkland Club, the Working Men's Social Club, which holds an annual sports meeting for children, and the Falkland Islands Defence Force Club, membership of which is confined to past and present members of the force.

Under the auspices of the Falkland Islands Defence Force Rifle Club, which is now open for membership to anyone over 30 years of age, rifle shooting continued to be one of the most popular pastimes in Stanley. Local Bisley meetings are held annually and are run on the same lines as the annual Bisley meeting held in England. The Rifle Association sent a representative team to Bisley for the 1957 meeting and the Falkland Islands' team won the Morning Post Junior Kolapore Imperial Challenge Cup and was second in the Barnett Junior McKinnon Imperial Challenge Cup, a very commendable achievement.

There is a miniature range in the Drill Hall and this is open to members and their wives. It is always well supported and this form of sport is still growing in popularity. The Drill Hall is also used for badminton and table tennis.

Football is the most popular outdoor sport and the club is well supported. Not only do local teams compete for a championship but some very enjoyable games take place against teams from visiting warships, including in 1957 a team from the Royal Yacht *Britannia*.

The Cricket Club, formed in 1955, still continues to attract members, of whom there are now 50. The pitch is matting on concrete. This must be the most southerly place where cricket is played regularly during the summer. Practices were well attended and a number of matches, mostly in "two-sweater" weather, were played against visiting ships.

An Angling and Shooting Club was formed in 1950 primarily with the object of arranging expeditions for members. Owing to transport difficulties the club no longer functions, but an increasing interest is being taken in trout fishing. Brown trout (*salmo favius*) were introduced into the Colony's rivers between 1947 and 1952 and have done very well. The trout fishing season opens on 1st September and closes on 30th April. During the latter part of 1957 trout weighing 8 to 10 lb. were caught most week-ends on spinners. These large trout make excellent eating, the flesh closely resembling salmon in colour and taste.

The Stanley Badminton Club has a large membership and games are played in the gymnasium twice weekly.

The squash court donated by the Falkland Islands Company, Limited, in 1953 continues to be well used.



Darts is a popular winter game and there is a league in Stanley with nine teams. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club and the Falkland Islands Defence Force Club, has a strong following.

The Stanley Sports Association holds an annual meeting in December with horse racing, gymkhana and athletic events. Race meetings are also held at Darwin and at most of the principal settlements in turn on West Falkland.

The Guild of Spinners, Weavers and Dyers which had 12 members at the end of 1957 were honoured when His Royal Highness the Prince Philip, Duke of Edinburgh, asked that a sweater, similar to one on exhibition during the Royal visit, be made for him. Some of the girls attending Stanley Senior School learn spinning and weaving as a handicraft.

Folk dancing is held in Stanley for five months of the year in the gymnasium. The Society meets once a week for two hours. A class for juniors is held weekly and a class for seniors is also held. Both are well attended. Membership is open to all over 13 years of age. The total membership averages 245 and there are 70 juniors. Members pay a subscription of 2s. and an entrance fee of 6d. each evening. The classes are free. Social evenings at which ballroom and folk dancing were held were a great attraction.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a dance hall with stage, dressing rooms, refreshment room and a well stocked and patronised library. In 1956 and 1957 film shows were given in the dance hall by a private operator.

## Chapter 8: Legislation

LEGISLATION enacted during the period under review included the following measures:

### 1956

- No. 5. *The Old Age Pensions (Amendment) Ordinance*, providing for the payment of old age pensions to pensioners residing overseas, irrespective of the country of residence.
- No. 6. *The Customs (Amendment) Ordinance*, clarifying the definition of "export" and defining more precisely when goods are deemed to be exported.
- No. 7. *The Public Health (Amendment) Ordinance*, forbidding the entry into the Colony of persons suffering from pulmonary tuberculosis, and to ensure that infectious cases of pulmonary tuberculosis do not spread infection.



1957

- No. 3. *The Income Tax (Amendment) Ordinance*, exempting from income tax grants made from the public revenue towards the further education overseas of young persons between the ages of 11 and 18 years; increasing the deduction allowed in respect of each child under the age of 16 years from £70 to £100; and levying the same tax upon non-resident British subjects and companies who carry on business by an agent, etc., in the Colony, as is leviable upon other non-resident persons and companies who carry on business in a similar manner.
- No. 5. *The Dangerous Drugs (Amendment) Ordinance*, prohibits the cultivation of the opium poppy (*papaver somniferum*) and the importation or possession of prepared opium; and declares raw opium, coca leaves and their derivatives and the amphetamines to be dangerous drugs.

## Chapter 9: Justice, Police and Prisons

### JUSTICE

THE judicial system of the Colony is administered by a Supreme Court, with the Governor as Judge, and a Magistrate's Court, both of which are in Stanley. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

Local ordinances and regulations are in effect. English law applies up to 1900 and subsequently by special application.

Most farm managers are Justices of the Peace, as are also certain residents in Stanley, and they have the power to deal with minor offences.

The commonest type of litigation is for recovery of debt; the most frequent offences are larceny, malicious damage and breaches of the Licensing Ordinance.

The following tables show the numbers of civil and criminal cases heard by the courts during 1956 and 1957:

| <i>Civil Court</i>              | 1956 | 1957 |
|---------------------------------|------|------|
| Debt . . . . .                  | 6    | 8    |
| Children's Act . . . . .        | —    | 1    |
| Property Act . . . . .          | —    | 1    |
| Marriage Act . . . . .          | —    | 2    |
| Income Tax . . . . .            | —    | 1    |
| Eviction . . . . .              | 2    | —    |
| Non-compliance with Court Order | —    | 1    |



|   | Cases Heard |      | Discharged |            | Convicted   |            |
|---|-------------|------|------------|------------|-------------|------------|
|   | 1956        | 1957 | Adults     | Juven-iles | Adults      | Juven-iles |
| <i>Magistrates' Court</i>                           |             |      |            |            |             |            |
| <i>Offences against the person:</i>                 |             |      |            |            |             |            |
| Assaults . . . . .                                  | 6           | 4    | 1          | —          | 9           | —          |
| <i>Offences against property:</i>                   |             |      |            |            |             |            |
| Larceny . . . . .                                   | 9           | 11   | 1          | —          | 8           | 11         |
| Breaking and entering . .                           | 3           | —    | —          | —          | —           | 3          |
| Embezzlement . . . . .                              | 6           | —    | 5          | —          | 1           | —          |
| Sacrilege . . . . .                                 | 7           | —    | —          | —          | —           | 7          |
| False pretences . . . . .                           | 1           | —    | —          | —          | 1           | —          |
| Receiving stolen property .                         | 1           | —    | —          | —          | —           | 1          |
| Setting fire to bushes . .                          | 2           | —    | —          | —          | 2           | —          |
| Dangerous substance in<br>Post Office box . . . . . | —           | 1    | —          | —          | —           | 1          |
| Malicious damage . . . . .                          | 3           | 4    | —          | —          | 7           | —          |
| Wilful damage . . . . .                             | 2           | 1    | —          | —          | 3           | —          |
| Forcible entry . . . . .                            | 1           | —    | —          | —          | 1           | —          |
| Trespass . . . . .                                  | —           | 4    | —          | —          | 1           | 3          |
| <i>Offences against Local Ord-<br/>nances:</i>      |             |      |            |            |             |            |
| Road traffic . . . . .                              | 5           | 11   | 1          | —          | 15          | —          |
| Licensing . . . . .                                 | 38          | 46   | 8          | —          | 76          | —          |
| Illegal export . . . . .                            | —           | 1    | —          | —          | 1           | —          |
| Dangerous dog . . . . .                             | —           | 1    | —          | —          | 1           | —          |
| Failing to carry naviga-<br>tion lights . . . . .   | —           | 1    | —          | —          | 1           | —          |
| <i>Offences against Public<br/>Order:</i>           |             |      |            |            |             |            |
| Obscene language . . . . .                          | 5           | 1    | —          | —          | 6           | —          |
| Resisting arrest . . . . .                          | 1           | —    | —          | —          | 1           | —          |
| Disorderly behaviour . . .                          | 4           | —    | —          | —          | 4           | —          |
| Stowaway . . . . .                                  | 1           | —    | —          | —          | 1           | —          |
| Breach of recognizance . .                          | 1           | —    | —          | —          | 1           | —          |
| Unlawfully absent from<br>ship . . . . .            | 2           | —    | —          | —          | 2           | —          |
| <i>Supreme Court:</i>                               |             |      |            |            |             |            |
| Divorce . . . . .                                   | 3           | 4    | —          | —          | Orders made |            |
| Appeal against Court<br>Order . . . . .             | —           | 1    | —          | —          | Order made. |            |



## Types of Punishment (1956 and 1957 combined)

| Magistrates' Court                                      | Convicted |    |    | Imprisonment |    |    | Fined |    |    | Bound over |    |    | Imprisonment by length of sentence   |
|---|-----------|----|----|--------------|----|----|-------|----|----|------------|----|----|--|
|   | M.        | F. | J. | M.           | F. | J. | M.    | F. | J. | M.         | F. | J. |  |
| Assaults . . . . .                                      | 9         | -  | 3  | -            | -  | -  | 9     | -  | -  | -          | -  | -  | 1 male, 1 month; 1 male, 21 days; 1 male, 14 days; 1 male, 6 weeks.  |
| Breaking and entering . . . . .                         | -         | -  | 11 | -            | -  | -  | -     | -  | -  | -          | -  | 11 |  |
| Larceny . . . . .                                       | 8         | -  | -  | 4            | -  | -  | 4     | -  | -  | -          | -  | -  |  |
| Embezzlement . . . . .                                  | -         | 1  | -  | -            | -  | -  | -     | -  | -  | -          | -  | -  | 1 male, 6 weeks.   |
| Receiving stolen property . . . . .                     | -         | -  | 1  | -            | -  | -  | -     | -  | -  | -          | -  | 1  |  |
| Sacrilege . . . . .                                     | -         | -  | 7  | -            | -  | -  | -     | -  | -  | -          | -  | 7  |  |
| False pretences . . . . .                               | 1         | -  | -  | 1            | -  | -  | -     | -  | -  | -          | -  | -  |  |
| Malicious damage . . . . .                              | 6         | -  | 1  | -            | -  | -  | 6     | -  | 1  | -          | -  | -  | 1 adult and three juveniles sentenced to 12 hours' work at police station.   |
| Wilful damage . . . . .                                 | 3         | -  | -  | -            | -  | -  | 3     | -  | -  | -          | -  | -  |  |
| Forcible entry . . . . .                                | 1         | -  | -  | -            | -  | -  | 1     | -  | -  | -          | -  | -  |  |
| Trespass . . . . .                                      | 1         | -  | 3  | -            | -  | -  | -     | -  | -  | -          | -  | -  |  |
| Traffic . . . . .                                       | 14        | 1  | -  | -            | -  | -  | 14    | 1  | -  | -          | -  | -  |  |
| Licensing . . . . .                                     | 75        | 1  | -  | 2            | -  | -  | 40    | -  | -  | 33*        | 1* | -  | 1 male, 14 days (concurrent sentence); 1 male, 3 months. * indicates Prohibition Order made under Licensing Ordinance. |
| Illegal export . . . . .                                | 1         | -  | -  | -            | -  | -  | 1     | -  | -  | -          | -  | -  | Destruction order made.  |
| Dangerous dog . . . . .                                 | 1         | -  | -  | -            | -  | -  | -     | -  | -  | -          | -  | -  |  |
| Obscene language . . . . .                              | 6         | -  | -  | -            | -  | -  | 6     | -  | -  | -          | -  | -  |  |
| Disorderly behaviour . . . . .                          | 4         | -  | -  | -            | -  | -  | 4     | -  | -  | -          | -  | -  |  |
| Unlawfully absent from ship . . . . .                   | 2         | -  | -  | 2            | -  | -  | -     | -  | -  | -          | -  | -  | 1 male, 14 days; 1 male 14 days.   |
| Failing to carry navigation lights . . . . .            | 1         | -  | -  | -            | -  | -  | 1     | -  | -  | -          | -  | -  |  |
| Setting fire to bushes . . . . .                        | 2         | -  | -  | -            | -  | -  | 2     | -  | -  | -          | -  | -  |  |
| Dangerous substance in Post Office letter box . . . . . | -         | -  | 1  | -            | -  | -  | -     | -  | 1  | -          | -  | -  |  |
| Other cases . . . . .                                   | 3         | -  | -  | -            | -  | -  | 3     | -  | -  | -          | -  | -  |  |



*Offences dealt with by Naval Authorities after reports by Police*

|   | 1956 | 1957 |
|---|------|------|
| Assault . . . . .                           | —    | 1    |
| Drunk and disorderly . . . . .              | 4    | 4    |
| Interfering with private property . . . . . | 1    | 1    |
| Larceny . . . . .                           | —    | 1    |

## POLICE

The authorised strength of the Falkland Islands Police Force is seven, consisting of the Chief Constable, one sergeant, one senior constable and four constables, all of whom are stationed in Stanley. Two constables are stationed at South Georgia.

With the exception of the Chief Constable, members of the Force are recruited locally.

Training is carried out under the supervision of the Chief Constable.

*Crime*

The number of indictable offences has increased slightly. The most serious cases of juvenile delinquency during the period under review were sacrilege and larceny. The incidence of juvenile delinquency has increased during the last two years.

*Other Police Duties*

The Chief Constable also acts as Gaoler, Immigration Officer and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences, driving licences, and is responsible for the registration of motor vehicles, the testing of applicants for driving licences and the licensing of dogs.

## PRISONS

There is one small prison in Stanley. The Chief Constable acts as gaoler and other members of the Force as warders. A part-time gaol matron is employed.

Prisoners (all males) received during 1956 and 1957 served the following sentences :

| <i>Sentence</i>               | <i>Sentence</i> |
|-------------------------------|-----------------|
| 1956                          | 1957            |
| 14 days                       | 6 weeks         |
| 14 days                       | 3 months        |
| 21 days                       | 6 weeks         |
| 14 days                       |                 |
| 14 days (concurrent sentence) |                 |
| 1 month                       |                 |

There is no special provision for first offenders, recidivists, etc.

Prison discipline is governed by the Prisons Regulations, 1949, and is enforced by the Gaoler and Warders.

Health of the prisoners is under the supervision of the Senior Medical Officer of the Colony. There are no facilities for the education and training of prisoners.



Prisoners are employed on work in and around the gaol, such as painting, cleaning and gardening, and are occasionally put to work in cutting peat and making concrete blocks. Prisoners receive no payment when in prison. Remission of sentence is earned at the rate of four days per month by those imprisoned for one month or over.

The Colony has no Borstal or similar institutions and there is no after-care of prisoners.

## *Chapter 10: Public Utilities and Public Works*

### ELECTRICITY

A 24-hour supply is available in Stanley. The supply voltage is 230 A.C. for lighting, heating and small power, and 400 A.C. for large power. The new diesel electric power station opened on 27th January, 1951, has a maximum output of 550 kW. Distribution is overhead at 3.3 kv. and 230 to 400 volts. The system is 3-phase 4-wire. The power station is operated by the Government.

There are 460 consumers in Stanley. Tariff is at a fixed rate of 4½d. per unit. Major consumers are the Government, the Falkland Islands Company, Limited, and the Stanley Town Council.

In the Camp most of the farms have installed their own generating plants; some supply power to a single house, while others with a larger generating capacity supply the whole of the settlement. Shepherds living in isolated houses have in many cases installed their own lighting systems fed from low voltage batteries charged by wind generators.

