

**Chapter 1 : Annie Hill (Author of Voyaging On A Small Income)**

*Conway Maritime Press, Book. Very Good. hardback. 1st Edition. hardback, mild spotting to top edge else a very good tightly bound copy in a very good pictorial dust wrapper, text unmarked and clean, pp.*

Stationed in the Islands from to , Southby-Tailyour used his free time to make a survey of the coastline, which he regarded as an unexplored paradise for yachtsmen. When Argentina invaded the Falklands in April , he offered his drawings, paintings, notes and photographs to Brigadier Julian Thompson of the Royal Marines, who later wrote: A distinguished diplomat and author, he has written a series of books on military and naval subjects, including *Blondie*: The first of his books was *Falkland Islands Shores*, published in Foreword by Major General J. I was the Senior Subaltern, or Lieutenant, in the Commando and responsible for the discipline and general behaviour of the other Subalterns. I quickly recognized that Ewen with his sense of fun and high spirits would get into all manner of scrapes; he did, but in the nicest possible way. Twenty years later, after soldiering in a great many places round the world, including being decorated for gallantry by the Sultan of Oman, and sailing thousands of miles, Ewen made a unique contribution to the successful outcome of the campaign to repossess the Falkland Islands in It is not an exaggeration to say that Ewen fell in love with the Islands and their deeply indented coastlines. On 2 April , when Argentina invaded the Falkland Islands, Ewen presented himself at Hamoaze House in Plymouth, where I had set up my Headquarters, bringing with him the pilotage notebook and a large roll of charts. After a few minutes it was clear that he and his notebook and charts must come south with us â€” not that he needed any persuading. He became a key member of the team planning the amphibious assault. The problems facing a Commander choosing landing beaches on the Falkland Islands were that, in , the charts were not, in many areas, up to date; the soundings did not, in most places, go close enough inshore; the kelp which is such a hazard to the propellers of small boats and landing craft was not plotted accurately; and so, from the information contained in the current charts, it was not possible to produce a short list of beaches to which the Special Boat Squadron SBS could be sent to glean the detailed information. There simply was not time to send SBS teams to more than half a dozen beaches. Curiously, the Falklanders themselves have a very sketchy knowledge of their own coastline, so no help would be forthcoming from Falklanders who happened to be on leave or living out of the Islands in April. However, Ewen and his notes solved the problem. His knowledge and his notes, both unique, enabled the planners to select only those beaches which were suitable for a landing for SBS reconnaissance and thus save precious time. He produced, on his own initiative, comprehensive survival notes which were run off and issued to every marine, soldier and aircrew. Ewen led the waves of landing craft into San Carlos Water on D-Day, to beaches selected because of the information contained in his pilotage notes. Indeed, one beach could not be checked out by the SBS before D-Day because of a combination of events which prevented a detailed reconnaissance. Ewen, aided by his own notes, was able to guarantee that we could land troops on it and we did. After the initial landings, Ewen, using his pilotage notes, led a number of subsequent landing craft sorties to several destinations. I hope I have made it clear why I described his contribution to the success of the campaign as unique. Any campaign is the sum of the efforts of all those who participate in it, but if I was asked to name one man whose knowledge and expertise was irreplaceable in the planning and conduct of the amphibious operations, I would, without hesitation, name Ewen Southby-Tailyour. It is therefore with pride and humility that I write this Foreword to his book. Preface by Ewen Southby-Tailyour That this book has been published at all is a tragedy. Under happier circumstances my original notes on the coastlines of the two hundred or so islands that make up the Falklands archipelago would have received no publicity; they would have remained in their original pencilled form available for inspection and copying by members of those yacht clubs of which I am a member. I cannot ignore the fact that had there been no Argentinian invasion of the Falkland Islands on 2 April there would have been no demand for the information that I have compiled. I would rather my notes had remained in obscurity. But the invasion is part of Falkland Island history and the Islanders may now look forward to a future of freedom, which must include the freedom to cruise these most beautiful unspoilt waters in peace. As it was an unaccompanied tour it was not as popular as it should have

