

THE PUBLIC JETTY, TOWN JETTY, GOVERNMENT JETTY, OR ALBERT PIER

The original town or public jetty was built sometime prior to August 1845, most likely circa 1842/1843.

In a letter dated 2 August 1845 Charles Marsh SUPPLE pointed out that there was sufficient proof of his sobriety and attention from the time he worked on the jetty. [C1; 391]

18 September 1848 described as:

"Town Jetty

At the bottom of Philomel Street there is a jetty built for the accommodation of the Inhabitants of Stanley. There are 3 beams of wood fixed in it, with rings attached for fastening boats to. It is provided with ladders and alongside is a slope for hauling up boats.' [E1; 55]

In May 1855 described as:

"Town Jetty

This wharf projects from the end of Philomel Street at the junction of the Ross Road and Crozier Place.

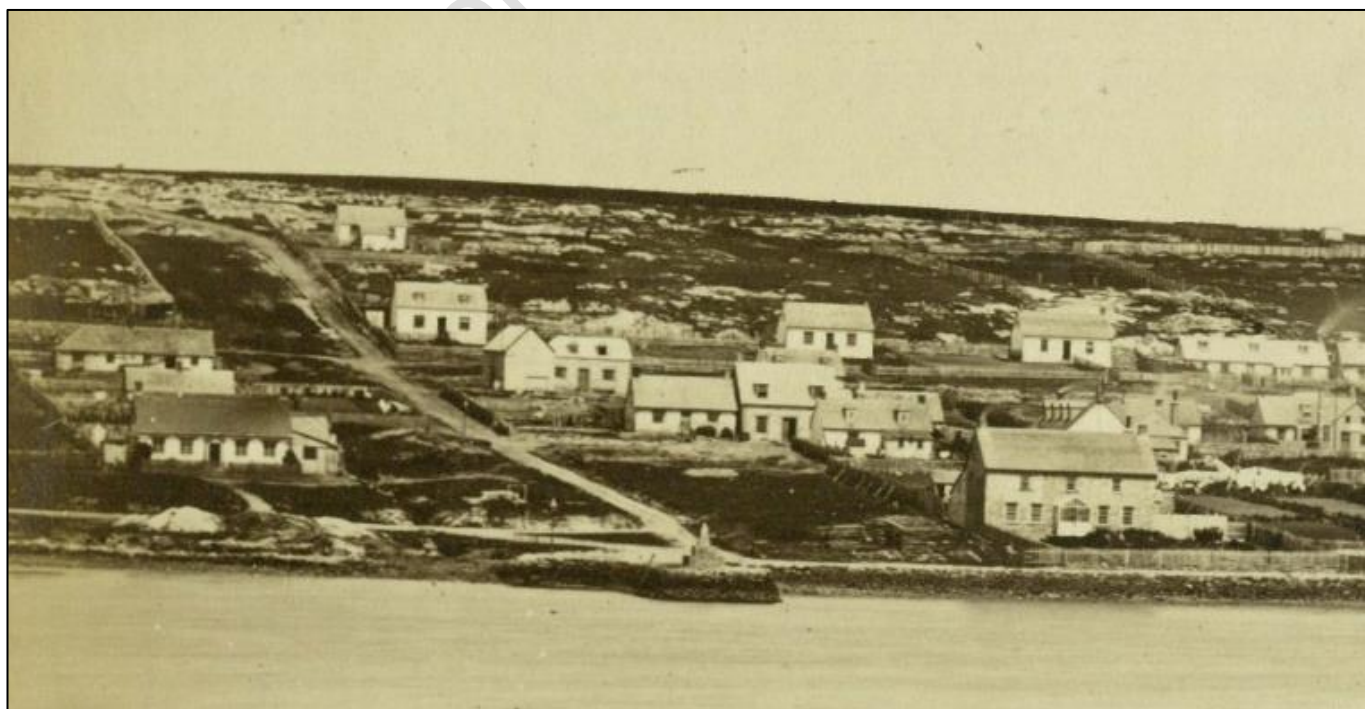
It is constructed solidly of stone, furnished with ladders and projects into the Harbour yards. By its side is a slope accommodating the Settler's boats". [E1; 119]

On 17 May 1871 Governor D'Arcy wrote to Frederick Cobb, the Colonial Manager of the Falkland Islands Company Ltd stating *'I am also desirous of doing business with you for some stone you have. I want to erect a Monolith in memory of H.R.H.'s visit to the Falklands on the end of the Govt. Jetty opposite to Dr Fisher's house.*

Bailey is full of it at present & quite enters into the spirit of the thing.