### WATER SUPPLY

The water supply in Stanley will soon be much improved by the construction of a completely new water purification and filtration plant. This will ensure a sufficient supply of pure chlorinated water up to modern standards throughout the town. The source of raw water is the Moody Valley Stream which is some three miles to the west of the town. Water is pumped through a new pipeline into two existing reservoirs in Stanley. Storage is available for some 335,000 gallons, and many householders use rainwater tanks as reserves. Consumption averages 40,000 gallons daily.

In the Camp use is made of fresh-water springs, rainwater tanks and wells with hand-drawn or windmill-pumped supplies.

### PUBLIC WORKS

The Public Works Department is responsible for the care and maintenance of Government buildings, the construction of new Government works and the maintenance of Stanley roads and water supply.



The staff in 1957 numbered 46, of whom seven were artisans from the United Kingdom, eight were local tradesmen and the remaining 31 locally-engaged handymen and labourers.

The principal activities of the Department during 1956 and 1957 were the erection of five houses, installing bathrooms in a number of houses, building a new telephone exchange, a new office for the Education Department and the completion of the nurses' quarters. About 16,000 cubic yards of peat were also cut each year, most of it by hand.

## Chapter 11: Communications

### SHIPPING

THE Falkland Islands Company's R.M.S. *Darwin* of 1,792 tons replaced the *Fitzroy* in August 1957. The new vessel carries 40 passengers and with her well-designed lounge, dining saloon and cabins the voyage of 1,000 miles between the Colony and Montevideo can now be enjoyed in comfort. She will average 12 round trips annually, carrying mail, freight and passengers. In addition to the main link with Montevideo the vessel made various calls at settlements in the Colony. Other vessels are chartered by the Falkland Islands Company to bring supplies from the United Kingdom and to take back the wool clip.

The R.R.S. *John Biscoe* and the R.R.S. *Shackleton* provided occasional communication between Stanley, South Georgia and the Dependencies, and the latter vessel made two trips to Montevideo in 1957 to relieve the shipping shortage caused by the delay in the arrival of the R.M.S. *Darwin*.

H.M.S. *Protector* was based on Stanley from November to March in 1955-56 and 1956-57.

The following table shows the number of vessels which entered and cleared Stanley in the two years:

|                                    | 1956   | 1957   |
|------------------------------------|--------|--------|
| Number of ships entering . . . . . | 24     | 19     |
| Number of ships clearing . . . . . | 21     | 19     |
| Net tonnage in . . . . .           | 22,617 | 28,042 |
| Net tonnage out . . . . .          | 21,600 | 27,382 |
| Passengers in . . . . .            | 267    | 223    |
| Passengers out . . . . .           | 252    | 283    |

### RAILWAYS

There are no railways in the Colony.

### ROADS AND VEHICLES

There are 12 miles of road in and around Stanley, they are mainly of water-bound macadam construction and are at present in a very poor state of repair, with the notable exception of the main road along



the sea front on which are situated most of the principal buildings. This section, which was completed in 1957 and is approximately one mile in length, is constructed of concrete and is the first part of the new road reconstruction programme. It is intended to reconstruct the remaining roads in tar-macadam.

Rough unsurfaced tracks have been constructed across the Camp between some Settlements on the East and West Islands and limited summer travel is possible by means of Land Rover or motor-cycle, depending on weather conditions.

The following table shows the number of vehicles registered in 1956-57:

|                  | <i>Imported</i> |      | <i>Registered</i> |      |
|------------------|-----------------|------|-------------------|------|
|                  | 1956            | 1957 | 1956              | 1957 |
| Lorries . . . .  | 1               | 2    | 75                | 77   |
| Vans . . . .     | 1               | 2    | 16                | 18   |
| Cars . . . .     | 11              | 20   | 148               | 168  |
| Motor cycles . . | 6               | 23   | 90                | 113  |
| Power scooters . | 6               | —    | 8                 | 8    |
|                  | —               | —    | —                 | —    |
|                  | 25              | 47   | 337               | 384  |
|                  | —               | —    | —                 | —    |

#### LAKE AND RIVER TRANSPORT

There are no navigable rivers in the Colony and no lakes.

#### AIR SERVICE

The Falkland Islands Government Air Service, was started in 1948. It now operates two single-engined De Havilland Beaver sea-planes. An internal service for passengers, mail and freight is maintained, linking the settlements with Stanley. The number of passengers carried in 1956 was 2,510. There was a decrease in 1957 when a total of 1,670 passengers were flown, but this was caused by the unserviceability of the aircraft between May and July.

Invaluable work was done in flying urgent hospital cases to Stanley for treatment. In addition, the aircraft has been engaged on experimental aerial oversowing of grass seed, which appears to have proved successful.

There is no international service connecting the Colony with the outside world.

#### POSTS AND TELEGRAPHS

A telephone system is maintained in Stanley by Government for general as well as official use. There were 391 telephone subscribers in 1956 and 395 in 1957.

A new exchange building was erected in 1957 and a new telephone exchange switchboard with a larger capacity installed.

Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay where there is a Government wireless station for inter-island traffic.



Some of the farms have private radio transmitters for local use, but these have been largely superseded by radio-telephone sets provided and installed by the Government.

The Posts and Telegraphs Department handles approximately 16 mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also pass through the Post Office. Inter-island airmail between Stanley and the settlements is carried when weather conditions permit.

Telegrams for inland and overseas are accepted at the Post Office and the number of telegrams handled in 1956 exceeded 60,000.

A commercial wireless telegraphy station operates daily from 9 a.m. until 11 p.m. and employs six operators and one apprentice.

Two electricians are employed on servicing the telephone, broadcasting and re-diffusion services.

## Chapter 12: Press, Broadcasting and Films

### PRESS

No newspapers or periodicals are published in the Colony, other than the official *Gazette*. A weekly newsletter, is however, broadcast to Stanley, the Camp and the Dependencies.

### BROADCASTING

The Falkland Islands established the first colonial broadcasting service. In the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programme being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the islands.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of two to three hours' duration are broadcast daily, and four part-time announcers are employed. B.B.C. news bulletins, sports results and "Radio Newsreel" are broadcast regularly, and extensive use is made of the B.B.C. Transcription Service. The acquisition of a tape recording machine in 1953 has facilitated the production of local features.

There were 420 wireless receiving licences issued in 1956 and 441 in 1957. Three hundred and thirty-six wired broadcasting subscriptions were paid in 1956 and 330 in 1957.



## FILMS

A film library organised by the Superintendent of Education was established in 1953; it has grown considerably and its membership has increased. By the end of 1957 the library was supplying films to four stations on East Falkland and eight stations on West Falkland. Prints are obtained from J. Arthur Rank Overseas Film Distributors, Ltd., and from the Central Office of Information, London. The library operates on a non-profit basis. Films of educational value are shown at the Senior School, Stanley. A local business man operates a cinema in the Town Hall, Stanley, where films are shown once weekly.

## INFORMATION SERVICES

No information service is operated by Government. Important announcements are broadcast over the local radio station.

*Chapter 13: Local Forces*

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the Force is voluntary.

An annual training camp was held prior to 1939 which proved beneficial to the Force in general. In 1955 it was decided to re-institute the practice and a camp was held in 1956 and again in 1957. A detachment of Royal Marines attended the 1957 Camp under Captain Baizley, R.M., who acted as Camp Commandant and was responsible for the training.

During the winter months instructional parades were held in the Drill Hall and the knowledge gained at the training camps was imparted to those members who had been unable to attend.

Musketry classification, and the competition for the Falkland Islands Force 122 Trophy is held annually for members on the active list of the Force. The Stanley Cup competition, which is also an annual event, is open to members on the active, reserve, and retired lists of the Force.

Small bore rifle shooting was held in the Drill Hall throughout the winter months on Wednesdays and Fridays for ladies, Mondays and Thursdays for men, and on Sunday afternoons for boys between the ages of 12 and 18 years. Badminton was held on Tuesdays and Saturdays.

During the summer months the Drill Hall is made available to the catering branch of H.M. ships and the local Red Cross for the purpose of supplying suppers and teas for naval personnel when ashore. In January, 1957, during the visit of His Royal Highness the



Duke of Edinburgh, the Red Cross supplied teas in the Drill Hall to the crews of the Royal Yacht *Britannia* and H.M.S. *Protector*, and in August, to the crew of H.M.S. *Warrior*. As there are no restaurants in Stanley, the serving of teas, etc., by the Red Cross is greatly appreciated.

The Falkland Islands Defence Force provides a guard of honour on the occasion of the celebration of the birthday of Her Majesty the Queen and on other ceremonial occasions.

The total expenditure on defence was £1,286 in 1955-56 and £1,368 in 1956-57.

## Chapter 14: General

### THE D.S.I.R. IONOSPHERIC OBSERVATORY

THE ionospheric observatory, which was established in Stanley in 1947, is maintained and staffed by the Radio Research Organisation of the Department of Scientific and Industrial Research.

Since its inception, the observatory has been engaged in providing data, both for long-term research into the behaviour of the ionosphere and for the preparation of predictions for users of radio communication circuits. These predictions enable operators to determine the optimum frequencies over any circuit, for periods up to six months in advance.

The data, which includes heights and frequency characteristics of the various layers of the ionosphere, together with absorption losses, are obtained using automatic vertical incidence sounders, which display the results as a photographic record in a form most convenient for analysis.

During the International Geophysical Year (July 1957-December 1958), all ionospheric stations throughout the world are organised to provide measurements at exactly the same times, the observations being synchronised through the medium of radio time signals. In this period the programme at Stanley has been considerably increased and includes measurements of the intensity of atmospheric noise, which, together with absorption measurements, are arranged to give a full 24-hour coverage. Throughout Special World Intervals and Regular World Days, vertical incidence soundings are made at quarter-hourly intervals and the results sent to England, where they are reproduced and distributed to other organisations participating in the International Geophysical Year.

Close co-operation exists with the Falkland Islands Dependencies Survey and regular contact is maintained by radio with the base at Port Lockroy, where similar work is in progress. This enables



information used in compiling predictions to be made available as required and also provides a useful means of interchanging technical information.

As part of the International Geophysical Year programme a seismograph was installed and brought into service at the end of 1957. This is operated on behalf of the Falkland Islands Dependencies Survey, which has no suitable photographic and maintenance facilities in Stanley.



## PART III

### Chapter 1: Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between  $51^{\circ}$  and  $52\frac{1}{2}^{\circ}$  South and  $57^{\circ}$  and  $62^{\circ}$  West and are about 300 miles east and slightly to the north of the Straits of Magellan. Montevideo, through which most of the Colony's supplies are received, is 1,012 miles to the north. The nearest British territory, apart from South Georgia and the Falkland Islands Dependencies to the south, is Tristan da Cunha, some 1,600 miles to the north-east. British Guiana is the nearest Colony, on the mainland of South America. The United Kingdom is about 8,000 miles distant.

There are two main islands, the East and West Falkland, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area, computed from the Admiralty chart, is as follows:

|  | Square miles      |
|--|-------------------|
| East Falkland and adjacent islands . . . | 2,580             |
| West Falkland and adjacent islands . . . | 2,038             |
| TOTAL . . .                              | <hr/> 4,618 <hr/> |

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is generally hilly, attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland, "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs", the origins of which are not known. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, fruit bushes and in some places oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur. In general appearance the Falklands are bleak, but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

The climate of the Falklands is vigorous but healthy. It is cool and windy, with an average annual temperature of  $42^{\circ}$  F. The islands are generally colder than any part of the British Isles, though temperatures below  $20^{\circ}$  F. are uncommon, even in mid-winter, because of the maritime exposure. For the same reason the maximum summer temperature seldom exceeds  $70^{\circ}$  F. Warm spells with light



winds are infrequent and, when they do occur, are of brief duration. The islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots, and gales (winds whose mean speed is greater than 33 knots) develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the islands are windier than almost any part of the British Isles, except a few exposed coastal areas in the north and west. Rain, which is generally light or moderate in intensity, is fairly evenly spread throughout the year, but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year, which is rather more than in London. The aggregate of bright sunshine, however, is almost exactly the same and averages four hours per day over the year.

Trees exist only where they have been planted, but there are areas of wild fuchsia (*Chiloitrichum diffusum*) and, on the West Falkland only, box (*Veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussock grass (*Poa flabellata*), which is excellent food for stock and which has kept more than one shipwrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slopes of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at headquarters of the various sheep stations into which the Colony is divided. Of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. Throughout the Colony the density of population is one person to about every two square miles. The entire territory outside Stanley is known locally as the "Camp" (Spanish: Campo—countryside).

Sheep farming is the only industry and the land carries one sheep to every four or five acres. Mutton is the staple diet of the population. All wool, together with sheep skins and the limited number of cattle hides, are sold in the United Kingdom. A freezing plant financed by the Colonial Development Corporation operated for a short period in 1953 and 1954 when it closed as not sufficient sheep were available to justify its continued operation. The plant is now in the hands of the Receiver.

## Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the coast of China, via Cape Horn, as their destination.



John Jane, the historian of the voyage, described the discovery of the islands as follows:

"The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any knowen relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessite have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape."

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them "Hawkins' Maidenland" after Queen Elizabeth, and a Dutchman, Sebald Van Weerdt, appears to have visited some of the outlying islands, thought to be the Jasons, on the north-west coast in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790".

