

Chapter 23

Argentina and Antarctica

Argentina rightfully claims the Antarctica portion limited by the meridian 25 degrees and 74 degrees West and the parallel 60 degree South under the jurisdiction of the Province of Tierra del Fuego with its capital Ushuaia. The longest permanent occupation in the Antarctic was by Argentina starting on the 22nd February 1904 which helps to reinforce the claim of occupation over 100 years. The installation and maintenance of other temporary stations in the Antarctic Peninsula and islands, exploration works, scientific and cartographical surveys, installation and management of the lighthouse which aids the international navigation and the exemplary efforts of rescue with support and help extended to several exploration expeditions starting as far back as the 19th century.

William Speirs Bruce (1867-1921)

William Bruce proud of his Scottish heritage, was a polar explorer, naturalist with a deep understanding of oceanography. He participated in whaling down south from the port of Dundee, Scotland. Robert Scott invited him to participate in his planned Discovery Expedition, not accepting this position he instead was determined to lead his own expedition to the Antarctica being rebuffed by the Royal Geographical Society in London headed by Sir Clements Markham for funding of the Scottish National Antarctic Expedition which in Markham's view wasn't necessary as the Society was fully supporting Robert Scott's expedition.

Spurred by this rejection Bruce funded by private capital and donations, the main ones were the Coats brothers (Paisley Thread Manufacturers) donated 30 000 pounds, with the funds raised he was able to buy a Norwegian whaler "Hekla" renaming her "Scotia", the Captain was Thomas Robertson, appointed scientists and the crew were Scots, which proudly on their return to Clyde 21st July 1904 could boast of their achievements with Scottish finance and manpower had reached the Antarctica without any help or finances from England.

Scotia departed on the 2nd 1902, sailing south with a stopover on the Malvinas Islands, departing there on the 25th January 1903 in the direction to Antarctica as far as 70 degrees 25 minutes south encountering heavy ice forcing it to reach the Orcadas (then known as the Orkney Islands). On the Laurie Island they set the base camp establishing a meteorological station, Omond House was built of rocks and stones collected nearby and lined inside with timber for further protection but due to the extreme weather conditions this refuge had to be abandoned and quickly deteriorated and collapsed.

The present quarters are modern built with double walls of insulation for better protection in the extreme weather conditions. By late November 1903, the strong winds started to break the bay ice allowing the ship to float freely. Leaving six members of the expedition at Omond House, Scotia sailed to the Malvinas Islands on the 2nd December for further repairs to the ship and to load provisions as the bulk was left at the Orcadas. William Bruce not receiving the British support needed to continue and maintain his work, decided to travel with his ship to Buenos Aires. In Rio de la Plata he hits a sandbar being stranded for a few days he received

assistance from the port authority with a tugboat which finally helps him disembark on the 24th December.

For the next month Scotia was in a dry dock for general safety maintenance. With the assistance of Dr. W. Davis Director of Argentina's Meteorological Office representing the Argentine Government and in consultation with the British Consul in Buenos Aires contacted the British Foreign Office in London, they had no objection to the plan by William Bruce to sell the Orcadas Island to Argentina even when they were aware that the British occupying the Malvinas Islands were a closer location to service the Orcadas.

William Bruce was pleased to confirm an agreement with the authorities of Argentina accepting his offer of the Orcadas including the weather station, all buildings and instruments, this started on the 20th January 1904, delivering the first three scientists from Argentina initially working for the first years as assistants cooperating with the staff from Scotland.

In that same year Argentina officially opened the first Antarctic Post Office, the postmaster was Hugo Acuña. A year later the Argentine Naval ship Uruguay arrived with the next relieving staff.

Argentina Antarctic Stations

There are at present six stations operating permanently:

Orcadas, Marambio, Carlini, Esperanza, San Martin and Belgrano II

The temporary stations are:

Brown, Matienzo, Primavera, Camara, Melchior, Petrel and Decepcion

There are also several scientific camps described as transitory which are mainly used in the summer months for research.

Islas Malvinas-Malvinas Islands

From 1982 these islands have gained international notoriety since Argentina landed a military expedition to recover their National territory occupied by Great Britain since 1833. A large section of printed material, film footage and videos describing in minute detail the military development and fighting that occurred in different location of the islands in questions, with particular attention by the major manufacturers of weapons and equipment used, allowing different agencies and suppliers to consequently be able to analyze the performances and improvements and introduce in future these arsenals demanded by different countries.

From a geopolitical perspective it made the position of this archipelago more user friendly for a further fortification if needed to be used by an ally of Great Britain such as the United States of America under the banner to fight international terrorism.

This archipelago consists of two large islands: Soledad 6 853 km² and Gran Malvina 4 377 km² and 200 smaller islands, the closest continental mass is the mainland coast of Argentina Patagonia in an easterly direction at a distance of 464 km and at 12 800 km from England. This allows Great Britain not only to continue to militarise this colonial outpost for the convenience to repel any possible attack launched from Argentina including protection if any unusual development occurs in the Antarctic claimed by Argentina, currently superimposed by claims from Great Britain and Chile. Also to remind us that by a mental aberration of the

Argentine Government in the late 1800s invited Great Britain to adjudicate the division of the Island of Tierra del Fuego between Argentina and Chile taking into account that the Malvinas' claim since 1833 wasn't resolved, therefore the London authorities decision benefitted the Chileans in detriment to Argentina, thus losing a valuable territorial land and geographic outpost to further support their Antarctic claim.

Throughout the history of exploration, conquest and settlement there are several cases of the history of islands and the consequences, especially the ones that had inhabitants when discovered by European explorers. This is a short list of what had occurred to them: Easter Island, Galapagos Islands, Hawaiian Islands, Bikini Atoll, Diego Garcia Islands and the Channel Islands.

Easter Island – Pacific Ocean

This island is situated at 3 512 km off Chile and annexed in 1888. It is famous for the most remotely inhabited island, known as Rapa Nui by the original settlers believed to be of a Polynesian origin that arrived over 1 000 years ago.

The Dutch explorer Jacob Roggeveen landed on the 5th April 1722 being Easter Sunday he named it Easter Island, describing the large stone statues called "Moai". Over the years several other explorers and investigators arrived including some of doubtful qualifications with beliefs of alien origins had erected these statues. In all they still leave unanswered the question of the significance of these statues.

Starting in December 1862 slave raiders arrived from Peru through to the next year capturing nearly half the population, a figure of 1 500 men and women including the leaders and their families who had the knowledge to interpret the "Rongo Rongo" writings recognised as the only Polynesian Islanders that had a documented form of writing. Further devastation was the introduction of diseases brought in by the crews of whaling ships such as venereal disease and tuberculosis, with the return of the captured Rapa Nui slaves to their homeland carrying smallpox which created a deadly impact on the population.