been, and even the younger unmarried Marines found that the local social life did not replace what they had left behind. Thus I saw little of my family during that year, although having them in Stanley rather than in our house on Dartmoor helped me to concentrate on my self-imposed task. The original concept had therefore been to write a private set of sailing instructions for the Royal Cruising Club and Royal Naval Sailing Association on whose committees I then sat. The Royal Marines had given me permission to sail back at the end of the year so it was a glorious opportunity lost. It became clear very quickly, however, that had I had the yacht in the Islands I would have covered only a few hundred miles in the year which would not have been very satisfactory as there are some 15, miles of coastline to be explored. Part of the duties of the Royal Marines Detachment was to patrol the outer islands, to give military training to the Settlement Volunteers and to ensure that no illegal landings took place, as had been the case on Southern Thule in the South Sandwich group of islands a couple of years before. She was named after a particularly effective Roman Catholic priest who had served the community earlier. He understood the Islands so completely that I never once saw him consult a chart and yet he knew every rock, danger, tide and eddy that existed. It was not unknown for him to advise on, and correct, some of the more modern surveys. However, he viewed the waters through the eyes of a merchant seaman; the fascination for me was to interpret his knowledge for the use of yachtsmen. In many instances he would navigate Forrest to an area from which I would then carry out my more specialist type of study. Without Jack Sollis and his long-suffering crew I would have wasted much valuable time studying places that were of no value to a yachtsman. Unless I particularly state to the contrary, I myself have visited every place. To record so much information and be satisfied that it was correct and accurate enough for a shallow draft yacht I felt that as often as possible I should put into practice the information that I had recorded. To this end and, as it were, to test the system, I would often navigate the Forrest from my own sailing instructions but, more important, I would also navigate any yacht that called in to Stanley. In this respect I have to thank the three joint skippers of the Norwegian ketch, the Capricornus. Sailing the Falkland waters is not a dangerous adventure but it has seldom been attempted by outsiders since the days of commercial sail. The reason is simple to understand. Many of the yachts that put into Stanley have just rounded Cape Horn or are just about to do so. Either way it is a dramatic event for a yacht and the last thing that a skipper wants is to add to the complications by being damaged in a side-issue. The weather, in fact, is not so very bad indeed I argue that this is a case of giving a dog a bad name, but it is unpredictable and can change with remarkable swiftness. To sail under those circumstances in waters that are not fully charted might be considered imprudent by a yachtsman with limited time. Thus my original aim was simply to chart and index the bolt holes that would be useful to a yachtsman and which were not covered by the Admiralty Pilot. Armed with the knowledge that if a sudden onshore gale was to occur without warning and that there was a convenient anchorage close by, more yachts might explore beyond the Stanley water front. This team, led by Dr Eric Berryman of the University of New Mexico, Albuquerque, had arrived with a view to hiring a boat of any description and visiting the site of the wrecked Vicar of Bray whose bulk lies at Goose Green. There was no suitable craft available except the Capricornus. Capricornus had been built by three Norwegian undergraduates in cement to a Colin Archer design. At each port of call they would earn enough money for the next leg by chartering their yacht. They had found this very lucrative in the Caribbean but, like so many before them, had not been prepared for the way of life in the Falklands. Having met the two parties independently it was quite clear that there was an easy solution. Capricornus could be chartered, the NMHS would have their transport and I could test the usefulness of my sailing instructions. The arrangement worked well. On completion of my year in the Islands I had amassed well over a thousand photographs, two hundred pencil sketches of the coastline, one hundred and fifty pages of notes, and numerous watercolour paintings of the scenery and the seabirds. In doing so I had sailed just over 6, miles. It had never been my intention to make money from this project, indeed I knew it would be impossible even if that had been my aim. I simply felt that such a glorious cruising ground should not go unvisited, and if by compiling a set of sailing instructions I could persuade the occasional yachtsman to share with me this wonderful place I knew that the work would have been worth while. Of course the last thing that any of us wants is to see the Falklands swamped by yachts and even, heaven forbid, marinas. On return to England I approached a number of publishers with examples of my