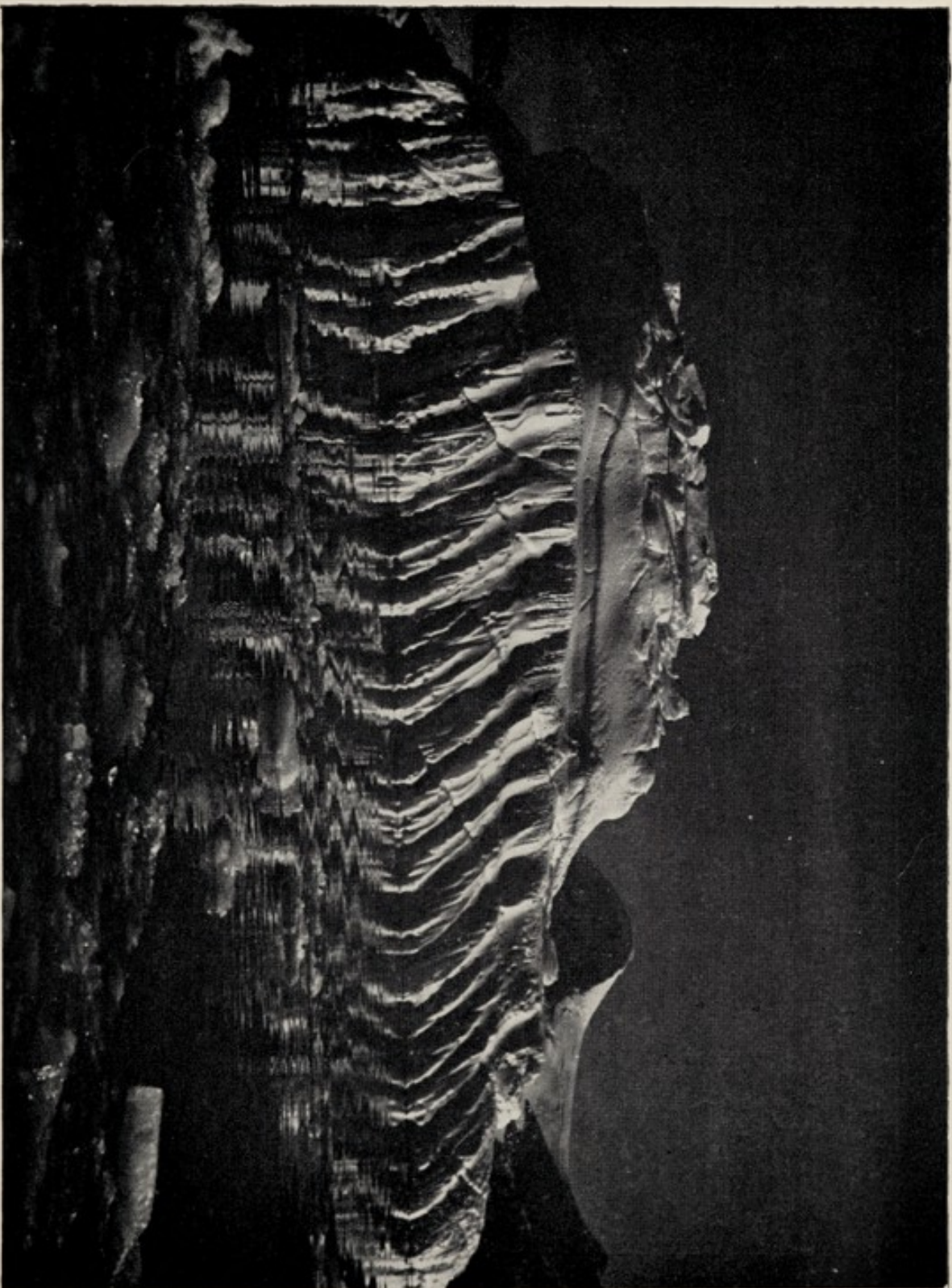
The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscounte de Bougainville, who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September, 1763, he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on 31st January, 1764. Finding no good anchorage at what is known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected, together with several huts. On 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring

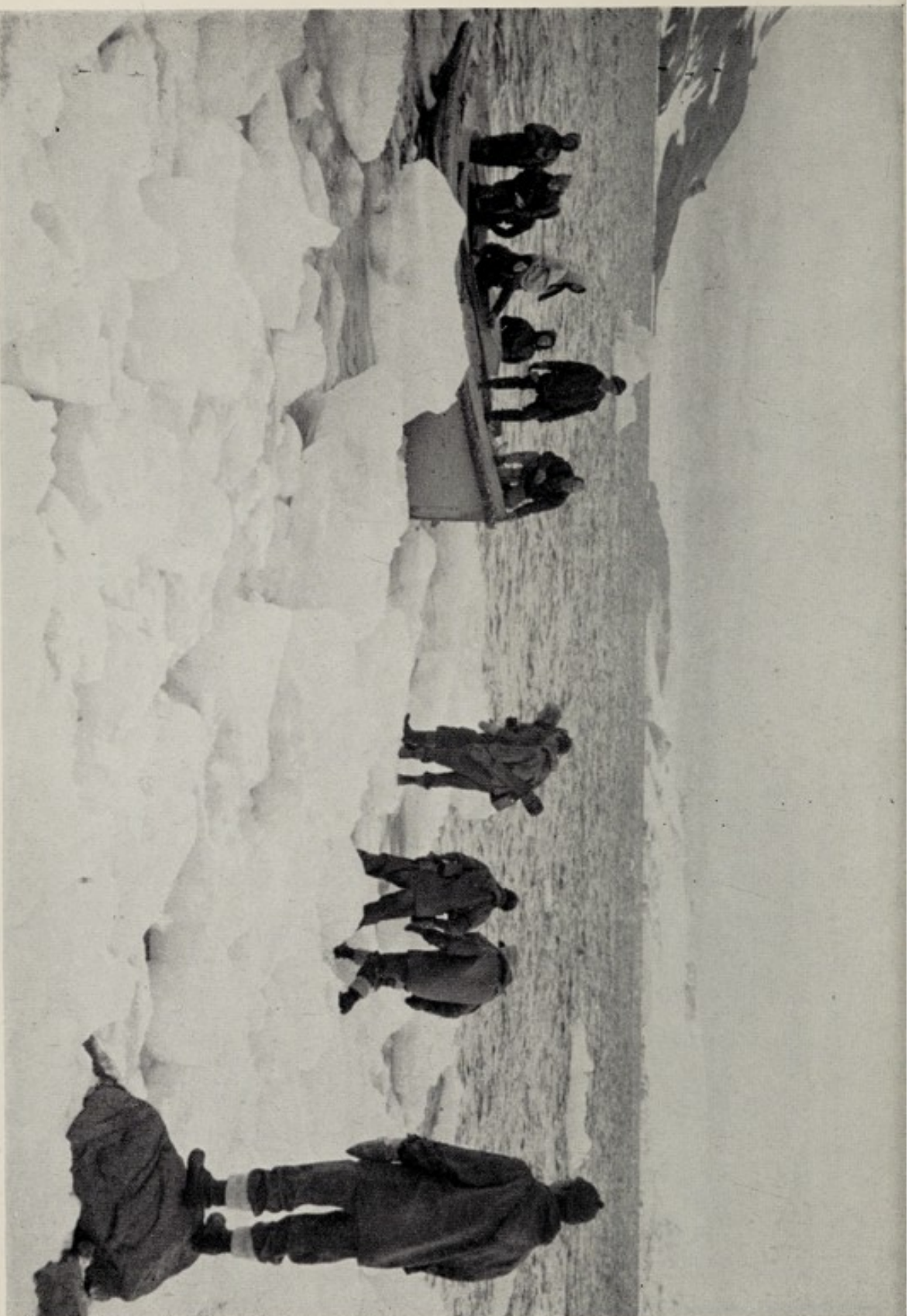




(Acknowledgement to V. A. W. Harrison)

*Fluted iceberg near Port Lockray.*

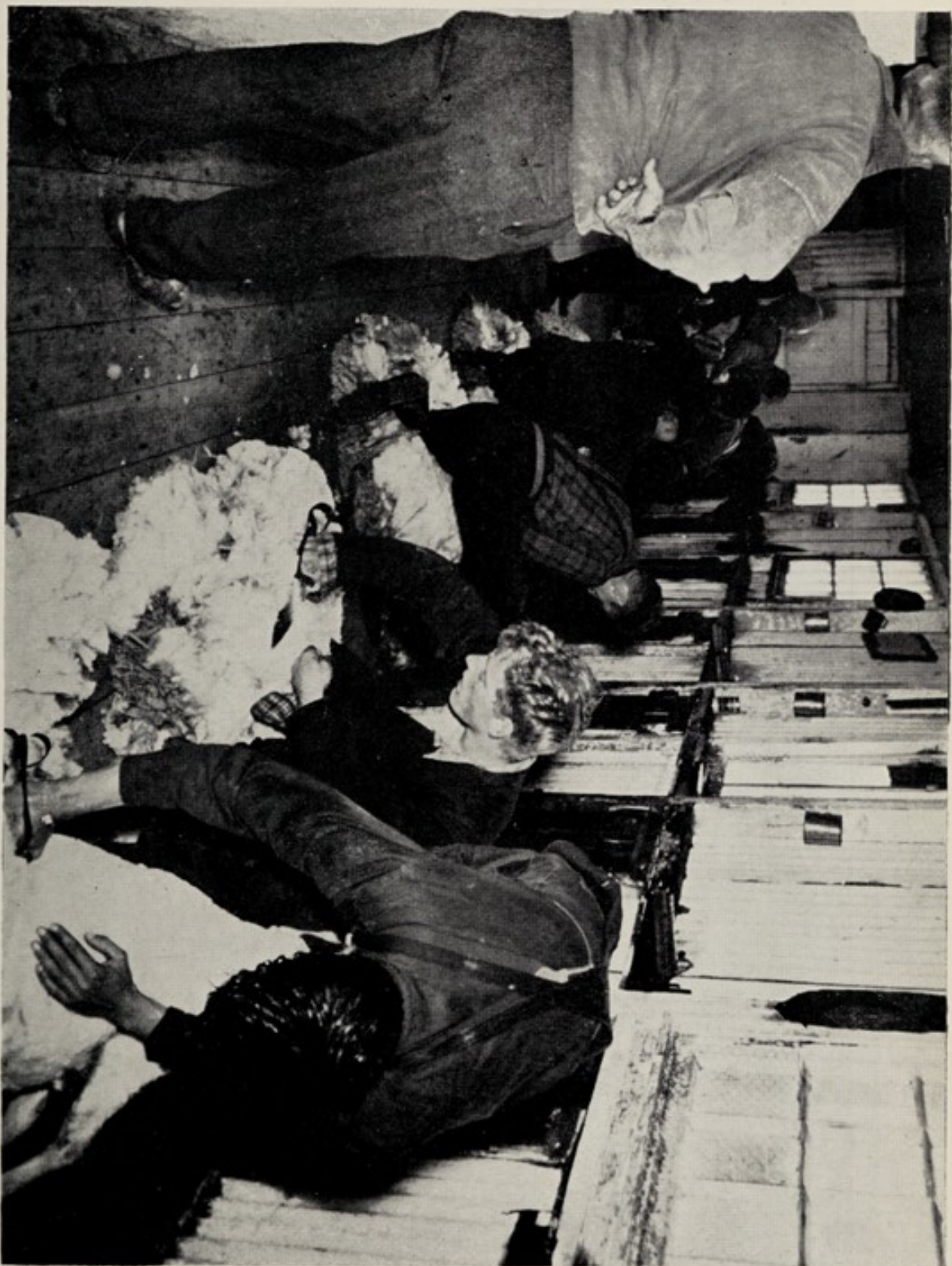




(Acknowledgement to V. A. W. Harrison)

*The launch of R.R.S. Shackleton taking off members of the Falkland Islands Dependencies Survey from the base at Admiralty Bay, South Shetlands.*

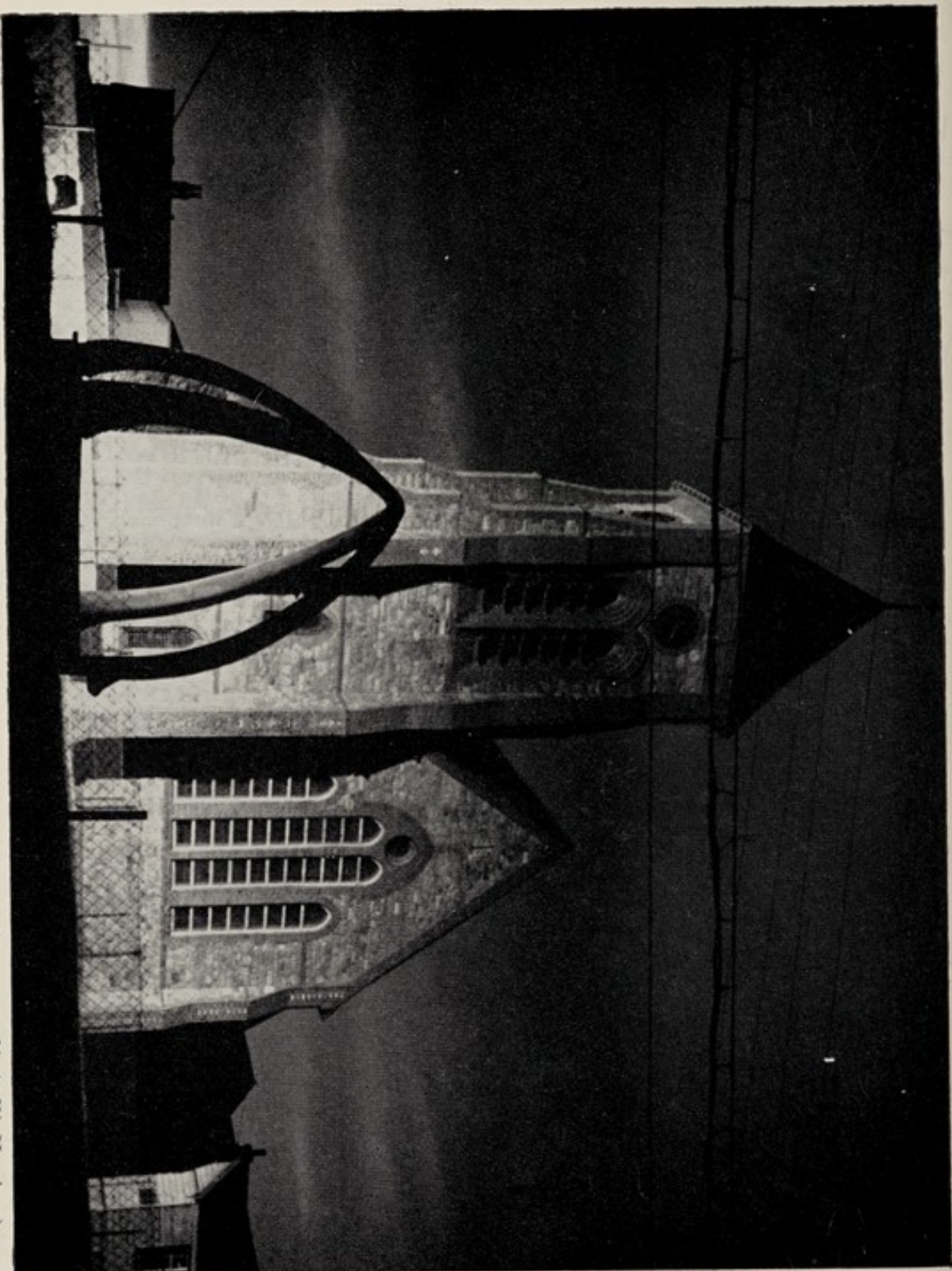




(Acknowledgement to V. A. W. Harrison)

*Shearing in progress in a wool shed at Fox Bay East.*





(Acknowledgement to V. A. W. Harrison)

*The Cathedral at Stanley Floodlit during the Royal Visit.*



islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long, and very angry, correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote:

"I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrising and sunset, from the shore and from ships. I read King Louis' letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of His Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates."

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June, 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British Captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained "necessary refreshments". In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June, 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September, 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was



short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a blockhouse with the following inscription:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are of the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession

by S. W. Clayton

Commanding Officer at Falkland Islands

A.D. 1774

While Port Egmont remained deserted the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August, 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying, whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag, which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime, which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On 26th August, 1833, without warning, and,



as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians, assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N., was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm property on his own account and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter that same year. The Falkland Islands Company, besides owning Lafonia, has extensive tracts of land in the northern half of the East Falkland Island and also in the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 a small garrison composed of sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling, who was consecrated the first Bishop of the Falklands Islands in 1869, came out to Keppel Island as superintendent of the settlement in 1862.

In February 1871 the Duke of Edinburgh visited the islands and in January 1881 Prince (later King) George entered Port William, together with his brother Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland, where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become almost extinct.



The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out, other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until 8th December, 1914, when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bidden farewell to Craddock on the eve of Coronel. The eighth of December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on 26th February, 1927.

When war was declared in 1939 the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the battle of the River Plate to land the wounded, who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders, naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment, the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The man-power shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed, the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences, including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil man-power needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached, at least as regards essential activities. The drift of men into Stanley, which had been going on for some years, was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.



Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed, and their reconstruction will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

### Chapter 3: Administration

At the head of Government is the Governor and Commander-in-Chief, who is advised by an Executive Council composed of three official and five unofficial members. The three official members were the Colonial Secretary, the Senior Medical Officer and the Colonial Treasurer.

