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Foreign and Commonwealth Office

London SW1A 2AH

27 October 1986

Dear Christopher,

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*Prime Minister
to note the
intention to announce*

Falklands Fisheries: Enforcement Implications

IKM on Wednesday.

Ministers agreed on 2 October that the FIG should be consulted on the proposal to announce at the end of this month the introduction of a Falkland Islands Interim Conservation and Management Zone (FICZ). The Foreign Secretary therefore instructed the Governor of the Falkland Islands to summon his Executive Council. At their meeting in Port Stanley on 22 October the Executive Council unanimously agreed to the proposal.

*EDD
27/10*

The Note of the Secretaries asks the Foreign Secretary to confirm that no problem is foreseen in having the necessary enforcement assets required for the FICZ in place by 1 February 1987. I attach a note confirming that, after re-examination by officials of the arrangements for getting the two control vessels and the surveillance aircraft to the Falkland Islands by 1 February, the Foreign Secretary is confident that the target date can be met.

Sir Geoffrey Howe now therefore intends to announce the decision in a statement to the House of Commons on Wednesday 29 October at 3.30 pm. He will give a little advance notice to EC colleagues, the US Secretary of State, the UN Secretary-General, the EC Commission, the Brazilians, and the Argentine Foreign Minister - the last named just before the announcement. The following will be informed later in the day of the announcement: the Director-General of the FAO, the Foreign Ministers of the major South West Atlantic fishing nations (USSR, Japan, South Korea and Poland), the governments of other fishing nations, Latin American governments and the governments of those countries that have not supported the Argentine position at the UN. FCO officials will brief the UK press.

I am copying this letter to the Private Secretaries to the Prime Minister, the Lord President, the Chancellor of the Exchequer, the Secretaries of State for Defence, Energy and Trade and Industry, the Attorney General and the Minister of Agriculture, Fisheries and Food.

Yours ever

(Signature)

(R N Culshaw)
Private Secretary

C L G Mallaby Esq
Cabinet Office

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**FALKLANDS FISHERIES: ARRANGEMENTS FOR POSITIONING
ENFORCEMENT ASSETS: Note by Officials**

1. Ministers have agreed (paragraph 2(c) of OD(86)(16) that the enforcement assets to police the FICZ should comprise two fishery control vessels and a surveillance aircraft. FCO, MOD and MAFF officials have re-examined arrangements for positioning these assets by 1 February 1987. They are confident that the target date can be met.

Control vessels

2. J Marr & Son of Hull have confirmed that they have two former stern freezer trawlers available for immediate charter for the 1987 fishing season and beyond. Allowing up to a month for technical re-fitting and a month's steaming-time to the Falklands, they could be in Port Stanley as from 1 January 1987. Alternative vessels are available on the charter-market if negotiations for Marrs' vessels break down. The FIG's rules do not require the contract to be put out to tender.

Surveillance aircraft

3. MAFF recommend a Dornier 228-100 for this task. They already use it in UK waters and anything smaller eg a modified Britten-Norman Islander,, would not have the range or safety margin to operate effectively in Falklands weather. The MOD would also prefer a Dornier: a smaller aircraft would be a less effective and visible instrument for managing the fishery.

4. One is available at the Dornier factory for immediate leasing, and after minor modifications could be ready to travel to the Islands within a month. It would be operated and crewed by a British company. It does not have the range to fly down in via Ascension. We have therefore consulted Latin American posts on their host governments' likely reaction to a request for over-flying and landing rights. The aircraft would travel after we had declared our fisheries zone. The posts involved (Quito, Lima, Santiago: we have not asked Montevideo and Brasilia where we would not wish to prejudice airbridge diversion arrangements) believe a request would be an embarrassment to their host governments. Argentina would be likely to view their assistance as an unfriendly act. They might prefer to prevaricate to giving us a flat refusal. We have therefore investigated having it freighted. This could be done by sea either on one of MOD's charter ships which leave every 21 days or on one of the control vessels. Dornier engineers would require a week to put the aircraft together again. It is also possible that it could be air-freighted in a "Guppy" transport aircraft flying via Casablanca and Ascension. If this turns out to be technically feasible it might be a more attractive option to the FIG.

Conclusion

5. On the basis of these investigations, officials are confident that the two control vessels, the surveillance aircraft and their crews can be in place in the Falklands on 1 February 1987.