With the purchase of land that belonged to the deceased islanders by outsiders later sold as their own to the Chilean Government and finally annexed by this country on the 9th September 1888, with the Rapa Nui descendants given Chilean citizenship in 1966 ignoring any land claims by the Rapa Nui Islanders.

Galapagos Islands – Pacific Ocean

These are an archipelago situated at 926 km off Ecuador forming a province of this country. Originally uninhabited by humans and first landed by the Spanish on 10th March 1535 as their ship had blown off course. Aboard was Friar Tomas de Berlanga who recorded in detail the islands visited and animals within. It became a popular location for the whalers and fur seal hunters, capturing the giant tortoises which were carried alive onto the ships for slaughter when needed for their meat and protein needs on the long voyages as these animals could be kept alive for several months without feed or water.

The annexation of the Galapagos by Ecuador was on the 12th February 1832 starting as a convict settlement and later in that year artisans and farmers arrived.

This island came to prominence by the scientific community when it was visited by Charles Darwin on the ship *Beagle* captained by Robert Fitzroy. The visit helped Darwin after his return to England to decipher and develop the theory of natural selection of the animal species and analysing the different types of birds that developed from the same species on different islands.

From early 1900 to the 1929 financial crash, the USA had shown an interest in purchasing the islands as they were positioned strategically from a naval point to protect the USA Panama Canal. To subsidise the cost of maintaining this Pacific outpost the Ecuadorian Government invited colonists offering 20 hectares of free land, being able to keep their citizenship and paying no tax for ten years.

As the Second World War increased in ferocity, the United States were allowed by Ecuador to establish a naval base and an air force base, when the war ended in 1945 the bases were resumed by the Ecuadorian military. In 1959 the Galapagos became a national park, with the population reaching 2 000 people, Today that number surpasses 26 000 people mainly living on the islands of Baltra, Floreana, Isabel, San Cristobal and Santa Cruz.

Hawaii Islands – Pacific Ocean

With a long history of human occupation of these islands, Spanish explorers, by the prevailing winds in their journeys from the Philippines to the Americas and vice versa in their colonial period had missed landing in Hawaii.

A documented first for a European explorer to land was Captain James Cook in 1778 with Christian missionaries who started to arrive in the 1820s, already preceded by the whaling ships with Yankee whalers involved in the export of sandalwood to China for use in their joss sticks. With the introduction of sugar plantations and soon to follow with pineapple plantations both of these products were directly exported to the USA.

With an expanding migration of US citizens involved in the two cash crops and acquisition of land held by the native landowners. With the subterfuge used in the control of Mexican territory, US citizens declared the Republic of Texas, inspired by this stratagem a group of US businessmen decided to do the same under the vigilance of the US Navy declaring the Republic of Hawaii. This group, with the support of the US Navy occupied the I'Olani Palace, capital of the Hawaiian Kingdom forcing Queen Liliuokalani to abdicate on the 17th January 1893. On the 1st February of that year the USA flag was raised with the proclamation that Hawaii was now a protectorate of this country.

After a charade of chastising the naval forces and the "Republicans" involved, the USA Government on the 7th July 1898 under the presidency of William McKinley, publicly ceded the territory of Hawaii (Republic of Hawaii) to be annexed and governed by Washington D.C. The news encouraged further influx of American capital investment and migration from the mainland, dislodging in many areas the native population by the sheer volume of American citizens, forcing a plebiscite which was recognised on the 21st August 1959 granting Hawaii as the 50th State of USA.

An interesting situation has emerged prior and still persists in some quarters of the eligibility of Barack Obama serving as President of the United States of America, with stories circulating that he was born in a Moslem country and his birth certificate was falsified etc. None of these so called American patriots would dare challenge in court the illegal occupation of an

independent nation since 1893 thus confirming Obama's documented birthplace invalidates his position of being born in Hawaii occupied by a foreign country – the USA.

Bikini Atoll – Pacific Ocean

An atoll in the Marshall Islands used for testing 23 nuclear weapons by the USA between the years 1946 to 1958. Before starting the tests, the residents had to be removed to another location. The American operatives discussed the terms with the inducements of a temporary resettlement to another atoll and then after a short time they could return to their original land.

Again with claims that the islanders once made aware of the contamination to Bikini "agreed" to be moved in 1948 to Kili Island as a long term residence, eventually the island became over populated and had to rely on food supplies from the USA Government, as Kili is one sixth times smaller than Bikini.

The Bikini refugees without being able to consult or receive legal advice independently were forced to rescind any future claims against the USA including losing complete control of the Bikini Atoll in exchange they received Kili Island and other smaller islands and cash payments with an additional trust fund that yields for the 600 residents \$15.00 per person per year.

Diego Garcia Islands – Indian Ocean

A British colony this island is part of 64 islands forming the Chagos Archipelago strategic location lying nearly halfway between Africa and Asia would seal its fate with the decision to obliterate any sign of human existence before 1960.

Discovered and visited by several Portuguese explorers in the mid 1500s they were uninhabited until the 18th century, when the French established plantations of coconuts worked by slaves brought from Mauritius, even establishing a leper colony with the leper's residents suffering harassment by the slaves who were concerned for their own health from these unwelcome diseased people.

Following the Napoleonic wars, the British received Mauritius including Diego Garcia. In 1965 with the formation of the British Indian Ocean Territory with Chagos Archipelago with Diego Garcia separated from Mauritius.

The following year the Crown purchased all the private land and plantations under the guise they were unprofitable in an agreement between London and Washington in 1971, with the main purpose of the islands becoming a major military base for the USA. This was done with the proviso that the entire existing population of 2 000 descendants of African slaves and Indian indentured workers that called themselves Ilois, involved since the 18th century in the coconut plantation and copra production, be removed.

This was done under the fictitious claims by the Foreign Office in London, that all the islanders were "transient contract workers". Conveniently ignoring the facts that recorded births and deaths from the hospital registrations, church records or the tombstones in the cemetery engraved with dates that went as far back as two centuries, documenting ancestry going back five generations were of any relevance.

To the dismay of several islanders through this planned removal before being notified that had travelled to Mauritius for urgent medical treatment after recovery were not allowed to return. The British continued with this forced deportation of the remaining population to travel by ship only allowing a suitcase of clothes and personal belongings, leaving behind their homes and furniture. Any household pets mainly dogs were rounded up in front of their distraught owners and gassed with the exhaust fumes from American military trucks which were converted for this purpose and inspired by the Nazi German practice of using this method when initially gassing their enemies.