The constitution of the Legislative Council was changed in 1951, giving for the first time a majority to the unofficial members. With the Governor as President, the Legislative Council is composed of three *ex-officio* members (the Colonial Secretary, Senior Medical Officer and Colonial Treasurer), two nominated official members, six elected members and two nominated unofficial members.

Local government is confined to Stanley, where there is a Town Council consisting of six elected members and three members nominated by the Governor. Members of the Town Council elect one of their members annually as Chairman. Town Council elections are held biennially.

### Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.



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## The Dependencies

### PART I

#### General Review of 1956 and 1957

THERE was a marked increase in the activities of the Falkland Islands Dependencies Survey during these years; new bases were established on the Loubet and Danco Coasts during 1956 and the Graham Coast during 1957. Field operations and scientific work, in addition to routine meteorology, was carried out from all bases and attention paid to making the best use of the summer months for geological, topographical and hydrographic surveys.

The aerial survey of the Falklands and its Dependencies was undertaken during the summer of 1955/56 and 1956/57, and over the two seasons very satisfactory results were obtained.

The Survey acquired two new ships, the R.R.S. *John Biscoe* and the R.R.S. *Shackleton*, to replace the old wooden R.R.S. *John Biscoe*, in order to meet the heavy shipping needs required to maintain and staff the increased number of bases and to allow more time for summer work.

The Admiralty arranged for a 3,600-ton Naval net-laying vessel, H.M.S. *Protector*, to be strengthened for service in ice-infested waters and to be equipped with helicopters. She was commissioned for service in the Dependencies and was able to render valuable assistance to field parties and to help with the relief of bases.

The International Geophysical Year commenced on 1st July, 1957, and from that date meteorological and other scientific activities were stepped up to meet international requirements.

The highlight of the period was the visit of His Royal Highness, the Prince Philip, Duke of Edinburgh, to the Dependencies and to South Georgia. This visit was a great honour and gave much pleasure to everyone in the F.I.D.S. organisation.

The Royal Yacht *Britannia*, escorted by H.M.S. *Protector*, sailed from Fox Bay in the Falklands on 9th January, 1957, for the visit to South Georgia and on the way encountered a whale catcher bearing down on a whale. Each was so intent on the business of hunter and hunted that the Royal Yacht passed unnoticed. South Georgia was reached on 12th January and the Royal party were able to visit the whaling stations at Leith and Grytviken and saw whales flensed at the latter station. Prince Philip went for a short trip on a whale catcher, but time was short and no whales were seen. The gunner,



however, demonstrated his skill by firing at a floating packing case and blowing it to pieces with his first shot. Prince Philip later visited the cemetery and saw the grave of Sir Ernest Shackleton.

The *Britannia* then visited the Bay of Isles so that Prince Philip could see the Elephant Seal and King Penguin rookeries there. Upon return to the Royal Yacht His Excellency the Governor took his leave of Prince Philip and again joined H.M.S. *Protector* for return to Stanley.



## PART II

### *Chapter 1: Population*

THE population of South Georgia comprises the workers at the whaling stations and a few Government officers at Grytviken (King Edward Cove) in Cumberland Bay. The total population in 1957 was 1,098. Five deaths were registered in 1956 and four in 1957. There were neither marriages nor births. The population fluctuates with the whaling season; in the winter the total declines to rather less than half.

### *Chapter 2: Occupations and Wages*

WHALING and, to a small extent, sealing—with the necessary auxiliaries of repair shops—are the only occupations in South Georgia. Labour is recruited from overseas, mainly from Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to April and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46. Sealing operations are conducted only from Grytviken.

There is a system of bonuses according to production and, besides wages and bonuses, all hands are provided with quarters, light and food, which, although plain, is good and plentiful. All foodstuffs are supplied by the companies, and no cost-of-living bonus is awarded. There are no shops or private trade, but each station has a "slop chest" where clothing, tobacco, etc., may be purchased.

### *Chapter 3: Public Finance and Taxation*

REVENUE for 1956–57 amounted to £867,679, of which £637,068 was received from Her Majesty's Government as a grant towards the cost of the Survey. Expenditure was £1,018,256. In 1955–56 ordinary revenue was £188,795 and the grant from Her Majesty's Government was £1,119,373, making a total of £1,308,168. Expenditure for the same period amounted to £1,097,135.



The revenue and expenditure figures during the last five financial years are as follows:

|                   | Revenue<br>£ | Expenditure<br>£ |
|-------------------|--------------|------------------|
| 1952-53 . . . . . | 207,741      | 210,218          |
| 1953-54 . . . . . | 345,500      | 297,470          |
| 1954-55 . . . . . | 300,327      | 308,511          |
| 1955-56 . . . . . | 1,308,168    | 1,097,135        |
| 1956-57 . . . . . | 867,679      | 1,018,256        |

The general revenue balance at 30th June, 1957, was £157,342, and on the same date the Reserve Fund amounted to £123,452. The Dependencies financial year is from 1st July to 30th June.

The main heads of taxation are customs and income tax (for details see pp. 12 and 13). Revenue received was as follows:

|                   | Import<br>Duties<br>£ | Export<br>Duties<br>£ | Income<br>Tax<br>£ |
|-------------------|-----------------------|-----------------------|--------------------|
| 1955-56 . . . . . | 8,992                 | 64,505                | 67,584             |
| 1956-57 . . . . . | 13,290                | 88,420                | 53,753             |

## Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

## Chapter 5: Commerce

EXCEPT for a certain amount of whale meat and fish, all the Dependencies requirements of foodstuffs are imported.

The value of imports and exports for the years 1956 and 1957 was:

| <i>Imports</i><br>(including imports from High Seas for re-export) |                   |                   |
|--|-------------------|-------------------|
|  | 1956<br>£         | 1957<br>£         |
| Food . . . . .   | 150,352           | 225,017           |
| Beverages and tobacco . . . . .                                    | 19,089            | 242,269           |
| Crude materials, inedible, except fuels . . . . .                  | 23,897            | 24,751            |
| Mineral fuels, lubricants and related materials . . . . .          | 808,462           | 924,152           |
| Animal and vegetable oils and fats . . . . .                       | 455,194           | 1,014,974         |
| Chemicals . . . . .  | 78,865            | 60,875            |
| Manufactured goods classified chiefly by materials . . . . .       | 247,939           | 323,125           |
| Machinery and transport equipment . . . . .                        | 370,987           | 141,350           |
| Miscellaneous manufactured articles . . . . .                      | 72,739            | 73,712            |
| Miscellaneous transactions . . . . .                               | 332               | —                 |
| <b>TOTAL IMPORTS . . . . .</b>                                     | <b>£2,227,856</b> | <b>£2,812,225</b> |



*Principal Imports and Sources of Supply, 1956*

| <i>Item</i>   | <i>Value</i> | <i>Quantity</i> | <i>Principal Supplying Countries</i>                       |
|---|--------------|-----------------|--|
|   | £            |                 |  |
| Mineral fuels, lubricants and related materials.    | 808,462      | 108,193 tons    | Dutch West Indies £400,464, Venezuela £245,018.            |
| Animal and vegetable oils and fats.                 | 455,194      | 5,896 tons      | High Seas £455,194.  |
| Machinery and transport equipment.                  | 370,987      | 1,036 tons      | United Kingdom £243,017, Norway £127,889.                  |
| Manufactured goods classified chiefly by materials. | 247,939      | 1,092           | United Kingdom £139,309, Norway £92,864.                   |
| Food . . . . .                                      | 150,352      | 1,266           | United Kingdom £71,952, Norway £39,239, Argentine £38,716. |

*Principal Imports and Sources of Supply, 1957*

| <i>Item</i>   | <i>Value</i> | <i>Quantity</i> | <i>Principal Supplying Countries</i>                        |
|---|--------------|-----------------|---|
|   | £            |                 |   |
| Mineral fuels, lubricants and related materials.    | 924,152      | 91,282 tons     | Dutch West Indies £106,054, Venezuela £494,931.             |
| Animal and vegetable oils and fats.                 | 1,014,974    | 11,345 tons     | High Seas £1,014,974.                                       |
| Machinery and transport equipment.                  | 141,350      | 253 tons        | United Kingdom £117,206, Norway £22,085.                    |
| Manufactured goods classified chiefly by materials. | 323,125      | 2,608 tons      | United Kingdom £176,825, Norway £43,385, Argentine £67,492. |
| Food . . . . .                                      | 225,017      | 2,598 tons      | United Kingdom £137,646, Argentine £65,071, Norway £20,640. |

*Principal Supplying Countries*

|                                  | 1956    | 1957    |
|----------------------------------|---------|---------|
|                                  | £       | £       |
| United Kingdom . . . . .         | 567,164 | 627,710 |
| Argentine . . . . .              | 159,118 | 341,201 |
| Netherlands (Antilles) . . . . . | 400,464 | 106,054 |
| Norway . . . . .                 | 341,539 | 160,153 |
| Venezuela . . . . .              | 245,018 | 494,931 |



*Sources of Imports*

|                                | 1956<br>%     | 1957<br>%     |
|--------------------------------|---------------|---------------|
| British Commonwealth . . . . . | 26.35         | 22.34         |
| Foreign countries . . . . .    | 53.25         | 41.58         |
| High seas . . . . .            | 20.40         | 36.08         |
| <b>TOTAL IMPORTS . . . . .</b> | <b>100.00</b> | <b>100.00</b> |

*Domestic Exports 1956*

|                                  | £                 |                 |
|----------------------------------|-------------------|-----------------|
| Whale oil and seal oil . . . . . | 2,648,797         | 205,998 barrels |
| Other whale products . . . . .   | 857,432           | 17,797 tons     |
| Other goods . . . . .            | 35                |                 |
| <b>TOTAL . . . . .</b>           | <b>£3,506,264</b> |                 |

*Re-Exports 1956*

|                                     | £               |                |
|-------------------------------------|-----------------|----------------|
| Fuel oil . . . . .                  | 70,020          | 8,735 tons     |
| Goods returned for repair . . . . . | 40,952          | 2,303 cwt.     |
| Empty containers . . . . .          | 13,979          | 4,401 (number) |
| Whaling machinery . . . . .         | 1,671           | 4 tons         |
| Miscellaneous items . . . . .       | 215             |                |
|                                     | <b>£126,837</b> |                |

*Domestic Exports 1957*

|                                  | £                 |                 |
|----------------------------------|-------------------|-----------------|
| Whale oil and seal oil . . . . . | 2,268,009         | 133,482 barrels |
| Other whale products . . . . .   | 789,351           | 21,597 tons     |
| Other goods . . . . .            | —                 | —               |
|                                  | <b>£3,057,360</b> |                 |

*Re-Exports 1957*

|                                     | £                 |              |
|-------------------------------------|-------------------|--------------|
| Whale oil . . . . .                 | 1,257,146         | 14,010 tons  |
| Fuel oil . . . . .                  | 35,976            | 4,497 tons   |
| Goods returned for repair . . . . . | 89,179            | 6,975 cwt.   |
| Empty containers . . . . .          | 8,087             | 977 (number) |
|                                     | <b>£1,390,388</b> |              |

*Principal destination of Exports (including re-exports) by value*

|                          | 1956<br>£ | 1957<br>£ |
|--------------------------|-----------|-----------|
| United Kingdom . . . . . | 2,371,021 | 3,703,376 |
| Norway . . . . .         | 813,981   | 534,306   |
| Holland . . . . .        | 355,968   | 165,837   |



*Destination of Exports (including re-exports) by value and destination*

|                                | 1956<br>%     | 1957<br>%     |
|--------------------------------|---------------|---------------|
| British Commonwealth . . . . . | 65.26         | 83.26         |
| Foreign countries . . . . .    | 32.74         | 15.93         |
| High seas . . . . .            | 2.00          | 0.81          |
| <b>TOTAL EXPORTS . . . . .</b> | <b>100.00</b> | <b>100.00</b> |

*Chapter 6: Production*

WHALING and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, from October until April. The sealing season is from March to November. For the primary purpose of assisting whaling operations the Government has, since January 1950, maintained a meteorological station in South Georgia, and in 1957 there were eight other meteorological stations in various parts of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

*Whaling*

There are three whaling stations, all of which are in South Georgia, and a ship repair base with a dry dock at Stromness.

The average price of first-grade whale oil in 1955-56 was £83 per ton; in 1956-57 it was £86 10s. per ton.

In the 1955-56 season 3,001 whales were killed, giving 172,226 barrels of oil valued at £2,144,492. Bags of meat and bone meal totalled 227,539, worth £798,377. In 1956-57 season 3,068 whales were killed, giving 147,524 barrels of oil valued at £1,829,297. Bags of meat and bone meal totalled 158,958, worth £635,832.

The following table shows the catch and production of whales for the past six seasons.

| <i>Season</i>     | <i>Number of<br/>Whales</i> | <i>Oil<br/>(barrels)</i> | <i>Bone Meal<br/>(bags)</i> |
|-------------------|-----------------------------|--------------------------|-----------------------------|
| 1951-52 . . . . . | 2,630                       | 144,614                  | 113,385                     |
| 1952-53 . . . . . | 2,270                       | 119,905                  | 103,233                     |
| 1953-54 . . . . . | 3,590                       | 184,555                  | 166,616                     |
| 1954-55 . . . . . | 3,181                       | 180,723                  | 170,734                     |
| 1955-56 . . . . . | 3,001                       | 172,226                  | 227,539                     |
| 1956-57 . . . . . | 3,068                       | 147,524                  | 158,958                     |

*Sealing*

This is confined to the surplus males of the herd of elephant seals (*Mirounga leonina*) which, with the co-operation of the sealers, has been carefully guarded by the Administration; and, in accordance



with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch has been restricted to 6,000 for a five-year period starting in 1952. Sealing is carried out under licence, and the coasts of South Georgia are divided into four regions, of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been:

| <i>Seasons</i> | <i>Seals</i> | <i>Oil<br/>(barrels)</i> | <i>Average per<br/>Seal<br/>(barrels)</i> |
|----------------|--------------|--------------------------|---|
| 1953 . . .     | 6,000        | 11,475                   | 1.912                                     |
| 1954 . . .     | 6,000        | 11,425                   | 1.904                                     |
| 1955 . . .     | 6,000        | 12,068                   | 2.011                                     |
| 1956 . . .     | 6,000        | 11,809                   | 1.97                                      |
| 1957 . . .     | 5,408        | 11,020                   | 2.04                                      |

## *Chapter 7: Social Services*

### EDUCATION

THERE was one child in South Georgia during 1957. There were no educational facilities, but books and materials were obtainable from the Education Department in Stanley.

### HEALTH

Apart from the common cold introduced from visiting ships, the Dependencies were remarkably free from sickness.

The whaling companies employ their own doctors, and the company at Leith Harbour maintains a well-equipped hospital. The Government contributed a share of the salary of the Medical Officer at Grytviken. A dentist, appointed and paid by the Government and equipped by the companies, served throughout the period under review.

### HOUSING

All Government officials were well housed and the accommodation provided by the whaling companies for the men working on the stations was adequate. Work was begun on three new Government houses towards the end of 1957.

### SOCIAL AMENITIES

Each of the whaling companies had its own cinema. Football is the most popular sport in summer and ski-ing in winter.



## Chapter 8: Legislation

THE following Dependencies Ordinances were enacted during the period under review:

1956

*The Place-names Ordinance*, providing for the declaration of place-names in the Dependencies which are officially accepted and the addition of new place-names.