charts, paintings and coastal profiles. These publishers were all very nice and complimentary but naturally none considered that the work was worth the commercial risk. This did not upset me as I had never been under any illusions about the viability of the project; and so that is where the story ended until 2 April. The Adjutant of the Royal Marines base at Poole contacted me with a message to return immediately. He suggested that I listen to the news on the wireless. At that stage I had no idea that I would be going with the Task Force, but as the head of the Royal Marines Landing Craft branch and knowing that where 15, miles of coastline were concerned it would be unrealistic to ignore the potential of waterborne transport, I hoped I would be chosen to advise on these aspects of the campaign. Consequently when I reported, as instructed, to Brigadier now Major-General Julian Thompson later that day in his office at the Headquarters of Commando Forces Royal Marines I made the point that I was not to be separated from my precious charts and notes that he had asked to borrow, and that if they went to the Islands I would have to accompany them. It took the Brigadier less than a second to make up his mind about this interloper to his already formed and experienced team of staff officers. Thus began the vindication of all my private work. The subsequent events have no place in this book but throughout the sailing instructions I have included extracts from diaries and logs stretching back to the earlier settlers wherever the place being described has had some part in the history of the Falkland Islands. The recent campaign, therefore, is no exception. There have been numerous logs kept over the centuries by mariners visiting the Islands which would fill volumes on their own, and so I have chosen logs from only two earlier navigators. The first was Admiral The Hon. Lowcay sailed amongst the Islands the year after Admiral Grey. At one stage he was forced to write that if a surveyor does not know the answer he should not guess, for this he rightly considered to be a most dangerous practice. Had I had the time and opportunity to visit every single bolt hole and anchorage for inclusion in these sailing instructions I think I might fairly be accused of leaving nothing for future yachtsmen to explore. Thankfully there are still about nine thousand miles of coastline left! These instructions are not designed to replace the Admiralty Pilot South America Pilot, Volume II or charts which must remain the authoritative publications on the Falkland Islands, they are merely designed to supplement those documents with a view to helping yachtsmen. I will now bid good-bye to the Falklands with a few casual remarks and they shall be very few as I am quite tired of the subject! The first thing to be considered is, whether this colonization of these Islands is advisable or not, if so, whether they are capable of being turned to account and in what manner it would be best to undertake it. Looking at the map one is immediately struck by their position as presenting a most desirable point for a Naval Station with reference to the great and increasing trade of England with the New Republic of the Pacific. Situated as they are so near Cape Horn, they naturally present themselves as a place of refuge for vessels in those stormy latitudes and considering the numerous safe harbours, ease of access, it would appear as if nature had intended them as such. The opinion I have found after all the enquiries I have made and from my own observations is this "that the whole matter rests upon whether the Government thinks it an advantage to establish a point of Naval strength or not in this part of the world. Of the capability afforded of forming a thriving colony I have not the least doubt but, as I said before, I consider the question to depend upon whether politically speaking it is not worth while. The expense at the commencement would be trifling if it did not, as I think it would, defray its own expenses from the first; as a matter of colonization alone, one would not recommend barren hills in the fifty-fourth degree southern latitude when there are so many large tracts of uninhabited territories in Canada and New South Wales which hold so many more inducements to the Emigrants. The weather was remarkable fine during our tour as will be seen by the accompanying table of the height of the Barometer and Thermometer [these are in the Government Archives, Stanley] and state of wind and weather, never having had occasion to reef or take in sail on account of the freshness of the wind. The soil on all the Islands appears to be much the same, and the same wild birds; rabbits are common to all in great numbers. East Falkland possesses advantages of the other Island, in consequence of the wild cattle, from 15 to 20, head, wild horses from 5 to 10, head but these might be easily transported to the West Falkland from Fannings Harbour to White Rock Harbour a distance of about 7 miles, but would require protection for a few years. Settlers at Port Egmont and Fannings Harbour which in my opinion are the next best places to Port Louis would at first labour under great privations and would have to bring with them at least 12 months stock of bread and flour and

wood for building houses; stones are abundant and peat for fuel may be obtained at all islands. Vegetables such as potatoes, onions, turnips, will I have no doubt grow on any of the Islands as they succeed well at Port Louis but must be protected by high walls as the wind blows occasionally strong during the summer months. Corn on this account as well as from the shortness of the warm weather, I think would never succeed, therefore settlers would have to depend on a foreign country for supplies of corn. Wild hogs are abundant, particularly at Eagle Island or Speedwell which from the dryness of its soil compared with the others would make a good sheep farm. With this force the Islands would be effectually protected from trespassers and the seals in the Rookeries would again become abundant.