The forced refugees were embarked out of their home island with an extended stopover in the Seychelles in temporary buildings also using the local prison and then finally shipped to Mauritius. On arrival they were given an explanation of their situation and unceremoniously dismissed in the port docks to find a way in an unknown land, with a clear message that they were not allowed to return to their homes in Diego Garcia.

These islands are a joint military base of the United Kingdom and United States, with the later controlling the buildings and supplying the main military taskforce. They were used as a naval refueling station by the USA squadron and the airbase for maritime patrol aircraft and useful also for the deployment of B51 and B52 during the 1991 Gulf War, the campaign in Afghanistan and the Second Iraq War in 2003.

Channel Islands

Great Britain's only territory that was captured and occupied by Nazi Germany between 1st July 1940 and 9th May 1945 were the four main islands called Jersey, Guernsey, Alderney and Sark being 24 km from France and 160 km from England with a population of 100 000 people.

With the rapid fall of France's armed forces, Winston Churchill then Prime Minister declared that in Jersey all troops stationed there would be removed as by his declaration on the 19th June 1940, sending ships to evacuate on a voluntary basis women and children including any men that wanted to join the British forces in total including a large civilian population and volunteers reaching an estimate figure of 30 000.

Leaving the remaining population to confront the invaders without any military support or help in the near future as the locals became aware of this situation with reports of the French mainland filtering through what seemed to be an unstoppable menace approaching. Soon 11 500 German troops were garrisoned with severe restrictions placed and radios confiscated. Further showing their brutality when the Organisation Todt arrived in 1942 to Jersey to build a "Super Fortress" heavily fortified to withstand any aerial bombing attack or naval bombardment. The 6 000 slave workers were captured enemy soldiers and civilians used as the work force of this construction.

A large percentage of the workers were Russians and Spanish Republicans including other nationalities all of them exploited under terrible conditions including starvation. There is no record that the Channel islanders were used in this shameful manner of human exploitation.

For Adolf Hitler and his henchman Josef Goebbels who was in charge of the Nazi German Propaganda, the capture of this British Isles was used at any opportunity to show to the German people and the world the ease of capture with hardly any disturbance and also to show the cooperation of the local people with signs of friendship and the German respect of the local

laws in photos and films showing the signs of camaraderie between the local Bobbies wearing the same uniform as those worn by the English ones, chatting amicably with the German soldiers.

Winston Churchill hoped the local population would rise up against the invaders or even sabotage their work, unfortunately this never happened, as it did in other occupied countries such as Poland which alone stood up against Germany and the Soviet Union, where the conditions of defiance against the occupiers was effective in sabotage, propaganda, organising stocks of weapons in preparation to fight, controlling and disposing of any collaborator foolish enough to work with the enemy. Many Channel Islanders felt that Churchill used delaying tactics in liberating them as a punishment in his disappointment of what he believed was their ease of subjugation to the enemy and even collaboration with them, not forgetting how they were abandoned without any weapons or defence plans in place. Overall in the year 1940 the locals were treated reasonably well, gradually deteriorating as the years passed by.

London displayed a callous and cold lack of concern for the inhabitants, when the Normandy landing on the 6th of June, 1944, St. Malo the French port that was used to service the 28 000 German garrison and the local islanders after the German surrender in this mainland port for the next 8 months the locals faced starvation and a lack of medicine until transport ships arrived. The Red Cross ship "Vega" was allowed to Jersey in late December 1944 bringing urgently needed medical and some food supplies.

To the immense delight of everyone, the Germans finally surrendered on the 9th May 1945 when the Allied task force reached Guernsey, expecting resistance upon landing, surprisingly the enemy soldiers and their officers just returned to their lodgings and barracks with the senior officers fronting the commander of the task force and signed an unconditional surrender.

Malvinas Islands

The Malvinas Islands, by its geographical position started receiving visits of the expeditions mounted by different nations from Europe and in the search for colonisation or for the establishment of a base to attack enemy shipping. The visitors to these shores clearly understood under whose flag these islands of this archipelago belonged to; they were part of the South American Spanish colonial empire. Prior to the 18th century Spain and Portugal seemed to have no problem with ships of different nationalities victualling for food and water in different bays, rivers or estuaries, this lenient position changed when the adventurers chose to occupy their colonial territories and abuse their hospitality.

When the Spanish were informed of this breach of the Utrecht Treaty, they immediately took action against the French Government, who acknowledged their mistake in supporting and giving a royal seal of approval to this illegal possession of Spanish land and instructed Bougainville to make amends and to prepare for the evacuation and abandonment of his plans of colonisation.

Bougainville attended personally to offer his apologies to the Spanish Government and in their goodwill, compensated him for his expense for the buildings erected on the island instead of having them destroyed.

After all the documentation and protocol was fulfilled with Bougainville who recognised his errors, voluntarily returned the colony to the rightful owners: - Spain on the 4th of October 1766. On his return to Buenos Aires to complete his agreement with the cities authorities as the islands became part of the jurisdiction of the Buenos Aires Captaincy General. This document transfer took place on the 1st April 1767 having departed from Nantes, France on the 15th November 1766. Then with his ship La Boudeuse sailed to Rio de Janeiro to meet his supply ship L'Etoile, both reaching the Malvinas after a short stay leaving in July 1767. The Spanish Governor, Felipe Ruiz Puente, took command of the Islas Malvinas, so named in honour of the brave French settlers from "St.Malo," who had named the island "Iles Malouines" which became known as Islas Malvinas.

Puente and Bougainville travelled together to the islands where the new Spanish Governor was going to take residence in Port Louis, so Bougainville could explain in detail the arrangements made and the settlers that wished could stay on the island. The majority of the "Acadians" chose the latter and ten of them joined as crew members in the Bougainville voyage round the world, 1766 to 1769 circumnavigation of the globe, the first French expedition to achieve this important landmark with the two ships; La Boudeuse and L'Etoile.

The first documented colony established in the Malvinas Islands by white settlers was with the arrival of two ships on the 3rd February, 1764. This expedition was headed by Louis Antoine de Bougainville with the royal approval of the French King Louis XV. The ships involved were "L'Aigle" a frigate, length 32 m weight 293 tons aboard was the expedition leader Bougainville with the ship's Captain Nicholas Duclos-Guyot, with 132 crew and colonists.

The "Sphinx" a frigate-corvette length 26 m, weight 120 tons under Captain Francois Chenard Giraudais, with 36 crew and colonists.