1957

*The Application of Colony Laws Ordinance*, applying the following Colony laws to the Dependencies:

*The Interpretation and General Law (Amendment) Ordinance*, 1955.

*The Application of Enactments (Amendment) Ordinance*, 1955.

*The Pensions (Amendment) Ordinance*, 1955.

*The Diplomatic Privileges (Extension) (Amendment) Ordinance*, 1955.

*The Registration of United Kingdom Patents (Amendment) Ordinance*, 1956.

*The Government Wharves (Amendment) Ordinance*, 1956.

*The Customs (Amendment) Ordinance*, 1956.

*The Application of Colony Laws (No. 2) Ordinance*, applying the following Colony laws to the Dependencies:

*The Income Tax (Amendment) Ordinance*, 1957.

*The Dangerous Drugs (Amendment) Ordinance*, 1957.

## Chapter 9: Justice, Police and Prisons

THE Administrative Officer is also the Magistrate. He sits at Grytviken in the first instance, and the Supreme Court in Stanley is common to all the Dependencies. Two police constables are stationed at South Georgia.

The following offences were committed in 1956/57:

|                                |   |   |   |    |
|--------------------------------|---|---|---|----|
| Against the Customs Ordinance  | . | . | . | 16 |
| Against the Firearms Ordinance | . | . | . | 1  |
| Common assault                 | . | . | . | 1  |

There is a small prison at Grytviken; the police constable acts as gaoler when required.



## Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies. The Government power station consists of two 75 kW. and one 27 kW. generators, which were installed in 1955 at a total cost of £26,000, including re-wiring and the installation of water heaters and cookers in the Government quarters.

## Chapter 11: Communications and Transport

THERE is no regular sea communication between South Georgia and Stanley, but during the whaling season the opportunity occurs for the passage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is visited at least twice a year by the R.R.S. *John Biscoe* and the R.R.S. *Shackleton* for refuelling in the course of their annual relief tours of the Dependencies. H.M.S. *Protector* also paid a number of calls.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. A dry dock has been constructed at Stromness, which is capable of taking a vessel with a displacement of 975 tons. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The larger dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1956 and 1957:

| Nationality   | 1956    |         | 1957    |         |
|---------------|---------|---------|---------|---------|
|               | Vessels | Tonnage | Vessels | Tonnage |
| British . . . | 59      | 107,977 | 51      | 120,061 |
| Others . . .  | 29      | 36,364  | 29      | 44,704  |

The tonnage represents the total net register.

Post offices are maintained at each of the Survey Bases and at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and forms a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.



## Chapter 12: Meteorological Services

THE Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies Survey and embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the Service is at Stanley and the cost of its operation is carried on the Dependencies' budget with a small contribution from the Colony.

The general functions of the service are:

- (1) provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies, and for any aircraft in these areas;
- (2) provision of local forecasts in the Falkland Islands for the general public, for coastal shipping and the Government Air Service;
- (3) the organisation of meteorological observations in the Falkland Islands and Dependencies, and the broadcasting of this information in the form of collective synoptic messages designed for international use;
- (4) the collection and publication of climatic data;
- (5) limited investigation into the meteorology of the Falkland Islands and Dependencies' area.

### *Forecasting Services*

Forecast bulletins were broadcast from Stanley and South Georgia during the whaling seasons, and local area forecasts for both the Falklands and South Georgia were issued throughout the period. Special forecasting arrangements were made to assist the crews of two Canso aircraft of Hunting Aero Surveys, Ltd., during the early part of 1956 and the summer of 1956-57.

During 1957 the aviation forecasts were also supplied, on request, to the trans-Antarctic Expedition base at Shackleton, and also to the United States Weddell Sea base, Ellsworth.

### *Reporting Stations and Collective Broadcasts (FICOL)*

Full reporting stations were maintained at Stanley, Grytviken and the F.I.D.S. bases at Signy Island, Admiralty Bay, Deception Island, Hope Bay, Argentine Islands and Horseshoe Island. A new base was opened at Loubet Coast during 1956. A subsidiary station was also operated at Viewpoint, several miles south of Hope Bay, but this was not continuously manned. The radio-sonde station at Argentine Islands continued the daily ascent, which was made at 1400 G.M.T., until the end of March 1957, when the time was changed to 1100



G.M.T. Extra ascents at 2300 G.M.T. were done during the World Meteorological Intervals of the International Geophysical Year. Three subsidiary stations were maintained in the Falkland Islands by part-time observers for most of the period, but one of these stations closed at the end of August 1957.

During the year 1957 surface and upper air observations were also collected from the trans-Antarctic Expedition base Shackleton, its subsidiary Southice, and also the I.G.Y. stations at Halley Bay and Ellsworth.

All synoptic reports and upper air results were transmitted to Stanley in several radio schedules each day. Up to the end of June 1957 only the reports for the four main synoptic hours were re-transmitted in collective messages (FICOLS). These broadcasts were made at 1300, 1900 and 0000 G.M.T., the 0600 G.M.T. reports being included as "retards" in the 1300 G.M.T. transmission.

On 1st July 1957, with the commencement of the International Geophysical Year, the number of transmissions was increased to eight. Reports from ships were included, when available, and the results of radio soundings made in Stanley by the British radio-sonde unit were also included, with the permission of the Director of the Meteorological Office, Air Ministry. All broadcasts were made on two frequencies simultaneously, the main frequency being on a Marconi Standard Transmitter with an output of  $3\frac{1}{2}$  kW. During 1956 and the first half of 1957 the radio station was attached to the Meteorological Office, but by the beginning of the International Geophysical Year this station was moved to the vicinity of the Government Radio Station.

### *Climatological Work*

Daily returns were prepared for all stations and annual tables, which included frequency summaries, were issued for 1954. In addition, special climatological forms required for the International Geophysical Year were completed at monthly intervals and forwarded to the Meteorological Office, London.

### *Air Ministry Upper Air Unit*

Since 1947 the Meteorological Office of the Air Ministry has maintained a radio-sonde unit in Stanley, and this continued to make regular daily flights during 1956 and 1957. As at Argentine Islands the time was changed on 1st April 1957 from 1400 G.M.T. to 1100 G.M.T. and during World Meteorological Intervals an extra ascent was done at 2300 G.M.T. Using British radio-sonde and wind-finding equipment the unit measures temperatures, humidities and winds to high level, usually to more than 50,000 feet. The Air Ministry accepts financial liability for this work and provides the staff, but, with the permission of the Director, results are included in the collective messages and climatological publications of the local service.



### Staff

Staff shortages at Stanley became acute early in 1956, and it was agreed that Air Ministry should take over the staffing of the Stanley Office.

Further details of the Meteorological Service are available in its annual reports, which are published by the Government Printing Office and may be obtained either through the Meteorological Service in Stanley, or the Crown Agents for Overseas Governments and Administrations in London.

## Chapter 13: Falkland Islands Dependencies Survey

### ANNUAL RELIEF 1955-56

THE R.R.S. *John Biscoe* sailed from Southampton on 12th October 1955 for St. Vincent, Montevideo and Port Stanley, where she arrived on 27th November. She was delayed en route at Montevideo for 17 days undergoing generator repairs.

She left for the Dependencies on 5th December and visited Stromness, Leith Harbour, and Grytviken at South Georgia; and the F.I.D.S. stations at Signy Island, Hope Bay, Deception Island, Port Lockroy, Anvers Island, Argentine Islands and Admiralty Bay. Cargo and mail were landed at all ports of call and personnel movements effected. Very rough weather was experienced during the voyage and the vessel had to penetrate heavy pack ice to reach Hope Bay and the Argentine Islands. Christmas Day was spent quietly at anchor at Deception Island and the morning devoted to a football match ashore. The vessel arrived back in Stanley on 18th February 1956.

During the voyage Coronation Island in the South Orkneys was circumnavigated for survey purposes and a field party landed at Cape Meier. Another party which had journeyed overland was picked up below Copper Peak on Anvers Island, and taken back to base. The vessel steamed inshore along the coasts of Anvers and Brabant Islands to allow the surveyors to take photographs and to make notes on some of the terrain surveyed by them during the previous year.

A careful search was made in Admiralty Bay to find a site for the large new hut to be erected there. A suitable site was eventually found and the building material offloaded nearby; work on the foundations could not be started immediately, because the area had first to be drained and cleared of snow and ice. A working party was left ashore to proceed with the work.

The vessel left on her second and last voyage south on 7th February 1956, and arrived back in Stanley on 6th April, having completed the relief of all F.I.D.S. stations and again visited South Georgia. Much rough weather was experienced and at one time the vessel was hove-to rolling violently and in danger of losing her deck cargo.



A new and larger living hut had to be erected at the View Point sub-station in Duse Bay, and it was planned that the vessel should stand by so that the crew could assist ashore. Unfortunately severe ice conditions prevailed in the Bay and the ship was halted by fast ice when less than a mile from the station. All cargo and building materials had to be offloaded on an off-lying island for later transport to the station by dog sledge.

From the Argentine Islands the vessel was navigated through the uncharted waters of the Grandidier Channel to Cape Evensen, from where the coast was searched southwards to find a mainland site for the proposed new Base W. The search continued from the morning of 20th February to the 22nd without success, and it was then decided to establish the station on an uncharted island off Cape Rey, from where, on the adjacent mainland, there appeared to be a possible route up to the hinterland. High winds delayed unloading but in spite of this all cargo was ashore by the 29th. In the meantime the foundations of the new hut had been completed, the area surveyed and the anchorages sounded. A working party was left ashore on 2nd March while the relief vessel went north again to get further supplies of stores and equipment brought from the United Kingdom in the new research vessel the R.R.S. *Shackleton*. It had been arranged to rendezvous off Anvers Island, but rough weather conditions had prevented the transfer of cargo, and both ships had to proceed to the shelter of the Argentine Islands before work could commence.

The *John Biscoe* returned to the new Loubet Coast Station (Base W) on 13th March to find that very good progress had been made with the erection of the new buildings. The vessel stood by rendering further assistance until 17th March, by which time the party were sufficiently well established to be left for the winter in safety.

During the voyage a survey party from Anvers Island was landed on the Wauwerman Islands and the party left on Coronation Island in January returned to Base. Considerable numbers of seals were caught during the voyage and landed at sledging bases for use as winter dog food.

The two F.I.D.S. ships were again together at Port Lockroy on 9th March, but within an hour of anchoring a distress signal was received saying that a member of an Argentine Expedition was adrift in an open dinghy off Hope Bay. The *John Biscoe* made all speed to the area and arrived on the 10th to find that the search had been called off as H.M.S. *Protector*, using her helicopters, and the Canso aircraft from Deception Island, had already made a thorough search without success.

The R.R.S. *John Biscoe* made her last call of the season at Admiralty Bay from 24th to 27th March. In spite of persistent high winds and severe weather over a period of several weeks extremely good progress had been made ashore and the new large hut was nearing completion. At this stage the successful season was marred by a tragic accident when a boat overturned and a member of the shore party was drowned.



The Governor, during the course of his annual visit to the Dependencies, transferred from H.M.S. *Protector* to the R.R.S. *John Biscoe* off Hope Bay on 10th March and after visiting Horseshoe Island transferred to the R.R.S. *Shackleton* on 13th March.

This voyage was the vessel's last as the R.R.S. *John Biscoe*, since she was due to be replaced by a new and larger vessel of the same name. She reverted to her original name, of M.V. *Pretext* and under that name made a camp voyage round the East Falklands between 24th and 27th April and then sailed for the United Kingdom on 2nd May. She proceeded there via Darwin to collect sheep carcasses for delivery to the whaling stations, and thence to Leith Harbour, Husvik and Grytviken at South Georgia. She then sailed north via Montevideo and St. Vincent and arrived at Southampton on 10th June 1956. During her last season with F.I.D.S. she steamed approximately 25,000 miles and as always her cruise was most successful. She was sold to the New Zealand Government and sailed again during the 1956/57 season to their sector of Antarctica under her former commander, Captain H. Kirkwood, R.N.

The R.R.S. *Shackleton* sailed from the United Kingdom on 29th December 1955 for Port Stanley, calling at Torbay, St. Vincent and Montevideo en route. She arrived on 31st January 1956 and left for the Dependencies on 14th February. The vessel returned to Stanley on 8th April, having visited all the F.I.D.S. bases (except Signy Island) and the unoccupied Base E at Stonington Island, and having established a new station (Base O) on a small island off the Danco Coast.

The Governor joined the vessel on 13th March off Horseshoe Island and accompanied her throughout the voyage.

The main task during this voyage was to establish a new base, either on Brabant Island or the Danco Coast. Brabant Island was circumnavigated on 22nd and 23rd February and all possible landing places investigated by motor launch, but none with access to a site suitable for building a hut could be found.

Attention was then given to the Danco Coast and the area was searched from Cape Sterneck southwards to Cape Anna without success. H.M.S. *Protector* was in the area at the time and the search was continued by helicopter southwards to Cape Willems. No suitable mainland site could be found, but a possible site on a small island just south-east of Ronge Island was noticed. The *Shackleton* proceeded there and found the site suitable from the building and shipping viewpoints but there was some doubt of the possibility of reaching the plateau from the adjacent mainland. The vessel then searched further south to Cape Renard but found nothing, and on 26th February returned to Ronge Island to land a mountaineering party on the mainland. The party were away ten hours and on their return reported having reached with difficulty what appeared to be the plateau at a height of about 3,000 feet.

It was then decided to establish the base on the small island and unloading commenced on 27th February. The ship stood by until



3rd March, by which time all cargo was ashore and the hut foundations completed. A working party was left ashore living in tents to erect the hut. The vessel returned on 27th March to give further assistance and remained there until the 31st, by which time the construction was sufficiently advanced for the shore party to move in, secure for the winter.

A larger party was to winter at Horseshoe Island during 1956 and building material to extend the hut was landed at the station on 12th March. The vessel stood by to assist with building operations until 19th March, when she weighed anchor and proceeded to the old British base on Stonington Island to carry out minor repairs to the huts there. During this period one of the ship's crew had frequent bouts of appendix trouble and an operation proved necessary. This was carried out on board under difficult circumstances with complete success.

From Marguerite Bay the vessel sailed south to Alexander Land, but heavy accumulation of pack ice prevented her from getting nearer than 10 miles from the shore. She then proceeded north between Adelaide Island and the mainland and succeeded in navigating through Laubeuf Fjord and Barlas and Gunnel Channels into Hanusse Bay. Further progress was stopped by a barrier of fast ice stretching right across the bay. The vessel then turned about and returned to Marguerite Bay via Tickle Channel.

During the voyage the survey party left on the Wauwerman Islands by the R.R.S. *John Biscoe* were returned to Anvers Island and the cairn and plaque to commemorate the French "Pourquoi Pas" Expedition re-erected on Petermann Island.

The R.R.S. *Shackleton*, having completed a very satisfactory first season's work, left Stanley for the United Kingdom on 24th April 1956. She journeyed via Montevideo and St. Vincent and arrived at Southampton on 25th May, having travelled some 18,000 miles.

H.M.S. *Protector* reached Stanley on 31st October 1955 and left for South Georgia on 14th November, taking with her a quantity of building materials and six men who were to construct a new power house at Grytviken. While at South Georgia visits were paid to Husvik and Leith Harbour before the vessel sailed south to make an ice reconnaissance in the Weddell Sea for the International Geophysical Year Expedition ship the m.v. *Tottan* and for the Trans-Antarctic Expedition ship the m.v. *Theron*. She then turned north again to pay the first call of the season at Signy Island in the South Orkneys and finally arrived back in Stanley on 28th November.