Chapter 2 : Annie Hill | Open Library

*The amount of plastic washing up onto the shores of remote South Atlantic islands is ten times greater than it was a decade ago, according to new research published in the journal Current Biology.*

Ruggedly beautiful and challenging, the Stanley Golf Course offers the opportunity to play on one of the most southerly courses in the world with a striking backdrop of the Two Sisters and Tumbledown mountains. The 4, yard long course has 12 greens and 18 tees and has been developed and maintained to a high standard by dedicated members over the years. The course may look easy at a glance, but with the brisk winds typical of the Falklands it will test the skills of even the most experienced golfer to the limit. Rifle shooting in the Falkland Islands dates back to the s. The Falkland Gun Club offers practical pistol, precision pistol, small bore rifle. Limited game shooting experiences are available and must be accompanied by a local guide. Both clubs welcome visitors and have club firearms available to hire. A small temporary membership fee means you can shoot without need for a local licence. Organised by the Standard Chartered Bank to raise money for charity, the marathon takes place each year in March and welcomes participants from overseas to join the locals in this challenging race. Water Sports Water-sports are not yet offered on a commercial basis but with a little advance planning it is possible to make the most of the beautiful shorelines and experience the cool temperatures of the South Atlantic in the company of our fantastic wildlife. With more than 1, kilometres of rugged coastline on both East and West Falklands there are many areas which have rarely been surfed and others yet to be discovered. A 5mm wetsuit is recommended as the minimum requirement with hood, booties and gloves. A standard surfboard is adequate. Windsurfing and kayaking are also enjoyed by residents. There have been a number of kayaking expeditions made by visitors in recent years, the most successful of which was a day circumnavigation of the Islands by New Yorker, Marcus Demuth. Marcus particularly enjoyed the hospitality he received from Islanders as well as the journey. Over one hundred shipwrecks lie on Falkland shores, also of interest to divers. Marine mammals frequently enjoy interacting with divers as they explore the coastal environment. There are no shops selling or renting equipment in the Falkland but enthusiasts of water-based activities can make contact the Falkland Islands Tourist Board to connect with locals who will advise you about your chosen sport. What are you searching for?

**Chapter 3 : FI Conservation - Monitoring the Falkland Shores – Marine Debris**

*Rifle shooting in the Falkland Islands dates back to the s. The Falklands' Rifle Club offers full bore rifle shooting at a m range based at Rookery Bay, Stanley. The Falkland Gun Club offers practical pistol, precision pistol, small bore rifle ), all air disciplines and all clay target disciplines.*

Origins of the Royal Canadian Navy and List of ships of the Royal Canadian Navy During the early years of the 20th century, there was growing debate within the British Empire as to the role the Dominions would play in defence and foreign relations. Because of the developing naval arms race with Germany, a key part of this discussion focused on naval issues. In Canada, the naval debate came down to a choice between two options: After extensive political debates, Canadian politicians chose the latter option. After third reading, the bill received royal assent on 4 May , becoming the Naval Service Act which created a Department of the Naval Service under the Minister of Marine and Fisheries , who also became the Minister of the Naval Service. The service was later renamed the Royal Canadian Navy in Graduates were qualified to enter the Imperial or Canadian Service as midshipmen although a Naval career was not compulsory. The course provided a grounding in Applied Science, Engineering , Mathematics , Navigation , History and Modern Languages and was accepted as qualifying for entry as second-year students in Canadian Universities. The program aimed to develop both the physical and mental including discipline, the ability to obey and take charge, and honour. Candidates had to be between their fourteenth and sixteenth birthdays on 1 July following the examination. The college was closed in The new Conservative government, led by Robert Borden , had opposed the Naval Service Act while they were in opposition. After a bitter debate and a long filibuster by the opposition Liberals , the Borden government invoked cloture on the debate, for the first time ever in Canadian Parliament, and the bill passed third reading on 15 May The Act was soundly defeated by the Liberal-majority Senate two weeks later. The Royal Canadian Navy now found itself in limbo, with very limited funds for operations, two obsolescent cruisers, and no prospect of new ships being built or acquired. Its initial establishment was 1, men, and it was divided into three distinct geographic areas: During the First World War, it would expand considerably, and also establish an "Overseas Division" specifically for service with the Royal Navy. The submarines had been built for the Chilean Navy but the purchase had fallen through. First World War[ edit ] See also: At this point, London and Ottawa were planning to significantly expand the RCN, but it was decided that Canadian men would be permitted to enlist in either the Royal Navy or its Canadian counterpart, with many choosing the former. The ship patrolled the American coast as a part of the blockade of Germany. The early part of the war also saw HMCS Niobe actively patrolling off the coast of New York City as part of British blockading forces, but she returned to Halifax permanently in July when she was declared no longer fit for service and was converted to a depot ship. She was heavily damaged in the December Halifax Explosion. Arriving in Halifax on 17 October , they were declared unfit for service and never patrolled again, being scrapped in In terms of the number of dead, the sinking was the most significant Canadian naval disaster of the First World War. Following a draw-down in the RCN after the war, the RCN undertook to find a mission and found it in taking over many of the civilian responsibilities of the Marine Service of the Department of Transport. Three larger cities Toronto, Montreal and Winnipeg were ordered to man to a "Company" strength, which was , all ranks. By the end of , twelve units had been formed. A landing party was briefly sent ashore at Acajutla , but the situation there improved and the sailors saw no combat, although the two ships remained in the area until the end of the month. By the outbreak of war in September , however, the RCN still had only six River-class destroyers , five minesweepers and two small training vessels, [21] [22] [23] bases at Halifax and Victoria , and altogether officers and 1, men. The RCN expanded substantially during this period, becoming the third-largest navy in the world by The RCN expanded substantially during the Second World War, with the larger vessels transferred or purchased from the US and British navies many through the Destroyers for Bases Agreement , and the smaller vessels such as corvettes and frigates constructed in Canada. Although it showed its inexperience at times during the early part of the war, a navy made up of men from all across the country, including many who had never before seen a large body of water, proved capable of exceeding the