Bougainville conceived the plan to establish a French colony in the South Atlantic being well informed of the profitable seal and whaling expeditions in this region, principally by the ships from St. Malo with their proliferation round the waters of the Malvinas Islands. These islands were given the name Malouines without consultation or concern of the repercussions even though they knew they were under the control of Spain, choosing to ignore this fact knowing that it would be nearly impossible to capture them in their activities in Spanish colonial seas.

At the start of 1763 together with his uncle and a cousin founded in Paris the "Campagnie de St. Malo" a company formed for the purpose of raising finances and settling the islands under the authority of the King. The uncle, Jean Potentie d'Arboulin and business partner of Bougainville was a close friend of Louis XV, with the principal aim to resettle the "Acadians," French colonists of Acadia today Nova Scotia, Canada. This region was transferred to Great Britain after the Treaty of Utrecht signed in 1713, but by 1755, 18 000 "Acadians" were expelled by the British for refusing to swear allegiance to the British Crown.

Both ships departed early October 1763 from France with stopovers in Brazil, reaching the port of Montevideo on 28th December 1763. The Governor of Montevideo Jose Joaquin Viana, became suspicious of the arrival of the two French ships, in particular when Bougainville refused to disclose his next destination call, and noting women and children aboard, not convinced that this was a scientific expedition as declared, Viana wasn't fooled as he knew well that scientific research ships only carried men even on French ships. The Governor's reception was not welcoming, only allowing the loading of food cargo and fresh water and reporting this

arrival to Madrid concerning the visage of the so called “scientific mission” was in deep contrast to the sealing and whaling ships that sought provisions in Montevideo.

The French departed on the 14th January 1764 reaching the Malvinas on the 3rd February and on the 1st April 1764 established the permanent colony of Port Luis, the initial colonists were 29 including 5 women and 3 children. They quickly built houses, a large storage depot and the fort “Forte Royale” with 12 cannons in the centre of the fortified settlement also erecting an obelisk approximately 6 m in height, displaying on each side the image of the King.

Later a group of 53 colonists arrived, having sailed on the “Aigle” on its second journey on the 4th October 1764 from St. Malo, France. There were few “Acadians” in this new arrival, the rest were from the port of St. Malo.

Great Britain showing concern that the French had pre-empted their initiative, gave instructions to John Byron in command of three warships to investigate the possibilities of settling in this area. On the 23rd January 1765 disembarking on the island “Isla de la Trinidad” claiming all the islands as British territories.

The following year Captain McBride landed his military garrison and set up camp, two years after the French had established their colony. By order of the British Government he was to find the French and order them off and to claim that the islands were British. When the British finally reached the French settlement and gave them the orders to leave, the French with amusement and puzzlement told the British to leave instead, which they did!

Next the English returned to their base, loaded their ship and returned to England leaving a small contingent to guard the new soil that they claimed. Finally when the new intruders (the English) were located and the base was encountered it was their turn to refuse to relinquish their base to the Spanish.

The Spanish Government adopted a direct attitude from Madrid and with orders to the Governor of Buenos Aires, Francisco de Paula Bucarelli to expel the British from the islands. Fulfilling this order took him two years of thorough preparation to send a small fleet under the command of Juan Madariaga. The British forces quickly capitulated after offering a token defence. They surrendered and accepted the terms which clearly stated their recognition that the Spanish were the rightful owners of this land.

Through French mediation war was averted between Spain and England after the signing of the 1771 Agreement which was finalised on the 20th May 1774 when the last vestige of British occupation was erased from these South Atlantic lands.

HMS Endeavour

After the momentous landing in Eastern Australia by Captain James Cook voyaging with the HMS Barque Endeavour, this ship participated in the face saving exercise by the British in their failed attempt to claim in its totality the archipelagos of the Malvinas.

Between 1771 and 1774 described officially as HM Storeship Endeavour was given the mundane task in three journeys from England to the South Atlantic islands to serve as a lifeline to a small detachment of soldiers sent there with the approval of both Kingdoms of Spain and Great Britain with the intention of safe guarding the British pride by a show of force in a charade of receiving amends to their wounded honour or as the Spanish described as “pundonor”, meaning honour in English.

With the final removal of the military detachment on the 23rd May 1774 under the lame excuse of the need of this small amount of soldiers and marines to transfer them to the North American colonies to augment the British forces in preparation of an expected revolt of the American citizens in the 13 Colonies against British rule. A farcical excuse considering that Buenos Aires had success in removing the British in 1771 and Spain had made clear their stand and support for any rebellion in the British colony of North America,

This came to fruition with their extensive financial and material help including supplying experienced veteran troops and the navy supplying essential gunpowder and arms from Cuba with active participation in several battles against the British. The Kingdoms of Spain and France were ready to tackle Great Britain following the signing of the Treaty of Aranjuez, Spain in April 1779.

The first Royal order for Spain was to recover Gibraltar and the Isle of Menorca, this island was recovered but the siege of Gibraltar from 1779 to 1783 had failed. They had successful campaigns in the American Midwest, West Indies and the Gulf Coast, the Battle of Pensacola in 1781 defeating the British and gaining Florida.

The voyages to the Malvinas by the Endeavour was under the command of Lieutenant James Gordon, his ranking in the Royal Navy was as a Lieutenant Commander. After her extensive refit following her exploration of Australia and other lands, sailed from Woolwich shipyard on the 18th October 1771 to the south coast of England for anchorage sailing on the 7th November to the Malvinas arriving on the 1st March 1772 and unloading supplies and stores, sailing out on the 4th May reaching the English coast on the 2nd August of that same year, berthing in Woolwich. The second sailing again under James Gordon departing on the 3rd December 1772 reaching the Malvinas on 1st March 1773, staying for six weeks and returning to England arriving to Spithead on 3rd August 1773. Still under the command of Gordon on the third voyage the Endeavour left from Sheerness, England on the 3rd December 1773 to the South Atlantic arriving to the windy island on the 23rd April 1774, with a short stay of one month, departing the harbour on the 23rd May with all aboard pleased to reach Spithead, England and on the 29th August 1774, later sailed to Woolwich yards reaching this destination on the 29th September.

On the first and second journey there were 45 crew members aboard the Endeavour with only 35 on the final journey. On the 23rd January 1773 Domingo Chauri was appointed Governor of the Malvinas Island by Buenos Aires

Lieutenant Samuel Clayton takes over as military commander of the temporary British fort on the islands. On the 5th January 1774, Francisco Gil de Taboada y Lemos becomes the new Governor of the islands by order of Buenos Aires following approval from Madrid, Spain.