The vessel remained in Stanley until 9th December when, with the Governor on board, she made a short camp voyage before sailing for Deception Island with F.I.D.S. personnel and stores. She returned to Stanley on 20th December.

The vessel remained at anchor over Christmas and visited Punta Arenas between 28th December 1955 and 9th January, 1956. She again sailed for Deception Island on 11th January, this time to take stores and equipment to the Falkland Islands Dependencies Aerial



Survey Expedition stationed there, and with mail for F.I.D.S. bases, some of which was delivered by helicopter. The vessel then proceeded south by the Gerlache Strait and Neumayer Channel into the Bellingshausen Sea. During the voyage it was learned that the m.v. *Theron* had been beset in the ice in the Weddell Sea since Christmas and it was decided, after refuelling from the whale factory ship *Southern Harvester*, that *Protector* should go to her assistance. Refuelling was completed by 17th January, when course was set for the Weddell Sea. She reached the ice edge on 23rd January and her helicopters made three flights, which gave some guidance to the *Theron* as she was navigated out of the ice. The operation completed the vessel returned north and arrived at Stanley on 28th January.

After visiting Montevideo *Protector* again sailed south on 13th February to visit the stations at Deception Island, Port Lockroy and Anvers Island, where a contingent of Royal Marines was landed for snow training. During the voyage helicopter flights were made to assist the *Shackleton* with her search for a suitable site for Base O, and a rendezvous was kept with the *Southern Harvester* for refuelling. She returned to Stanley on 2nd March.

She sailed for the Dependencies, again with the Governor on board, on 7th March. She visited South Georgia and the F.I.D.S. bases at Deception and Signy Islands, and spent four days photographing the South Sandwich Islands. His Excellency transferred to the R.R.S. *John Biscoe* off Hope Bay, after the search for the missing man had been called off. The vessel arrived back in Stanley on 26th March, bringing back the working party, who had by then completed the new power house. She left on her return voyage to the United Kingdom on 4th April 1956.

#### WORK AT BASES DURING 1956

The Survey maintained 10 permanent bases in the Dependencies during 1956, operated by a staff of 76 men.

Full synoptic reporting stations were maintained at Deception Island, Hope Bay, Argentine Islands, Admiralty Bay, Signy Island, Loubet Coast and Horseshoe Island, with observations transmitted to Stanley three times daily. Weather logs were maintained by sledging parties and by the stations at Port Lockroy, Anvers Island and Danco Coast.

Routine ice observations were made regularly from all stations and the bird ringing scheme continued.

The base at Port Lockroy was re-opened in 1952 for the purpose of carrying out Ionospheric research on behalf of the Department of Scientific and Industrial Research. The first measurements were made using manually operated equipment, and this was replaced in 1953 by an automatic vertical incidence sounder. Regular routine measurements have been made since at hourly intervals and the results transmitted by radio to the Ionospheric Station at Stanley for tabulating and forwarding to the Radio Research Station at Slough, England, for use in compiling frequency predictions.



The Officer-in-Charge of the Stanley Station visited Port Lockroy during the 1955-56 summer to overhaul the equipment. Routine recordings were made throughout 1956, except during the month of September, when the station experienced a serious power failure.

The station acted as control for the Antarctic radio net and also maintained regular schedules with the Trans-Antarctic Expedition.

A new store/boat shed was built during the 1956-57 summer months, and an electric pump installed and pipe-line laid for pumping fuel oil from the landing beach to a storage tank alongside the generator shed.

A hydrographic survey party from H.M.S. *Protector* were landed in November and a prototype portable hut erected to accommodate them. They worked from Port Lockroy southwards to the Lemaire Channel and westwards to the Joubin Islands. They also circum-navigated Anvers Island and visited the Danco Coast station. Members of the various F.I.D.S. bases helped them with their work and they in turn rendered much valuable assistance to the F.I.D.S. field parties.

The personnel at Deception Island assisted the Aerial Survey Expedition during the 1955-56 summer and, in addition to their full meteorological programme, carried out geomorphological studies over the Island.

Hope Bay had a disappointing sledging season because of the poor sea ice conditions which prevailed throughout the year in the Prince Gustav Channel. Some topographical survey was completed, but journeys were mainly for the purpose of laying food depots for the use of 1957 parties. A new garage was built and a tractor supplied for hauling stores and seals from the beach to the base hut. Numerous journeys were made to and from View Point and much time spent during the early part of the year sledging the new hut from where it was landed to View Point and erecting it there. The hut was completed by 31st May and occupied continuously from that date. The Medical Officer continued his sleep-rhythm work, and commenced preliminary experiments making routine blood eosinophil counts of personnel under various working and living conditions.

The geophysical programme planned for the Argentine Islands had to be curtailed because of staff shortages, but daily radio sonde ascents continued throughout the year. The whole of the station buildings were painted during the year and a new jetty was built.

The large new base hut at Admiralty Bay was ready for occupation by June and was reported to be most comfortable and adequate for all needs.

Signy Island made excellent progress during the year with the topographical and geological survey of the South Orkney Islands. Extensive bird ringing and more detailed ornithological studies were carried out, and Weddell seal pup skins collected and preserved for sending to the United Kingdom to assess their value as fur.

During 1956 the field parties on Anvers Island concentrated on the west and south coasts and a very satisfactory year's work



in survey and geology was accomplished. A small glaciological programme was also carried out during the latter half of the year.

The new station hut built on a small island off the Danco Coast was occupied at the end of March, but much internal work remained to be finished off and the party were not able to make a start with their field programme until May. By the combined use of small boats and manhauling techniques, geology and survey was carried out along much of the coast between Cape Anna and Andvord Bay, but attempts to reach the plateau failed because of impassable terrain. A possible route was, however, noticed from Cape Reclus and a refuge hut was built there in November to facilitate further exploration. A very difficult route was finally discovered.

The Loubet Coast shore party moved into their new quarters during the first week in April, but work continued installing equipment and erecting other buildings well into the winter months. Mapping of the local area commenced in July and the first sledge journey away from base started in late August, by which time the sea ice was safe for travel. Field work in survey and geology continued until the beginning of October, when the sea ice broke up, unfortunately stranding a party working on Roux Island. Contact was established with the party by small boat, but constantly changing pack ice conditions made it impossible to move the party with their equipment and dog teams back to base. The rescue was finally effected during November by H.M.S. *Protector* using her helicopters.

An extension to the base hut at Horseshoe Island was built early in the year and the base complement increased from eight to ten. The year was somewhat disappointing for the field parties because abnormally high temperatures throughout the winter and persistent high winds prevented the sea ice from consolidating and curtailed sledging activities.

#### THE ROYAL VISIT

The highlight of the 1956-57 summer was the tour of the Dependencies by His Royal Highness, the Prince Philip, Duke of Edinburgh. H.M.Y. *Britannia* en route from Australia crossed the Antarctic Circle to rendezvous with H.M.S. *Protector* and the *Southern Harvester* due west of the Loubet Coast station. The Governor of the Falkland Islands was flown by helicopter across to the *Southern Harvester* to meet Prince Philip at a reception held on board. The Royal party and the Governor and his staff later returned to the Royal Yacht to sail to the edge of the pack ice off Adelaide Island to meet the R.R.S. *John Biscoe* on New Year's morning.

The two parties then transferred to the research vessel and she navigated through the ice towards the Loubet Coast. His Royal Highness remained on the bridge throughout the voyage and then lunched in the F.I.D.S. mess with the newly-appointed relief personnel. His Royal Highness went ashore after lunch to inspect the station and to meet the shore party.



Upon return to the *John Biscoe* course was set through the Grandidier Channel to Argentine Islands, which was visited on 2nd January, 1957. Prince Philip showed a keen interest in all aspects of the scientific programme, including geomagnetism, solar radiation, seismology, oceanography and meteorology. His many questions revealed his appreciation of the part the station would play in the forthcoming International Geophysical Year.

The *John Biscoe* then proceeded north through the Lemaire Channel to Anvers Island, where again the Royal party went ashore and Prince Philip rode a sledge hauled by husky dogs and watched a demonstration of man-hauling.

The vessel then continued up the Neumayer Channel to rendezvous with *Britannia* and *Protector* off Port Lockroy. Again Prince Philip went ashore to inspect the station and see the ionospheric recording equipment being operated there. He also met the members of the Naval hydrographic survey party.

The visit to Lockroy was short since it was planned to visit the Danco Coast station before nightfall; the three vessels sailed in company, H.M. ships standing off while the *John Biscoe* went in to anchor. Prince Philip again met the staff and spent some time looking over the station and its precincts. He returned to the Royal Yacht just before midnight, having visited four F.I.D.S. bases in one day.

*Britannia* arrived at Deception Island on the morning of 3rd January and members of the Royal party, including Prince Philip, had lunch ashore. His Royal Highness appeared to enjoy the meal and in fact delighted the duty cook by calling for a second helping of penguin meat. Members of the Aerial Survey Expedition were also presented to His Royal Highness, who spent some time looking over their aircraft and equipment. All shore parties went on board the Royal Yacht that evening to see a film show and later enjoyed a nightcap in the wardroom.

The Royal Yacht sailed for Admiralty Bay, where Prince Philip visited the large penguin rookery at Point Thomas and inspected the new hut built during the 1955-56 summer. The vessel then sailed for the Falkland Islands, arriving on 7th January.

#### ANNUAL RELIEF 1956-57

The annual refit to the R.R.S. *Shackleton* was completed in September and the vessel left Southampton on 1st October, 1956 with stores and relief personnel on board. She sailed direct to Montevideo, taking 26 days en route; Stanley was reached on 2nd November.

The vessel made a short camp voyage between 11th and 14th November to collect mutton carcasses and then proceeded south immediately.

She first visited the South Georgia stations to deliver mutton carcasses and then set course for Signy Island, which was reached on the 21st. Relief operations were completed and a field party landed on Coronation Island without incident, but unfortunately the ship's cook was taken seriously ill with an acute peptic ulcer and the vessel had to be put about for South Georgia, where there are hospital facilities.



The vessel then set sail again for the F.I.D.S. bases and visited Admiralty Bay, Hope Bay, Deception Island, Danco Coast, Port Lockroy, and Anvers Island before returning to Stanley on 21st December. During the voyage replacement stores, mail and new personnel were landed at all stations visited. A field party and their equipment were put ashore at Cape Reclus on the Danco Coast to build a refuge hut and explore possible routes to the Detroit Plateau. Two attempts were made during the voyage to reach the Argentine Islands, but each time thick fast ice prevented further progress when within a few miles of the base. A memorial cross to the late R. G. Napier, who was drowned there last season, was erected at Admiralty Bay and a service held. Assistance was given to the Falkland Islands Dependencies Aerial Survey party to salvage their pontoon which had sunk during a gale.

The vessel made camp voyages before and after the Royal visit to bring to Stanley and take back home the people from Salvador, Port San Carlos, Port Howard, Pebble Island and Hill Cove.

The R.R.S. *Shackleton* sailed south again on 17th January 1957, having previously called at Rincon Grande to load 730 live sheep for the South Georgia whaling stations. A very rough passage was experienced and the crew and all F.I.D.S. personnel on board were kept busy tending the sheep who were badly affected by the heavy rolling. South Georgia was reached on the 20th and cargo and sheep unloaded at the various stations.

Course was set for the South Orkneys and Coronation Island was reached on the 27th. The field party landed there during the first voyage and was re-embarked and taken back to Signy Island for new equipment and supplies. On 28th January the vessel again visited Coronation, Fredricksen and Moe Islands to land more field parties and also make a series of soundings across the Strait and make fixes along the coasts.

All work was completed by 30th January when the ship sailed for View Point in Duse Bay to deliver anthracite, and to Hope Bay to deliver mail and general cargo. The next port of call was Admiralty Bay where a field party was embarked and landed at Nelson Island.

The vessel continued her voyage, calling at Deception Island, Danco Coast, Port Lockroy, Anvers Island, Argentine Islands and the new Graham Coast station before returning to Stanley on 23rd March. During the latter part of the voyage a number of land fixes were made and lines of soundings run across many anchorages. The vessel was anchored off the new Graham Coast station from 16th to 28th February and during this period rendered valuable assistance with the erection of the various buildings, catching seals for winter dog food and laying out food and fuel depots.

On the return voyage further food and fuel depots were landed at various points along the Danco Coast and also on the Weddell Sea coast as far south as Pitt Point.

About this time the Colony had a serious problem in that the s.s. *Fitzroy* had been sold and delivery of her replacement had been



delayed. In consequence of this the islands were completely cut off and cargo and passengers could not be moved to and from Montevideo. It was agreed that the R.R.S. *Shackleton* would help and two voyages were made to Montevideo, carrying some 80 passengers in all and a considerable tonnage of cargo. She finally reached Southampton on 5th June, 1957, having steamed some 26,200 miles and completed a very satisfactory season's work.

The new R.R.S. *John Biscoe*, built by Fleming and Ferguson, Ltd., of Paisley, was launched on 11th June, 1956 and completed her trials on the Clyde five months later. She sailed from Southampton on her maiden voyage to the Antarctic on 26th November and reached Stanley on 22nd December.

She sailed for the Dependencies on 26th December to visit Anvers Island and then to rendezvous with H.M.Y. *Britannia* and H.M.S. *Protector* off Matha Strait. The Royal party was embarked and the stations at Loubet Coast, Argentine Islands, Anvers Island, Port Lockroy and Danco Coast visited. The Royal party then transferred back to H.M.Y. *Britannia* and the vessel returned to Stanley, arriving on 5th January, 1957 in time for the Royal visit to the Falkland Islands.

The vessel left Stanley again on her main southern voyage on 16th January, 1957 and visited all stations and South Georgia, during which time she relieved and revictualled the bases.

She left the Falkland Islands on 3rd May 1957 for the United Kingdom, going via South Georgia, Tristan da Cunha and St. Helena. She arrived at Southampton on 4th June, having completed a round voyage of 22,519 miles.

*H.M.S. Protector* refitted at Portsmouth dockyard during the 1956 summer and sailed on 5th October. She went via Gibraltar, Freetown and Rio de Janeiro and reached Stanley on 4th November. Full speed was maintained from Gibraltar and the calls at Freetown and Rio reduced to the minimum in order to effect early relief of two men who had been marooned in Hanusse Bay by a sudden break up of the sea ice.

The vessel sailed from Stanley on 6th November and the two men and their husky dogs were successfully lifted back to their main station by helicopter four days later. *Protector* then turned north again, first calling at Port Lockroy to land the Naval survey party and then Deception Island where the Royal Marine contingent spent two days doing ski training. Another short call was made at Port Lockroy to land further supplies of stores before the vessel returned to Stanley on 18th November.

Her next voyage between 28th November and 17th December was to the South Georgia whaling stations and to make an ice reconnaissance in the Weddell Sea. While south the South Sandwich Islands were photographed by the helicopters and the first recorded landing made on Vindication Island.

The vessel sailed south again on 24th December with the Governor on board. She called at Port Lockroy to assist the Naval survey party



before proceeding across the Antarctic Circle to rendezvous with H.M.Y. *Britannia* on the 29th. In company with the Royal Yacht she visited the whaling factory ship *Southern Harvester* and the F.I.D.S. bases at Port Lockroy, Danco Coast, Deception Island and Admiralty Bay before returning to Stanley on 7th January 1957. She remained there over the Royal visit and then, again in company with H.M.Y. *Britannia*, visited Fox Bay and the South Georgia whaling stations before returning to Stanley on the 15th.