expectations of its allies. By the end of the Battle of the Atlantic, the RCN was the primary navy in the northwest sector of the Atlantic Ocean and under the command of Rear Admiral Murray was responsible for the safe escort of innumerable convoys and the destruction of many U-boats – an anti-submarine capability that the RCN would build upon in post-war years. The Northwest Atlantic Theatre was the only theatre not under command of either a Briton or American during the entire war. At the end of the Battle of the Atlantic, Canadian ships either alone or in conjunction with other ships and planes sank a total of 27 U-boats, and either sank or captured 42 Axis surface ships. Altogether the RCN lost 1, seamen, and 95 became prisoners of war. As the end of the war against Germany approached, attention focused on Japan. The war in the Pacific was expected to culminate with a massive invasion of Japan itself, and this would need a different navy than that required in the Atlantic. Britain was nearly bankrupt after five and a half years of war and was looking to shrink its military somewhat, especially since the United States was now the dominant power in the Pacific. As in the First World War, the war ended before these plans came to fruition. With the end of the war, the RCN stopped expanding. On 20 March, thirty-two aircraft handlers on the carrier *Magnificent*, which was on fleet manoeuvres in the Caribbean Sea, briefly refused an order to turn to morning cleaning stations. As noted by Dr. Specifically, the captain of *Athabaskan*, while talking with the disgruntled crew members, is known to have placed his cap over a written list of demands, which could have been used as legal evidence of a mutiny, and pretended not to notice it. It was to have ramifications in the process undertaken in later decades, painful to many of the officers concerned, of deliberately cutting off many of the British traditions in such areas as ensigns and uniforms. For the RCN, this meant large cuts to its personnel strength and number of commissioned ships. For the RCN, this resulted in increased numbers of personnel, the recommissioning and modification of some Second World War ships held in reserve, the design and construction of new classes of ships, and the upgrading of its recently created aviation capabilities. Initially dispatched in , Canadian destroyers maintained a presence off the Korean peninsula until *Laurent-class* anti-submarine destroyer escorts. At much the same time, the growing Soviet submarine threat led the RCN to update and convert existing ships to improve their anti-submarine capabilities. Built in Canada, these ships pioneered innovative design features, including a distinctive rounded upper part of the hull which helped seawater drain from the deck during the extremely rough weather and also helped minimize winter-time ice buildup. The first of these new ships were the seven *St. Laurent-class* DDEs, which were soon followed by the *Restigouche*, *Mackenzie*, and *Annapolis* classes with seven, four, and two vessels respectively. The RCN intended to replace some of the capabilities lost with the retirement of those vessels with the *General Purpose Frigate*, but after disagreement over the direction of the service, the project was scrapped. The recovery of helicopters to a wildly pitching flight deck was made possible by the invention of the "Bear Trap", a cable and winch system which hauled a helicopter, hovering at full power, to the flight deck in all manner of conditions. Using this technology, the *St.* Other ships also received upgrades to increase their anti-submarine capabilities. The RCN was also actively involved in the development of various forms of ship-borne sonar, most notably the variable depth sonar *VDS*, which greatly increased the ranges at which submarines could be detected. *Bonaventure* was the last aircraft carrier operated by the Royal Canadian Navy. The RCN also expanded and improved its aviation capabilities during much of this period. Anti-submarine aircraft included variants of the *Fairey Firefly*, the *Grumman Avenger*, and a version of the *Grumman Tracker* built by *de Havilland Canada*. For many of the serving naval personnel, the transition - giving up the old ensigns, and even more the adoption of army-type ranks and green uniforms instead of the distinctive naval ones - was a very painful process. Researcher Alan Filewood recalls: Growing up in a naval family, I was imbued with the traditions of a service that prided itself on its British roots. I recall vividly the day the armed forces paraded in Ottawa to witness the lowering of the old service ensigns and the raising of the new. My mother was a naval vet, a former *WREN*, and at this transformative moment of national symbolism, she wept; with the lowering of the *White Ensign* something disappeared from her history. Sometime later my father came home demoralized in his new army-style uniform with an army rank. Like many other naval officers, he retired soon thereafter. The controversy included the dismissal of Rear-Admiral *William Landymore*, senior officer in the Atlantic, who tried to secure commitments that naval traditions would be maintained, but was later fired by Defence