Lieutenant Samuel Clayton receives full instructions to evacuate the British occupied fort and to place an inscribed plate with claims to this location; an ironic display considering in later years the English themselves ignored this symbolism as had occurred in Western Australia. With the first European explorers, the Dutch had left their inscribed plate claiming this part of the continent and with the French following in their passage also left claims of similar sorts using the same method and in both cases completely ignored by the new claimants the British conveniently stored these in their museums, maybe with the idea of still waiting for the Dutch and French to come forward to reclaim these lands.

Naval Officer in Charge

16 th April 1771-September 1771	John Stott
September 1771- March 1773	John Burr
March 1773 – 20th May 1774	Samuel Wittewronge-Clayton (1734-1795)

This last Naval Officer was the commander of the survey vessel "Penguin" rigged as a cutter. Length: 44 feet (13.14m) guns: 10 and 1/2 pound swivel, weight 36 imperial tons, crew 50 men.

The ship was built in Woolwich in 1772 and shipped to the Malvinas in the same year in pieces to be assembled on the island. It was dismantled in 1774 and in the same year returned to Woolwich with Lieutenant Samuel W. Clayton and his men returning aboard the "Endeavour". Clayton saw action as a commander on the HMS Otter, 10 guns in the American War of Independence, commissioned as a Captain in 1778 and in 1780 was the Captain of HMS Victory,

The Endeavour store ship under the command of Lieutenant James Gordon once at sea at a distance off the English coastline opened his sealed orders from the Admiralty with the instructions to proceed to the Malvinas and arrived to the small harbour on the 23rd April 1774, delivering the orders from London to Lieutenant Samuel W. Clayton commander of the sloop "Penguin" and the commanding officer of the island. The orders to follow were that the sloop "Penguin" was to be dismantled and loaded aboard the Endeavour including all such stores as they could carry.

The remaining stores were to be put in different storehouses and locked up and for added protection the doors were sealed with lead sheets. Instead of using a traditional maritime plaque which could be removed by a sea captain collector, the inscription was to be engraved on a lead sheet attached to the main door. After all necessary precautions and orders were carried out on the 22nd May 1774, Mr Clayton and 25 seamen and officers together with Lieutenant Olive of the marines composed of one Sergeant, a Corporal, drum boy and 21 private men went aboard the Endeavour and on the next day it sailed for England. Watching these proceedings with much interest were colonial ships from North America; a total of 10 whaling ships which found the nearby waters very profitable for hunting large pods of different species of whales. The Endeavour encountered rough weather with tempestuous gales losing three crew men before reaching England on the 29th August 1774.

An in depth description is recorded of the life on the island, weather patterns, natural flora and fauna including the capturing of the only land mammal described as a large fox called "Warrah" believed to be distinct as it is only seen on this land and the last of the species was killed in the late 1800s by local sheep keepers. The author was Bernard Penrose, surgeon's mate during the tenure of Lieutenant Clayton, giving a detailed account and description of daily life of the detachment, living arrangements and accommodation, the use of their own dogs for hunting wild fowl, as well as growing vegetables and breeding pigs fattened with the blubber of hunted seals.

The British Government had no intention of establishing a permanent colony as there were no women, children or private colonists proving beyond a doubt that this was a temporary arrangement for a military post only established for the purpose to be removed once the fiery speeches and calls for war had silenced in the Parliament House on the Thames River.

The Spanish crown had possession of these islands till 1810, the Malvinas Governor had a strong presence by residing and controlling and responding directly only to the Viceroy of Buenos Aires as this city had become the capital of the new Viceroyalty of Rio de la Plata. Then on the 25th May, 1810, with the May Revolution the patriots replaced the old colonial administration effectively, the Malvinas continued under the control of Buenos Aires, politically, historically and geographically and by rights of succession as no other nation had presented a challenge to their territory. Even Spain, after surrendering the port of Montevideo, was not in a position to present a claim over the islands, as Montevideo was the last bastion of their viceroyalty of the Rio de la Plata and their surrender gave tacit recognition of the new independent government of Buenos Aires with full control of these territories.

During the turbulent period of the War of Independence the forces of Buenos Aires reached the Pacific Coastline and proceeded to liberate Chile, Peru and Bolivia, with Paraguay and Uruguay as well. The successful privateer wars that slowly ground to a halt and the already weak economy of Spain, suffered from corruption and the aftermath chaos of the French invasion.

By 1820 the frigate “La Heroína” left Buenos Aires to the Malvinas to reaffirm the possession. This expedition under the command of David Jewett, who was born in the United States, and adopted his new country in a revolutionary zeal as many other foreign born military officers had also joined the forces in support of Argentina’s march towards freedom.

The United Kingdom to consolidate their special status of commerce and trade, officially recognised Argentina’s independence from Spain in 1823 and two years after were signatories to “Navigation, Commerce and Friendship Treaty” between Argentina and Great Britain with further recognition of Argentina’s right and mandate of previous colonial territories including islands in the South Atlantic and the region of the Patagonia.

The citizen, Luis Vernet, through his work in developing the island economy and further settlement, the Argentine Government had designated him as a Civilian Governor by a decree on the 10th June 1829 with military powers which he could use if necessary to defend his Governorship.

First Malvina Argentina

A month later Vernet with his wife Maria Saez and three children Emilio, Luisa and Sofia travelled to the archipelago to assume his new duties, establishing themselves on the Soledad Island with 50 colonists and families and several “gauchos” important staff to capture and manage the cattle roaming wild on the islands. His wife Maria assuming the responsibility of documenting in her diary all the daily events and important celebrations, recording on the 30th August 1829 the formal assumption of the authority of the Government of Buenos Aires and the raising of the flag of Argentina and also the Saint’s Day of Saint Rosa of Lima; Catholic Peruvian Patroness.

In Puerto Luis, Malvinas Islands on the 5th February, 1830 the Vernets welcomed the birth of their daughter Matilde Vernet y Paez, she was always called Malvina.

After the “Lexington” attack Vernet and others were forced to leave the island for a period of time they lived in Brazil and returned to Buenos Aires.

In a visit to Uruguay, Malvina met an American Navy Officer Greenleaf Cilley in a tour of duty in South American waters, after marrying they moved to USA both attending the Ford Theatre in Washington on the 15th April 1865 and witnessed the shooting of President Abraham Lincoln, thus Malvina became the only Argentine citizen present that night.

Two of her children were born in the USA. The family returned to Buenos Aires, the two youngest daughters carried with the tradition of being named Malvinas; Deborah Malvinas Cilley and Malvina Justa Cilley with this custom continued in the family with each girl born being named Malvinas in memory of their unbroken chain of historical involvement in this Argentine territory.