The vessel visited Montevideo for repairs and provisions between 22nd January and 7th February, 1957 and sailed for the Dependencies the same evening. She visited Admiralty Bay to land the Royal Marines for cold weather training, and then sailed for Port Lockroy to salvage the Naval party's launch which had been driven aground during a severe westerly gale. This task was accomplished satisfactorily and the survey party and some of their equipment embarked with their season's work completed. Attempts were made to land a F.I.D.S. survey team on the south-east corner of Anvers Island, but the weather remained unsuitable for flying.

The R.R.S. *John Biscoe* arrived at Port Lockroy on 12th February and the Officer-in-Charge of the Naval survey unit was embarked in her in order to see the terrain that he planned to cover during the following summer.

The *Protector* again rendezvoused with the s.s. *Southern Harvester* in the Bellinghausen Sea to receive 380 tons of fuel oil. She then turned north to land the survey party on Anvers Island, but no landing site giving access to the hinterland could be found.

The m.v. *Oluf Sven* was met in the Scholleart Channel and arrangements made for the *Protector* to salvage the Bell 47 helicopter which had crash-landed on Tower Island in December 1956. The attempt was made and carried out successfully on 17th February.

The vessel then proceeded to Admiralty Bay to embark the Marines. She returned via Deception Island, where 36 hours survival tests were carried out, and Punta Arenas, arriving at Stanley on 3rd March.

H.M.S. *Protector* remained in Stanley until the 8th and then again went south to visit Hope Bay, Deception Island and Signy Island. She took a considerable quantity of F.I.D.S. stores and mail with her and these were transferred to the R.R.S. *Shackleton* at Hope Bay and to the R.R.S. *John Biscoe* off Maurice Faure Islands. She returned on 21st March and then left for the United Kingdom via South Georgia, Tristan da Cunha and Simonstown.

#### WORK AT BASES DURING 1957

The number of stations occupied was increased to 11 in 1957 and the number of resident personnel brought up to 87 men.

The meteorological, bird-ringing and ice-observing programmes were maintained at the 1956 level, with the addition of weather logs kept by the new Graham Coast station.



With the commencement of the International Geophysical Year on 1st July meteorological observations were collected by a new wireless station in Stanley, built for this purpose, every three hours throughout the 24. From this date the Argentine Islands used 1,250 gramme Radio Sonde balloons and made two ascents daily on World Meteorological Interval Days.

The ionospheric research programme at Port Lockroy was also increased to meet I.G.Y. requirements and measurements were made at quarter-hour intervals on Regular World Days and during Special World Intervals. In addition, apparatus was installed and operated for the recording of whistler type atmospherics. Work was also started during the year on the installation of equipment for the measurement of losses due to absorption in the ionosphere and routine observations started early in 1958. It is expected that the work at this station will provide a substantial contribution to knowledge of the behaviour of the ionosphere at high southern latitudes.

All the staff vacancies at the Argentine Islands were filled during the 1956-57 summer and the full programme of work on magnetism, solar radiation, ozone measurements and seismology commenced early in the year. In addition as part of the I.G.Y. programme a flux radiometer and tide and long wave recording equipment was installed and operated.

Another flux radiometer and thermopile solarimeters were installed in the Stanley Meteorological Office, a seismograph in the Radio Research Station and oceanographical equipment at South Georgia, as part of the I.G.Y. programme.

A programme of simple glaciological observations was carried out at a number of bases with more detailed work at Admiralty Bay and South Georgia.

The stations at Port Lockroy, Argentine Islands and Horseshoe Island made routine aurora and airglow observations throughout the period.

Topographical surveys continued from Hope Bay, Signy Island, Anvers Island, Danco Coast, Loubet Coast and Horseshoe Island, and survey programmes were started from Admiralty Bay and the new station on the Graham Coast. Geologists worked with the field parties on the Danco, Loubet and Graham Coasts and from Horseshoe Island. Good progress was reported by all stations and some notable sledge journeys were made, both by dog and man-hauling methods.

The Danco Coast party were split into two self-contained units, one working from the refuge hut at Cape Reclus and the other from the main hut. The base party worked south through Paradise Harbour, while the refuge hut party concentrated on linking up the trigonometrical scheme with the main base area and exploring the plateau. They also met the party who had sledged along the plateau from Hope Bay and guided them over the very difficult and dangerous terrain down to Cape Reclus.



A similar split of the Loubet Coast party was arranged; a fully equipped field party was put ashore at the new refuge hut at Johnston's Point, while the remainder manned the base hut. The refuge hut party were not dependent on the formation of sea ice and were able to commence sledging immediately. They travelled large distances during the year, going as far south as Horseshoe Island, and north as far as Darbel Bay. The main party carried out local surveys and dog physiology tests as well as the base routine.

Two surveyors and a geologist were left at the new Blaiklock Island refuge hut at the beginning of March to work the local area and north to the Briand Peninsula. They remained there until June, by which time the sea ice had consolidated and they were joined by a party from the main base and by another from the Loubet Coast station. All returned to Horseshoe Island in time for mid-winter celebrations. Parties were in the field again a few days later and work continued until late in December when melt pools started to appear and the ice became unsafe for further travel.

The Graham Coast party landed by the R.R.S. *John Biscoe* on 1st February made very good progress with the erection of the main hut and occupied it on 20th March. Much internal fitting remained to be finished off, however, but this was mostly completed by the beginning of May when preparations started for field operations. The first extended journey started on 1st July and field work continued until early September when the break-out of ice forced parties to retreat to the base area.

The Medical Officer at Hope Bay continued with his 1956 medical research work and work on diet and parasitology of sledge dogs was started at the Loubet Coast station.

Series of tests were carried out at Port Lockroy to compare the static and dynamic friction of various materials used for sledge runners.

The topographical and geological surveys of Anvers Island were completed by the end of the 1957-58 summer and the station was closed down.

#### THE FALKLAND ISLANDS AND DEPENDENCIES AERIAL SURVEY EXPEDITION

Plans were drawn up in May 1955 to photograph the Falkland Islands and the Dependencies, including the South Shetlands group of islands and the Graham Land peninsula as far south as Adelaide Island. The task was contracted out to Messrs. Hunting Aero-surveys, Ltd., who, in conjunction with the F.I.D.S. organisation, the Directorate of Overseas Surveys, and the Crown Agents for Oversea Governments and Administrations, prepared a detailed list of requirements.

A 950-ton freighter, the *Oluf Sven*, was chartered and extensive modification carried out to provide additional accommodation for the expedition personnel, a gas-tight bulkhead and other safety



precautions for carrying high-octane aviation spirit, a portable flight deck for use by helicopters and up-to-date navigating and communication equipment.

Two S51 Sikorsky helicopters were chartered and two Canso aircraft obtained and fitted out for air photography and airborne magnetics.

Stores and equipment were ordered, personnel selected, and a hut designed to provide a kitchen/mess and dark rooms. Arrangements were made for the party to be housed in the hut loft at Deception Island, from where the expedition was to operate.

All was ready by 21st October, 1955 when the expedition ship left the port of London. She reached Deception Island on 4th December and unloading commenced immediately. The setting up of the base and the preparation for the first Canso operations and secondly the helicopter flights took a total of eight weeks.

A radio control station was set up to maintain communications between the aircraft, the ship and shore station, and to provide homing on a Rebecca/Eureka beacon. Moorings were laid out in Whalers Bay for the Canso aircraft and a slipway built so that they could be beached for refuelling and servicing as required. They arrived at Deception Island on 10th January, 1956, having been delayed by bad weather in the Caribbean area and Brazil, and engine trouble in Montevideo.

The weather up to the arrival of the aircraft had given some 17 days suitable for flying, but it then changed abruptly and good days were few and far between.

Operational flights were carried out on 5th, 6th and 11th February and on 6th March, and vertical photography covering an area of approximately 1,000 miles obtained. No productive geophysical flying was done.

During the night of 13th March a severe gale seriously damaged both aircraft and it took the engineers 10 days to effect temporary repairs good enough to allow the aircraft to return to Stanley on 25th March. The flight was continued north almost immediately and plans to photograph the Falklands had to be put off until the 1956-57 summer.

The helicopters gave excellent service but the very short season prevented full use being made of them. Some 10 control points were, however, fixed between 10th and 24th February. The method used was for the *Oluf Sven* to sail to within 5 to 10 miles of the shore and then for the survey parties and their equipment to be flown off.

The expedition finally left Deception Island for the United Kingdom on 7th April.

The productive work completed in the second season of operation (1956-57 summer) was in marked contrast to that of the first season and some 33,000 square miles of cover was obtained. Apart from a few minor gaps the coverage of the vertical photographs includes the South Shetland group of islands, the Palmer Archipelago and the west coast of Graham Land peninsula extending from Joinville and



D'Urville Islands to the north to Pourquoi Pas Island in latitude  $68^{\circ}$  S. In addition the Cansos obtained complete coverage of the Falkland Islands.

The expedition vessel *Oluf Sven* was further modified for the 1956-57 season so that a helicopter could be housed below deck. She sailed from the United Kingdom on 20th October and arrived at Deception Island on 26th November, 1956.

In the meantime the Canso aircraft left Canada and arrived at Stanley on 15th October. During the following five weeks the whole of the Falklands was covered in eight flying days. They left for Deception Island on 9th December and from that date until their return to Stanley on 3rd March, 1957 flew over 100 hours each and exposed a total of 90 films on vertical photography and 23 on obliques.

In order to reduce costs for the second year's operations it was decided to carry one single Bell 470 helicopter. Unfortunately this crash-landed on the second day of operating and triangulation work was held up until a replacement could be obtained. The *Oluf Sven* had to journey north to Montevideo to collect a reserve which was shipped out hurriedly from England. This replacement helicopter (another Bell 47) did not reach Deception Island until 24th January, 1957, by which time practically the whole period of optimum weather had been lost. In the short period available, however, the surveyors were able to complete the triangulation of Hughes Bay and the Gerlache Strait between latitudes  $64\frac{1}{4}^{\circ}$  S. and  $64\frac{3}{4}^{\circ}$  S. Also while the *Oluf Sven* was in Montevideo a field party was able to assist in the triangulation of King George Islands.



## PART III

### *Chapter 1: Geography*

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are several distinct areas: South Georgia, the South Sandwich Islands, the South Orkneys, the South Shetlands, Graham Land with its associated west coast island groups (e.g. the Palmer Archipelago and the Biscoe Islands), Alexander Land and the ice-covered mass of the Antarctic continent forming a wedge between longitudes 20° and 80° west from the region of latitude 75° south to its apex at the South Pole. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands in 54½° south latitude. It has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles, with its long axis running roughly from N.W. to S.E. South Georgia consists of a chain of steep mountains rising to 9,000 feet at Mount Paget. The mountains are covered with perpetual snow, which forms ice-fields that stretch down the glaciers to the sea. In the summer, the coastal margin is free from snow and much of the low-lying land is covered with coarse vegetation largely consisting of tussock grass, especially on the coastal fringe. There are no indigenous land mammals, but reindeer were introduced in 1911 and there are now two well-established herds. The Elephant, Leopard, Weddell and Fur seals breed in South Georgia, the first-named being by far the most plentiful. There is evidence that the fur seal, once nearly extinct, is re-establishing itself. Some 30 species of birds are to be found on the island, of which one, the Antarctic Pipit, is a land bird and is peculiar to South Georgia. Perhaps the most interesting of the penguins is the King, of which there are a number of rookeries in the breeding season. The largest of the albatrosses, the Wanderer, nests in South Georgia. The South Georgia climate is influenced by the prevailing south west winds and currents from the Antarctic and is consequently severe by comparison with places in Scotland which lie in a corresponding latitude in the northern hemisphere. Periods of fine weather do, however, occur between gales, especially in the winter. In the summer there are occasional falls of snow but precipitation is usually in the form of rain.

The South Sandwich Islands are situated between latitudes 58° 18' and 59° 28' south and longitudes 26° 14' and 28° 11' west and form the most easterly island group in the Falkland Islands Dependencies.



They are volcanic in origin and there is much evidence of activity or of warmth which exists side by side with heavy glaciation. Examination of geological specimens and soundings made in the vicinity of the islands has lent support to the belief that the chain formed by the Burdwood Bank, South Georgia, the South Sandwich Islands and Graham Land (known as the Scotia Arc) represents an extension of the folds of the Andes. Seals, penguins and other sea birds breed on many of the islands but the area is most inhospitable to man on account of the toxicity of the strong sulphurous fumes. The group is often surrounded by pack-ice even in the summer and fog and storms are typical of the climate. The swell and steep beaches make landings difficult and comparatively few have been made.

The South Orkneys lie 454 miles south-west of South Georgia and 293 miles north-east of the northern tip of Graham Land and although well north of the Antarctic Circle are strictly Antarctic in character, being influenced by the huge area of pack-ice contained in the Weddell Sea. The islands are mountainous and rugged in appearance, with extensive snow and ice deposits which spill to the sea down the numerous glaciers, resulting in spectacular scenery which may be seen at its best on Coronation Island, the largest of the group. Whaling was at one time carried out from factory ships which anchored in sheltered places in various parts of the group, but an attempt to carry out shore-based operations in the season 1907-08 was unsuccessful. Bird life is abundant, many species of South Atlantic sea birds breeding in the islands. The elephant seal has well-established breeding grounds and a few Fur seals have recently been seen, but there is no evidence of a breeding population.

The South Shetlands lie to the north of Trinity Peninsula, the northern extension of Graham Land, and extend from Smith Island in the south-west to Clarence Island in the north-east, a distance of nearly 300 miles. They are mainly volcanic and there has been recent activity at Deception Island and at Bridgeman Island. The former is a perfect natural harbour with its flooded crater, broken only at the narrow entrance of Neptune's Bellows, describing almost a complete circle. Clouds of steam may frequently be seen rising from the inner beaches on a calm day. The climate is sub-Antarctic with a high preponderance of low cloud and strong winds. In the summer conditions are often wet with falls of sleet and occasionally rain. Compared with the South Orkneys there is much less glaciation and in recent years ablation has taken place to such an extent that many areas are snow free in the summer. The Fur seal, which was virtually exterminated by British and American sealers in the 1820-21 season, has recently been seen again in small numbers on Livingston Island. Penguins breed on most of the islands, as do many other South Atlantic sea birds.

Graham Land is the most northerly extension of the Antarctic Continent and consequently there is more exposed rock than in any other part, though the central plateau has a typical Antarctic covering of ice. The mountain fringe along the western seaboard renders access



to the hinterland most difficult, presenting as it does an almost unbroken chain of peaks and rocky bluffs divided by ice falls and heavily crevassed glaciers, most of which terminate at sea-level in high serrated ice cliffs which are constantly calving and forming icebergs. The eastern seaboard is less precipitous but is bordered along most of its length by shelf ice and is otherwise rendered inaccessible from seaward by the heavy Weddell Sea pack ice which, moving in a clockwise direction, tends to cling to the coast. Two-thirds of Graham Land is south of the Antarctic Circle and its climate is consequently severe, though varying according to locality. Only on exceptional days is the plateau face free from cloud and strong down winds gain force at the coast by the funnelling effect of the glacier filled valleys. In the region of the Argentine Islands on the west coast, however, the weather is remarkably fine and calm on many days throughout the year and on a clear day in the spring and summer, though the temperature may be at, or below, zero, it is possible to sunbathe and to be thoroughly tanned by the sun in the crystal clear atmosphere. There are many anchorages along the west coast but few are free from drifting pack-ice and icebergs, and they are seldom reached above latitude  $65^{\circ}$  south without first negotiating pack-ice of greater or lesser extent, according to the severity of the preceding winter. No part of Graham Land above latitude  $69^{\circ}$  south is ever directly accessible from the sea. The off-lying islands are similar in appearance to the mainland coast, except for the islands forming the Argentine and Biscoe groups, which are low and capped with ice in such a way as to indicate that they once lay beneath an ice sheet attached to the Graham Land coast.