Minister Paul Hellyer for his opposition to the changes. Only cap and collar badges identified "naval" personnel. In the early s, it was decided to pay Bonaventure off and not find a replacement, instead focusing on the traditional blue-water navy. The fleet was enhanced in with the addition of the four new Iroquois-class destroyers , also known as the Tribal class. By the mids, the navy was looking at a new class of frigate-helicopter FH vessels to replace the aging St. Laurent, Restigouche, Mackenzie, and Annapolis classes. This design evolved into the Canadian Patrol Frigate CPF , which was promised by the government in the early s during a period of increased military spending. By the late s, with construction of the first six vessels underway by now called the Halifax-class frigates , construction of six further vessels was announced. The mids saw the announcement of the Tribal Update and Modernization Program TRUMP , which saw the four earlys Iroquois-class destroyers updated into area air-defence destroyers. The update saw these vessels become the first non-US ships to carry the Standard SM-2 anti-aircraft missile. Manned by naval reservists, the Kingston class is also used for training. Fleet rationalization[ edit ] In , the Maritime Command recommended structure based on a fleet consisting of 24 destroyers and frigates, three submarines, three support ships, 36 long range patrol aircraft and 45 maritime helicopters. Despite a realistic fleet structure at the time, the Progressive Conservative minority government led by Joe Clark offered an expensive vision. The Conservative party wanted an expensive fleet structure consisting of 16 destroyers and frigates, 20 submarines, 13 minesweeping vessels, 12 fast attack craft, three escort merchant vessels, 36 long range patrol aircraft, 45 maritime helicopters and 84 shore-based attack aircraft. In , DND requested a revision during the "Capabilities Planning Guide", which included a largely status quo fleet consisting of a 24 destroyers and frigates, four submarines, 12 mine clearance vessels, three support ships, 18 long range patrol aircraft, 18 medium range patrol aircraft and an unspecified number of maritime helicopters. The plan was scrapped and re-evaluated in , since the original plan could not be met with the money the government had provided at the time. The explosion and the ensuing fire killed 9 crew members and injured at least 53 others. In , Canada was involved in a minor non-shooting skirmish with a few European countries in a conflict over fishing rights that was nicknamed the Turbot War. This was the first time that a Canadian naval vessel had been under hostile attack since the Korean War. However, MARCOM, being the operational commander of the naval forces of Canada, is represented as the "Canadian Navy" and maintains many of the traditions of its predecessor.

Chapter 4 : The Argentinian Side of the Falklands War - Page 2 of 2

*Books by Annie Hill, Voyaging on a small income, Brazil And Beyond, Falkland Islands Shores, South Atlantic South America, The Falkland Islands Shores Quarto.*