In fulfilling his duties, Vernet ordered the arrest of three American ships illegally fishing and sealing in these territorial waters, surrounding the Malvinas archipelago. The USA Government representative in Buenos Aires considered this an affront and ordered the USA Corvette "Lexington" to immediately sail to the islands to protect the rights of their citizens.

Taking extreme action, the corvette arrived with the French flag flying and after anchoring proceeded to raise their own ensign and lowered the French, with a landing party arrested seven Argentine officers and held them hostage. Their next step was to erase any evidence by destroying houses, gun emplacements and shelters. This action was to avenge the embarrassment of having USA citizens caught out in their criminal actions. The Government of Buenos Aires promptly sent Juan E. Mestivier, as Governor of the islands, who arrived with his family and more colonists on the ship "Sarandi", her commander was Jose M. Pinedo with instructions to patrol the waters and enforce the maritime rights and protect the colony. Whilst Pinedo was on sea patrol, there was a mutiny at the garrison, the soldiers killed Governor Mestivier. On the return of Pinedo he tackled the insurrection by force and with his men gave chase to the murderers who had eluded them by hiding inland.

The British taking into account the constant crisis on the mainland of Argentina and the bitter rivalry in factional fighting which left the country exhausted of troops and ships which were in acute shortage, after the wars against Brazil and for the defence of Uruguay and being concerned with the increased presence of the American warships in the South Atlantic and Pacific, reports of large quantities of whale ships roamed in search of prey as whales in the Northern Hemisphere decreased dramatically due to the indiscriminate hunting of these creatures. The concern from a naval point of view was that after the act of piracy by the USA warship "Lexington" it encouraged Washington's Government to set up a permanent base. The British Consul in Buenos Aires emphatically claimed that the Argentine authority was ignored by the sealers and whalers, in the South Atlantic territories.

The HMS "Clio" captained by John J. Onslow, accompanied by HMS "Tyne" arrived to the Malvinas and planned to re-establish in the old fort which had been relinquished by the British in the 1771 Agreement. They realised the practicality of capturing a fully operational fort and settlement, as the old fort they were searching for was just an abandoned ruin.

They sailed onto Port Luis arriving there on the 1st January 1833. The schooner "Sarandi" was in port, Captain Onslow sent a boarding party with orders for them to surrender, as he was taking possession of the islands and to remove the flag, the military and the colonists. Pinedo vehemently protested and reminded them that the Argentine and British Government were at peace. Captain Pinedo for the welfare and safety of the colonists avoided bloodshed by choosing to return to Buenos Aires with his military garrison and with the settlers that didn't

wish to stay. His aim was to reach the capital and await instructions from the Government to organise reinforcement troops and war materials to retake the islands. After remaining for a few days Captain Onslow also left for Rio de Janeiro where the British had their naval base for patrolling the South Atlantic to report to the British Admiralty base and await for further instructions.

The few colonists that chose to stay were without any form of protection. The small settlement descended into anarchy, made worse as the British before departing, nominated a former worker of Vernet, Matthew Brisbane, as an overseer of the settlement. By August that same year Brisbane and four settlers, supporters of the British, were killed in the rebellion led by the patriot Antonio Rivero, also known as Gaucho Rivero. Antonio Rivero was born on the 27th November, 1808 in Concepcion del Uruguay in the province of Entre Rios, Argentina. He was hired by Luis Vernet to work as a shepherd and shearer in 1827 on the Malvinas Islands.

After seeing the depredation caused by the crew of the North American ship USS Lexington in 1831, order was re-established of a small armed force from Argentina. On the 2nd January 1833 the British ship HMS Clio under Captain Onslow forced the small Argentine contingent to surrender and to return to Buenos Aires with the islanders that wished to leave aboard the ship "Sarandi". The British nominated Mathew Brisbane and fellow Englishman William Dickson as representatives of the British authority and allocating different positions to Anton Vaihinger (German), Jean Simon (French) and Ventura Paso (Argentina), all of them had been employees of Luis Vernet and had dutifully recognised and sworn allegiance to the Buenos Aires authority over the islands. Previous to the British invasion of 1833, Antonio Rivero with his fellow Argentineans Juan Brassido, Jose Maria Luna, Manuel Gonzalez, Luciano Flores, Felipe Zalazar, Marcos Latorre and Manuel Godoy chose to stay on the islands as they considered themselves to still be employed by Luis Vernet and to continue to care for the livestock and await the return of the Argentine forces; one member of this team managed to rescue the Argentine flag.

On the 26th August, 1833 with his seven supporters attacked and killed the five traitors nominated by the British and raised the Argentina flag in defiance to visiting whaling and sealing ships that for safety kept a distance as the captains of these vessels were concerned that their own ships could be taken. The remaining civilians kept a distance from the armed revolt.

The 10th January 1834, Captain Henry Smith with the HMS Tyne arrived at Port Louis, after several attempts to capture the fighters without success, considering that somehow they had managed to hold the island waiting for support from the mainland, this help never materialised. Running out of gunpowder Rivero's group surrendered themselves with assurances given that they would be returned to Buenos Aires so the authorities there could decide their fate.

Instead the prisoners were locked up aboard and chained and sent to Rio de Janeiro to the British South American station to face charges of murder. What was more damning against them was that the crimes committed were against British citizens representing the Crown.

On arrival to Rio all prisoners were transferred to HMS Spartiate commanded by Captain Robert Tait, the flagship of Sir Michael Seymour and Sir Graham Eden Hamond. Of interest for the story of Governor Bustamante of Montevideo, Sir Graham Hamond when he was a captain of HMS Lively 38 guns, with this frigate he was involved in the attack of Vice Admiral Bustamante's fleet in 1804.

Aboard HMS Spartiate the naval trial of the captured civilians resulted in no decisions being made as the British Officers sitting at this trial had no desire to put their names and careers in jeopardy in case there were political repercussions if their verdict was wrong. In a unanimous decision the prisoners, still shackled, were sent to England for the courts to decide this situation. Duly the prisoners aboard HMS Snake arrived to Portsmouth in June 1835 and were transferred to the Newgate Prison, London.

Subsequent lengthy discussions amongst the judges couldn't arrive to a decision either as they had taken into account that even the high ranking naval officers in the South American station had problems deciding the legality of the British incursion on the Malvinas Islands, declaring that the Crown had no jurisdiction, therefore, no authority over these islands as they were not a British Colony so the decision was taken to release the prisoners and their return to South America to face trial by the local authorities.

As the leader, Antonio Rivero was born in Concepcion del Uruguay, the learned judges of London not wishing to disclose publicly their shortcomings in matters of South American geography and in their befuddled minds the place name sounded close enough to Uruguay, so that is where they were transported back and promptly released to their freedom as there was no case against them in Uruguay.