Alexander Land lies in the south-west curve of the Graham Land coast where the latter trends first south and then west to merge with the mainland. No landings from seaward have been made on Alexander Land and its inner or eastern seaboard is blocked by permanent shelf ice which joins it to the Graham Land coast. It is about 300 miles long and about 100 miles wide in the south, though considerably narrower for the greater part of its length. There is a high range of mountains running down the east coast. Sledge parties have visited the east coast but the mountains have never been crossed and the hinterland remains unexplored.

The Dependencies sector of the Antarctic continent is largely unexplored. Its north coast at the base of the Weddell Sea running from east to west is made up of the Caird Coast, the Luitpold Coast and the Filchner Ice Shelf. Vahsel Bay lies at the junction of the Filchner Ice Shelf and the Luitpold coast in the most southerly part of the seaboard. For this reason, and because it is generally accessible in the summer to a specially strengthened ice vessel, it was chosen as the location for the main base of the Trans-Antarctic Expedition led by Dr. (now Sir Vivian) Fuchs. The route which he took to cross the continent lay within the Dependencies sector as far as the South Pole. The Theron mountains discovered by the Expedition lie some 300 miles to the south of Vahsel Bay and deposits of good quality



coal were found there. The land to the back of the Filchner Ice Shelf and below the root of Graham Land remains unexplored. The greater part of the whole area is covered by a thick ice cap which is typical of the polar plateau. In places mountains project through this ice cap and it is possible that in other places the ice rests on land below sea-level, but this can only be determined by seismic sounding such as was carried out on the Trans-Antarctic traverse. Similar soundings carried out to the east in Queen Maud Land have revealed depths of ice below sea-level at some distance back from the apparent coast and there is therefore good reason to believe that the same might obtain elsewhere. Consequently, it remains to be proved whether the Antarctic Continent is, in fact, a continent, two continents, or a group of islands covered by an ice sheet.

## Chapter 2: History

SOUTH Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain G. Powell on the British ship *Dove*, who landed on Coronation Island on 7th December, 1821 and took possession of the group in the name of King George IV. The South Shetlands were discovered by Captain W. Smith, who landed and took possession in 1819, and they were examined by Edward Bransfield, Master, R.N., in 1829. Captain Bransfield also discovered Graham Land, in 1820, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820-21 and 1821-22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822-24 these animals were almost extinct.

A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish expedition under Dr. W. S. Bruce and, with the assent of the Government, was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British authorities.

Later history is mainly concerned with the whaling industry. From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under



licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920 to 1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930-31.

Whaling activities at South Georgia were reduced to one station in 1932-33 as a result of the depression in the oil market. Two companies operated from 1933-34 to 1939-40 and also in 1941-42. Owing to the war one station only was worked in each of the seasons 1940-41, 1942-43, 1943-44 and 1944-45. Three companies began operating in the season 1945-46 and have continued to do so each year since that date.

### Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government, who accompany the expeditions as required.

There is no local government in South Georgia; in fact there are no communities other than the whaling stations, which are run by the managers on behalf of the several companies owning them.

At each of the Falkland Islands Dependencies Survey Bases there is a magistrate who is one of the members of the survey party.

### Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

### Chapter 5: Reading List

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- No. 1. *Organisation and Methods*. By V. E. FUCHS. A brief general statement of the area and the bases from which studies have been made. 4s. 6d. (4s. 9d.).
- No. 2. *A New Method of Age Determination in Mammals with Special Reference to the Elephant Seal*. By R. M. LAWS. 3s. (3s. 2d.).
- No. 3. *The Upper Cretaceous Cephalopod Fauna of Grahamland*. By L. F. SPATH. £1 10s. (£1 10s. 9d.).
- No. 4. *Lower Cretaceous Gastropoda Lamellibranchia and Annelida from Alexander I Land*. By L. R. COX. 5s. 6d. (5s. 8d.).
- No. 5. *Fossil Penguins from the Mid-Tertiary of Seymore Island*. By B. J. MARPLES. 5s. 6d. (5s. 8d.).
- No. 6. *Emperor Penguin (I) Breeding Behaviour and Development*. By B. STONEHOUSE. 10s. 6d. (10s. 11d.).
- No. 7. *The Geology of South Georgia (I)*. By A. F. TRENDALL. 8s. 6d. (8s. 9d.).
- No. 8. *The Elephant Seal. (I) Growth and Age*. By R. M. LAWS. £1 (£1 0s. 7d.).



- No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. ADIE, October 1st, 1952. 4s. (4s. 2d.).
- No. 10. *Emperor Penguin (II) Embryology*. By T. W. Glenister. 17s. (17s. 5d.).
- No. 11. *Petrology of Graham Land. (I) Basement Complex; Early Palaeozoic Plutonic and Volcanic Rocks*. By R. J. ADIE. 8s. 6d. (9s. 3d.).
- No. 12. *Petrology of Graham Land. (II) Andean Granite Gabbro Intrusive Suite*. By R. J. ADIE. 15s. (15s. 7d.).
- No. 13. *Elephant Seal. (II) General, Social and Reproductive Behaviour*. By R. M. LAWS. 30s. (30s. 10d.).
- No. 14. *Brown Skua of South Georgia*. By B. STONEHOUSE. 10s. (10s. 5d.).
- No. 15. *Elephant Seal. (III) Physiology of Reproduction*. By R. M. LAWS. 27s. 6d. (28s. 3d.).
- No. 16. *Notes on Weather Analysis in the Falkland Islands Dependencies, Antarctica*. By A. W. MANSFIELD and S. D. GLASSEY. 12s. (12s. 5d.).
- No. 17. *Pygoscelid Penguins. (I) Methods of Study; (II) Adélie Penguin*. By W. J. L. SLADEN. 47s. 6d. (48s. 6d.).
- No. 18. *Breeding Behaviour and Reproductive Cycle of the Weddell Seal*. By A. W. MANSFIELD. 20s. (20s. 7d.).
- No. 20. *Petrology of Graham Land. (III) Metamorphic Rocks of the Trinity Peninsula Series*. By R. J. ADIE. 13s. 6d. (13s. 11d.).
- No. 21. *Upper Jurassic and Cretaceous Ammonite Faunas of Alexander Land and Graham Land*. By M. K. HOWARTH. 16s. 6d. (16s. 11d.).
- No. 22. *Introduced Reindeer of South Georgia*. By W. NIGEL BONNER. 7s. (7s. 4d.).

Obtainable from HER MAJESTY'S STATIONERY OFFICE, except for items 1 to 14 which are obtainable only from F.I.D. Sc. Bureau, Crown Agents, 4, Millbank, London, S.W.1.

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# Falkland Islands Dependencies Survey

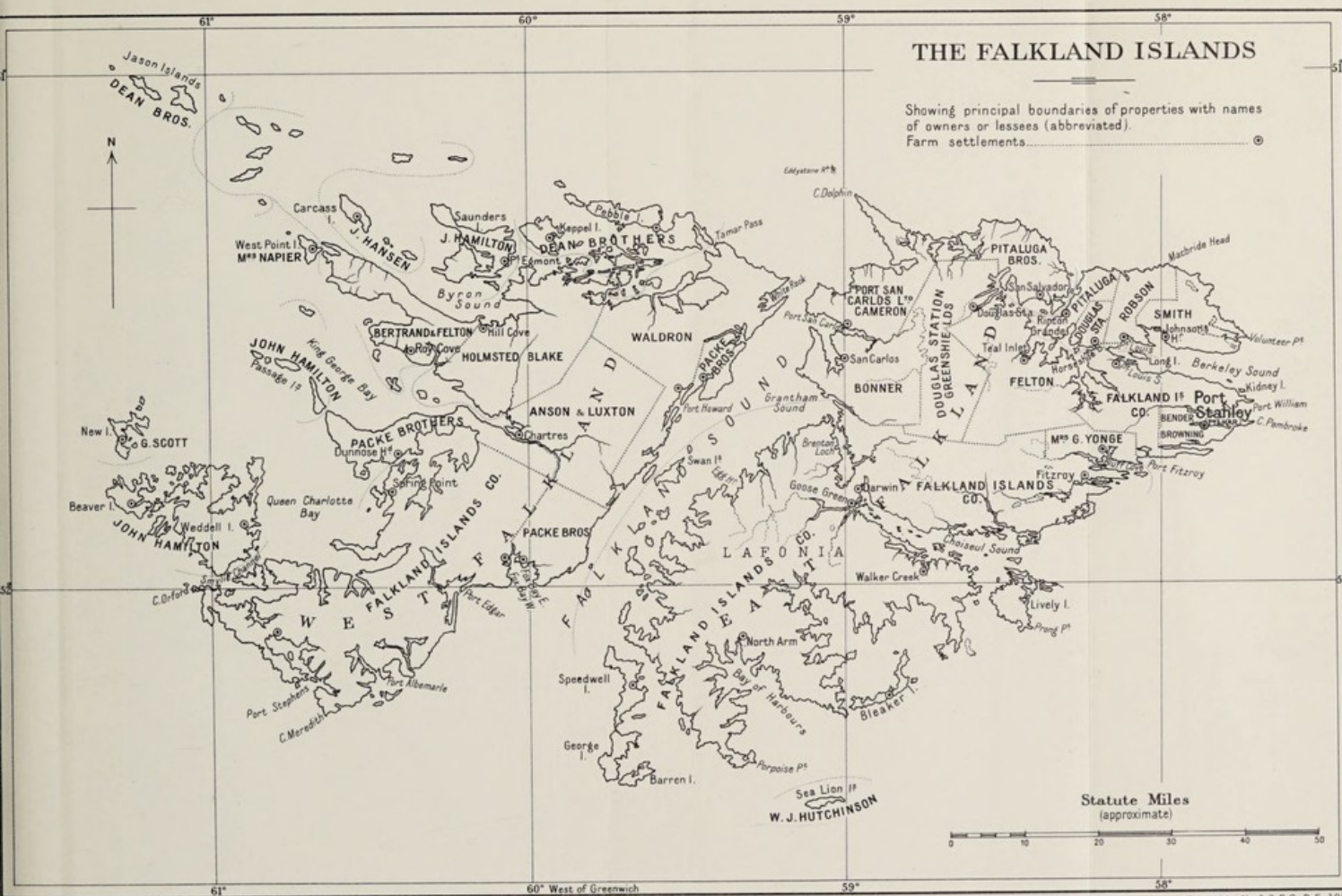
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11. PETROLOGY OF GRAHAM LAND. I. Basement Complex; Early Palaeozoic Plutonic and Volcanic Rocks. By R. J. Adie, B.Sc., Ph.D. 8s. 6d. (post 9d.)

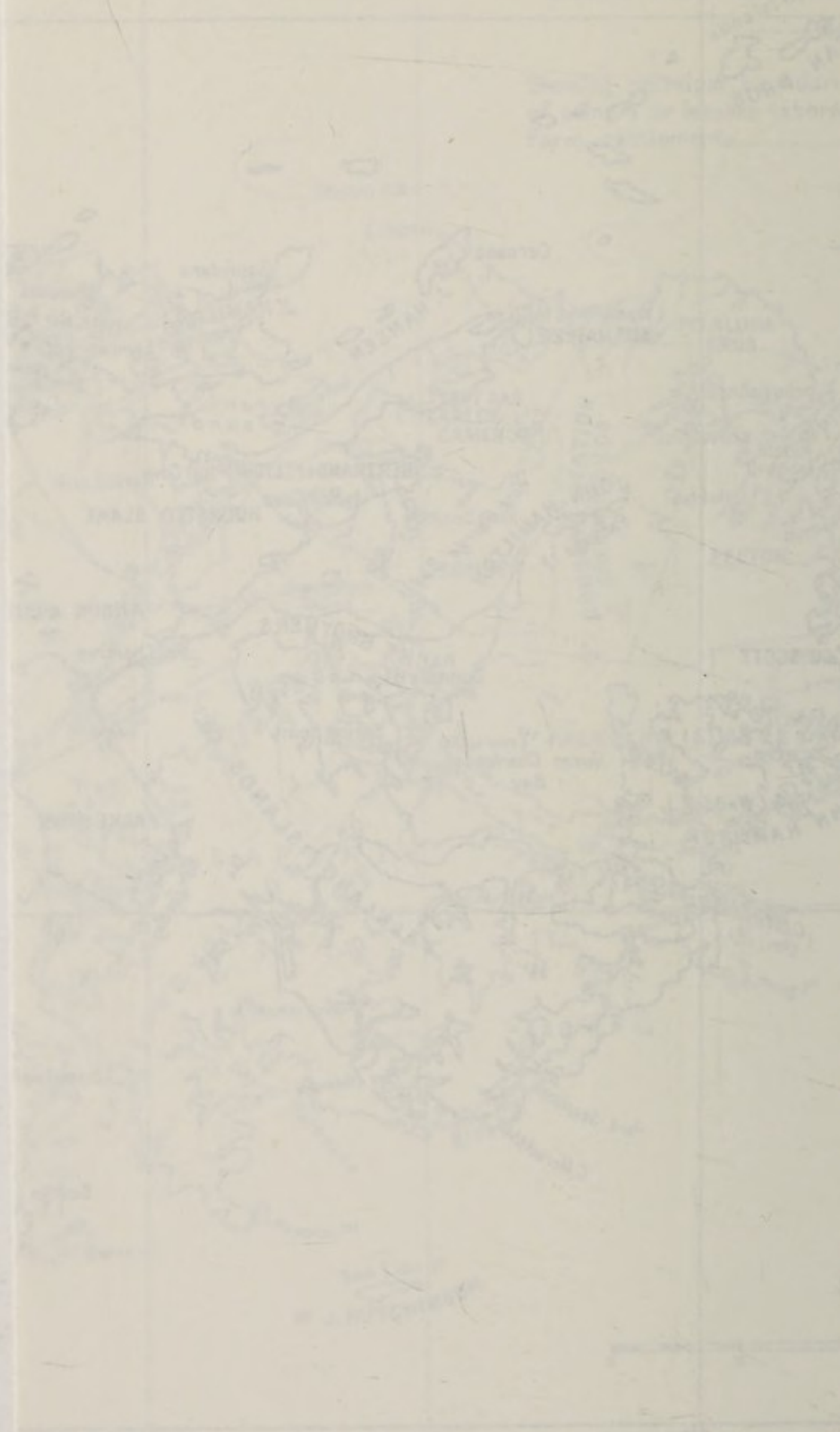
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# THE FAIRLY





# FALKLAND ISLANDS AND DEPENDENCIES 10





Scale of Statute Miles (Latitude 50°)  
 0 10 20 30 40 50 60 70 80 90 100  
 Feet in Feet  
 Coastline based on 1900  
 1900