The terrain is varied, consisting of dramatic sandstone cliffs, falling away to low Port Stephens Port Stephens, West Falkland Located in the southwest of West Falkland, tucked into a tiny corner of a large, open harbour, Port Stephens offers fantastic wildlife and walking opportunities. You can see all 5 species of penguins here, including macaroni, with the gentoos, Bleaker Island Bleaker Island First called Long Island, then Breaker Island after the large waves the crash against it, Bleaker Island has more in common with its former names than that of the present day. Located in the southeast of the archipelago, the terrain is low-lying Gentoo and Magellanic penguins breed here and many other sea and shore birds can be seen. Accessible by road and then overland vehicle journey, the peninsula boasts a stunning, long, white sand beach and Gentoo and Magellanic penguins breed here along with many other species of birds. It is home to a range of wildlife including Rockhopper and a few Macaroni Gentoo penguins breed here and many other birds can be seen including southern giant petrels, skuas, turkey vultures, rock cormorants, kelp gulls and Falklands Gypsy Cove East Falkland At just 6. The small bay with its white sand beach is sheltered from The terrain is varied with spectacular cliffs, white sand beaches and secret coves, rugged hills and some small open plains. The terrain is low-lying with several ponds and many sheltered, sandy coves. The white sand beach is home to a range of wildlife including Gentoo The terrain is varied with rocky ridges, steep cliffs, open plains, white sand beaches and pretty coves. Saunders Island Saunders Island Named after 18th century British Admiral and site of the first British settlement in the Falklands, Saunders is located in the northwest of the archipelago. Port Egmont was built in and vestiges of this early settlement can be seen, a short Bull Point is an Important Bird Area, a global standard set by Birdlife International, and has an amazing amount of wildlife It is a working farm with sheep and cattle. It is run in a traditional way with butter made from farm produce and peat cut by hand to heat to the The terrain is mainly low lying but with spectacular cliffs at the southern end. Tussac grass proliferates, providing the perfect habitat for a Rockhopper penguins breed on the western shores, and there are gentoo and Magellanic penguins too.

## Chapter 5 : Falkland Islands Sports Activities

*The contribution to the Falkland Islands campaign by Lieutenant Colonel Ewen Southby-Tailyour, described in the two passages below, is a fascinating illustration of the effect that a single yachtsman can have on the outcome of a war.*

Facilities and infrastructure[ edit ] The Port Stanley post office, with British red post and telephone boxes. Attractions include the Falkland Islands Museum , Government House “ built in and home to the Governor of the Falkland Islands “ and a golf course , as well as a whale-bone arch, a totem pole , several war memorials and the shipwrecks in its harbour. The Falkland Islands Company owns several shops. Stanley has four pubs, 11 hotels and guesthouses, three restaurants, a fish and chip shop and the main tourist office. There are three churches, including the Anglican Christ Church Cathedral , the southernmost Anglican cathedral in the world, and the Roman Catholic St. A bomb disposal unit in the town is a legacy of the Falklands War. The town hall serves as a post office, philatelic bureau , law court and dance hall. The cathedral and whalebone arch The community centre includes a swimming pool the only public one in the islands , a sports centre, library, and school. A grass football pitch is located by the community centre and hosts regular games. Stanley Racecourse, located on the west side of Stanley, holds a two-day horse racing meeting every year on 26 and 27 December. The Christmas races have been held here for over years. Stanley Golf Course has an hole course and a club house. It is also located to the west of Stanley. Several bus and taxi companies operate out of Stanley. History[ edit ] The original capital of the islands was at Port Louis to the north of the present site of Stanley, on Berkeley Sound. They spent five months in the islands with their ships Terror and Erebus. Governor Moody after whom Moody Brook is named however, decided to move the capital to Port Jackson , which was renamed "Stanley Harbour", after a survey. Stanley Harbour was considered to have a deeper anchorage for visiting ships. Not all the inhabitants were happy with the change, notably one JW Whittington is recorded as saying, "Of all the miserable bog holes, I believe that Mr Moody has selected one of the worst for the site of his town. In , 30 married Chelsea Pensioners were settled there to help with the defence of the islands and to develop the new settlement. The settlement soon grew as a deep-water port , specialising at first in ship repairs; indeed, before the construction of the Panama Canal , Port Stanley was a major repair stop for ships travelling through the Straits of Magellan. The rough waters and intense storms found at the tip of the continent forced many ships to Stanley Harbour, and the ship repair industry helped to drive the island economy. Later it became a base for whaling and sealing in the South Atlantic and Antarctic. Later still it was an important coaling station for the Royal Navy. Landslides peatslips , caused by excessive peat cutting, destroyed part of the town in and , the second landslide killing two people. At about midnight on 29 November a black moving mass, several feet high, was moving forwards at a rate of four or five mph. The next morning the town was cut in two; the only way to travel between the two parts was by boat. Released in he was later called up to the Royal Armoured Corps and served until his discharge in The Liberation Memorial , Stanley Stanley Airport is used by internal flights and provides connections to British bases in Antarctica. It was opened by the Argentine Air Force on 15 November previously, international flights were by seaplane from Comodoro Rivadavia. Flights to Argentina ended after the conflict. Scheduled passenger flights between the Mount Pleasant airfield and the UK are also operated twice a week by a civilian airline contractor on behalf of the Royal Air Force. Stanley was occupied by Argentine troops for about 10 weeks during the Falklands War in The Argentines renamed the town Puerto Argentino, and although Spanish names for places in the Falklands were historically accepted as alternatives, this one is considered to be extremely offensive by many islanders. After the British secured the high ground around the town the Argentines surrendered with no fighting in the town itself. The beaches and land around it were heavily mined and some areas remain marked minefields. Since the Falklands War, Stanley has benefited from the growth of the fishing and tourism industries in the Islands. Stanley itself has developed greatly in that time, with the building of a large amount of residential housing, particularly to the east of the town centre. Stanley is now more than a third bigger than it was in Stanley Harbour was originally known as "Port Jackson", and this name would have applied to the area before the town was built. Although the town is officially known as