There is extensive evidence that prior to 1810, this was Spanish territory as documented by the Malaspina expedition which visited the islands twice and enforced the Spanish laws against intruders in these territorial waters. Another expedition mounted by the French, which visited the island, under the command of Freycinet and the ship Uranie which was wrecked off the coast off the Malvinas Islands. The survivors, including the wife of the Captain, Rose Freycinet, established a camp and their artist did extensive drawings of the events during their forced stay. Mrs Freycinet kept an in-depth diary of events and referred to the island by the French name Iles Malouines in the drawings and writings and never once was the English name mentioned. Finally they were rescued and arrived to Montevideo where the whole town gave them a rapturous welcome and treated them like heroes.

On the journey returning to France on reaching Rio de Janeiro, the Royal Portuguese family, in residence, invited the Freycinets to dine with them in their Court to hear the amazing travels undertaken by this charming adventurous woman; Rose Freycinet, who proceeded to regale them with everyday details of how she somehow managed to introduce some Parisian sophistication and elegance on the windswept Malvinas Islands.

Several Governors of the British occupied Malvinas had also served in this capacity in Australia.

William Robinson (1834-1897)

He was appointed as a Governor of this Archipelago in 1866 and serving for three terms as a Governor of Western Australia; 1875 to 1877, 1880 to 1883 and 1890 to 1895. Between 1883 and 1889 he served as Governor of South Australia.

Sir Roger Tuckfield Goldsworthy (1839-1900)

He served as a Colonial Secretary of Western Australia between 1877 and 1880. He was Governor of the Malvinas from 1891 to 1897.

Sir William Allardice (1861-1930)

He served as a Governor of British held Malvinas Islands from 1904 to 1914 and in office as Governor of Tasmania from 1920 to 1922.

Sir James O'Grady (1866-1934)

He was Governor of Tasmania from 1924 to 1930 and Governor of Malvinas between 1931 and 1934.

William Robinson seemed to enjoy his stay in the windswept islands preparing for his next stage in progressing to be involved in Australia's demanding politics, hitching a ride on the gold mining boom of Western Australia.

The other three in their opinion, seemed to have been penalised for being sent to a distant posting on this island near the Patagonia, as this was not a reward but more likely as a suggestion to cool their temperament and to make them aware how London could easily curb any ambition in what the diplomatic circle considered this type of posting to be the end of the line in a diplomat's career.

Captain Carlos Maria Moyano (Argentina 1854-1910)

He joined the Argentine Navy when he was 19 years old as a junior officer, in 1876 he served with Captain Luis Piedrabuena. The following year he participated in the expedition authorized by Buenos Aires and headed by Francisco Pascasio Moreno also known as Perito Moreno bringing his expertise training as a cartographer and surveyor. This work was conducted in Patagonia lasting four months exploring lakes and rivers never explored by white people and naming several of them as future landmarks.

In 1879 by foot and on horseback he investigated and traced a land route between what is today the Provinces of Santa Cruz and Chubut, preparing a map so it could be used by settlers ready to muster their cattle and sheep instead of having to rely on sporadic sea transport with occasional losses and difficulties in stormy weather much common off the coast of Patagonia.

Impressed with this knowledge and enthusiasm for the southern land, the Argentine Government in 1881 selected him as a delegate to present his scientific studies and research collected in his travels in a conference in Venice, Italy to fellow international scientists.

By the National Law No.1532 the State created the Territory of Santa Cruz on the 16th October 1884 naming Carlos Moyano as the first Governor of this new territory and by his decision positioned the capital in the port of Santa Cruz, this site was the capital until 1887 when the new Governor Ramon Lista without prior approval from the National Congress in Buenos Aires moved the capital to Rio Gallegos, finally being accepted on the 19th May 1904.

Carlos Moyano while carrying out his duties as a Governor of Santa Cruz decided to forge commercial ties between his territory and with the Chileans in Punta Arenas and to visit the Malvinas to encourage the locals for trading directly with the mainland as it was closer instead of sailing to Montevideo for necessary materials not available on the islands, especially sawn timber. He was well informed of the situation of land ownership on these islands and decided to travel aboard the "Piedrabuena" in 1884 to encourage settlers experienced in sheep breeding on these cold windswept islands to settle in his territory bringing their extended

families, large flocks of sheep and their useful sheepdogs. The other main reason was that the British rule was with the connivance of a monolithic private land ownership that made it impossible to purchase any land. The majority of the settlers were born in Scotland and aware of the history of "Land Clearance" in Scotland.

With the opportunity to migrate to the mainland was to many a chance to make their dreams come true, with allocations in some cases of 1 000 hectares of freehold land. While on the island propagating this land enterprise, Moyano was smitten upon seeing a young woman with her family emerging from the local church her head scarf enhancing her natural fair attractive Celtic features, he started his courtship with Ethel Ann Turner, her parents were James and Rosa Turner (nee Clare), they presented him with one condition for marriage and that was when Ethel turned 18 years of age, so on the 16th September 1886 in Santa Cruz the marriage was performed and the following year the couple moved to Buenos Aires.

El Gran Arreo – The Great Muster

Five "Gringos" departed Fortin Conesa, Province Rio Negro on the 19th September 1887 with 5 000 sheep and 500 horses. The sheep were bought in the region near Viedma capital of the Province of Rio Negro and in Carmen de Patagones, the southernmost city of the Province of Buenos Aires. The horses, Criollo breed, were purchased from the Indian settlement in Cura Malal 150 km north of the port city Bahia Blanca, for rounding up the stray sheep they had 20 sheep dogs also needed for guarding and security work, included were several horses for riding and a transport cart with horses to carry the heavy supply of water as well as being used for shelter and weather protection at night. This group were fully aware of the dangers they could encounter having discussed other musters done by other drovers previous to 1887 as large quantities of livestock was lost.

This 1887 muster was to reach Rio Gallegos a distance of more than 1 500 km included in their plan was to make an allowance that this journey would take two years at a slow pace through cold and windy inhospitable deserts, having to cross the Rivers of Chubut, Chico, Santa Cruz, El Coyle and El Gallego. With the minimum chance of meeting travellers but for their good fortune met Carlos Burmeister who was travelling to collect material for the Museum of Natural History of Buenos Aires in the summer of 1889, in their second encounter he helped them by directing them to urgently needed water for the thirsty livestock who were near collapse.

On reaching the Welsh colonies in Chubut they were surprised to see the newly opened railway with the steam engine locomotives operating to full capacity, the golden shimmer of the wheat fields soon to announce to the world that this wheat was grown in Chubut won the Prestigious Gold Medal for the best wheat in the globe at the international Exhibition in Paris in 1889.

In this hazardous trek they had to shear the sheep, stop for the lambing, still managing to increase their original flock by fifty per cent. They were always searching to find safe shelters for their animals and having to find locations with small hills or embankments that offered windbreaks and nearby grass for feed and essential water in the forced stops by snow storms in winter. After nearly two years on the road they arrived to Rio Gallegos, four of the musterers were originally from Scotland, working as shepherders in the Malvinas who were enticed after Moyano's visit to the islands, joined the exodus to Santa Cruz with access to large extensions of

freehold land. The fifth musterer was Henry William Jamieson Aiken also known as Harry or Enrique born in 1859 at Yatala House, Port Adelaide, South Australia and dying in 1918 in Buenos Aires and buried on his Estancia "Moy Aike" Santa Cruz, Argentina. In search of adventure he had arrived to Argentina as an 18 year old working in farms in Bahia Blanca and Necochea, Province Buenos Aires. As a civilian he worked as a guide and a skilful scout with General Roca's army in the Campaign of the Desert. After this epic trek he received his share of 2 000 sheep helping to establish the "Estancia" in Santa Cruz. When his son inherited the property by 1924 it covered an extensive 42 000 hectares.

The Good Neighbour

The British Government and their business interests had to rely on Uruguay to supply economical services to the Malvinas Islands since 1833. A person involved in furthering the potential of these islands was Samuel Fisher Lafone (1805 Liverpool, England- 1871 Buenos Aires, Argentina). Arriving to Buenos Aires in 1825 establishing an export and import company involved in the export of jerky beef, salted leather, animal fat and importing cotton and woollen textiles, hardware and porcelain principally from England but also from France, Germany and the East Indies. Being of the Protestant faith, choosing to ignore the ban in place of Protestant marriages, went ahead marrying a local Catholic lady in a secret ceremony incurring the wrath of the authorities forcing a substantial fine in payment and ordered to leave Buenos Aires, this they did in 1833 to Montevideo, an affront he never forgot.

His business continued to prosper in Uruguay, becoming involved in land acquisition on a large scale. With his own fortune he was allowed to establish and build the first English Temple for the Protestant community in Montevideo the year 1845, further establishing in well known landmarks by purchasing land in Maldonado, with the vision and purpose of foreign ships victualling in his port.

With the new business society formed by the Lafone brothers in 1844, a representative of the firm reached the Malvinas Islands with the view to establish a permanent base for the exploitation of sheep and cattle and to supply the surging demand for whale oil in the Northern Hemisphere.

Finally sensing an opportunity not only for expanding his finances, more importantly to seek revenge to what he considered a personal insult when forced to escape with his new bride to Montevideo by controlling land on the Malvinas Islands to the detriment of Buenos Aires.

As a personal envoy he sent his brother Alexander Ross Lafone to London to purchase land in leasehold in the Malvinas. With the express approval of Queen Victoria the purchase of the land was on the eastern island naming it Lafonia.

Geopolitically it was a direct move to control the competition of the North American shipping; a location well suited with the Gold Rush of California.

The aim of Lafone was to have, without competition, the run between Uruguay, Malvinas Islands, Cape Horn, Tierra del Fuego to the Pacific run of Valparaiso, Chile, El Callao, Peru to the Central American ports. The first steamer between Montevideo and the Malvinas Islands was the ship Lafonia. By 1866 he had several steamers forming part of the society Falkland Island Company. Through his son mined copper in the Province of Catamarca and in partnership of his in laws owned large estancias in the Provinces of Entre Rios and Santa Fe.

The expansion policy came to an abrupt halt when the economic and political situation in Uruguay worsened in 1858, forcing the closures of the majority of his businesses. On a visit to Buenos Aires died in the Yellow Fever outbreak that decimated part of the population in 1871.

One of his most implacable enemies was a fellow Englishman George Love born in London, dying in Buenos Aires in 1845 a week after the Battle of Vuelta de Obligado. Love was the owner of the newspaper British Packet edited in English in Buenos Aires. The British merchants established in Montevideo by 1842 were strong supporters of the intervention of English naval forces to counterattack what they believed to be interference in their business by Rosas in Buenos Aires. So to confront what they considered the menace of the British Packet, they founded an English newspaper Britannia and Montevideo Reporter financed by Samuel Fisher Lafone. With the first salvos accusing Love of being a traitor to England and being a voice piece for Rosas, escalating to a war of words accusing the Britannia, Lafone and his friends of being a disgrace to England including that the British envoy of being a "sham peacekeeper".

The British subjects and merchants in Buenos Aires overall supported Rosas, as this not only affected their stand in the local community, affecting their profits and their good standard of living in this new country.

George Love, by July 1845 when England was eminent to break diplomatic relations with Argentina, with Captain Charles Hotham chief of The British squadron, with the sole purpose of confusing his fellow citizens in Buenos Aires in a crude attempt to psychologically unnerve them by offering to transport them across the Rio de la Plata aboard merchant ships to Montevideo. The British Packet went on the attack "How kind and considerate to offer thousands of British subjects residing in this country an opportunity to leave their homes and their fortunes, and take up their flocks and their herds, and their houses, and their lands. In many cases the fruit of 30, 25, 20 and 15 years industry- will take care of themselves- What forecast".

At the end of the Second World War, Montevideo continued being the centre of trans-shipment of the ships of the Royal Mail Lines with the services of passengers and cargo for the smaller ships servicing the Malvinas Islands. These old serviceable vessels were named Lafonia, Fitzroy and Darwin essential for the needed provisions, postal services and the movement of passengers from England, and the islanders shopping spree in Montevideo and Buenos Aires including socialising with families and friends resident in these cities. The islanders preferred to purchase leather goods in Montevideo including the traditional "gaucho recado" a more comfortable saddle to work on in their sheep farms. They also purchased more affordable cuts of beef meat for their "asado" and stored it in the freezer section of the ship on their return voyage home. Many residents used the British Hospital in Buenos Aires for medical attention and care. Today their descendants use the service of the British Hospital in Montevideo instead.

From the 1960s to the late 1970s several youngsters studied in English speaking bilingual schools on the outskirts of Buenos Aires. The island population in the late 1940 period ranged near 2 000 people and had an estimated sheep flock of 700 000 animals, highly profitable for the demand in English textile mills. The journey to the islands lasted on average 4 days. The representation of the three ships and the company controlling the British occupied islands was attended by the maritime agency MacLean & Stapledon, this agency was operating for a hundred years in Montevideo.