"Stanley", it is frequently referred to as "Port Stanley", especially in British reports about the Falklands War. This is in line with various other settlements around the islands, e. Port Howard and Port Stephens. However, "Stanley" without the "Port" prefix was established long before the war, and on 2 August, the Officer Administering the Government of the Falkland Islands reported to the Secretary of State for the Colonies in London as follows: There is some difficulty over the correct name of the capital. Early despatches contain reference to both Port Stanley and Stanley. Port Stanley was accepted by the Naming Commission set up in to consider the names then being included on the War Office maps. Local opinion differs on the matter, but there is no doubt that Stanley is now common usage and has been for some considerable time. In the circumstances I would advise that the correct name for the capital is Stanley. Spanish and Argentine names[ edit ] A message issued by the Argentine Military Governor during the occupation in which the capital is referred to as "Puerto Argentino ex-Stanley ". The situation with the Spanish version of the name is far more complicated. Stanley, unlike Port Louis, the former capital of the islands, was a new settlement founded by the British, and therefore did not have a Spanish name of its own. Many Spanish speakers use "Puerto Stanley", as a neutral translation of the British name but it is disliked by supporters of Argentine sovereignty who refuse to recognise English language names. Supporters of the Argentine claim have used several different names, none of which are accepted by the islanders themselves – Puerto Soledad the port of East Falkland, known in Spanish as Isla Soledad – reported in, but in fact the old Spanish name of Port Louis, the old capital, not Stanley. Puerto Rivero – a reference to Antonio Rivero, a controversial Argentine figure in the early history of the islands. Used by peronists and the hijackers of Aerolíneas Argentinas Flight who landed at Stanley in September. It was also used for 3–4 April after the Argentine invasion. Puerto de la Isla Soledad – a variant on Puerto Soledad. Used 5 April. Puerto Argentino – Port Argentine, used ever since 21 April by the Argentines, although in the Argentine Government signed an undertaking to review toponymy relating to the Argentine occupation of the islands. The Falkland Islands have displayed a warming trend in recent years; the mean daily January maximum for Mount Pleasant for the years – is. The islands receive. Daytime temperatures are similar to the Northern Isles of Scotland, though nights tend to be somewhat colder, with frost occurring on more than 1 in 3 nights. Snow occurs in the winter. Stanley is located at a similar distance from the equator as British warm-summer marine areas Cardiff and Bristol, illustrating the relative chilliness of the climate. In the northern hemisphere, lowland tundra areas are located at latitudes further from the tropics. Many European capitals are also located much farther from the tropics than Stanley is.

### Chapter 6 : Falkland Islands News, page 3 – MercoPress

*Publishing History This is a chart to show the publishing history of editions of works about this subject. Along the X axis is time, and on the y axis is the count of editions published.*

### Chapter 7 : East Falkland, among most plastic contaminated shores in South Atlantic Islands – MercoPress

*The Falkland Islands shelter the most gentoo breeding pairs in the world. View Images A sun star clings to tree kelp in the chilly South Atlantic off the coast of Bird Island in what looks like an.*

### Chapter 8 : H I Sutton - Covert Shores

*Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.*

### Chapter 9 : Stanley, Falkland Islands - Wikipedia

*Comments and corrections welcome. Argentinean Navy Vessel approached Falklands Islands On 2nd September an*

*Argentinean Naval vessel approached close to within the British territorial waters of the Falkland Islands.*