A brassing might make record of his arrival &c & when completed we might send a sketch or a photograph of it to the Illustrated London News.' [FIC/EG/1#1; 28]

Sometime after an obelisk was built on the public jetty to commemorate the visit of HRH Prince Albert, the Duke of Edinburgh, on 24 February 1871 on board HMS *Galatea*.



From Stanley Harbour, 1870s - Blake Album JCNA

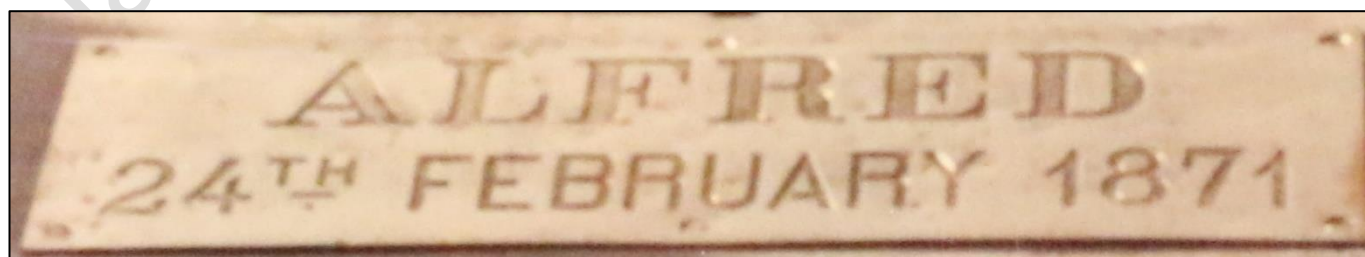


December 1878 – FIC Collection, JCNA

During the Executive Council meeting of 7 January 1886, it was agreed that the structure on the stone jetty erected to commemorate the visit of HRH the Duke of Edinburgh be removed as it was an obstruction to landing goods and that a plate with an inscription might be built into the wall at the landing steps to mark the place where he landed. [P2; 269]

There was a second peat slip in June 1886. In his tender dated 2 July 1886 Frederick Hardy estimated that it would cost £260 to clear the peat, from John Street and to throw it into the harbour to the westward of the Albert Pier. [H41; 41]

From photographs before and after the peat slip of June 1886 it appears that the stone from the memorial was used towards constructing stone steps on the east side of the stone jetty sometime between then and early September 1886. The small oblong brass plaque engraved with 'ALFRED 1871' was set down in the stonework on the east side of the jetty.





Albert Memorial on the public jetty, looking south west, 1886 – FIC Collection, JCNA



**The Albert Memorial and the wooden step have been removed and stone steps built
- Post June 1886 peat slip, pre completion of sea wall Sept 1886**

During the Executive Council meeting of 27 August 1888 the Governor informed the Council that *'a verbal application had been made by Manuel Pereira for permission to convert the schooner the 'Tucutuga' into a landing place or jetty in front of his premises near Hebe Street but as an application from Mr Lewis to be allowed to construct a private jetty in that vicinity had*

been refused and it has been decided that a landing place for Boats should be provided by the Government, - Mr Pereira's application was also refused – and he had since offered to sell his schooner to the Government for £15 to be converted into a Jetty – as however the schooner has not yet been floated and surveyed not steps have yet been taken in the matter and it seemed very unlikely that the old vessel in question could be made use of for a jetty.' [P2; 369] The *Tucutuja* was an 82 ton schooner, registered in Uruguay, which first arrived in Stanley 1 November 1872 under Captain Howard. By June 1874 she was being sailed by Manuel Periera and Nelson O'Brien, still under the Uruguayan flag.

During the Executive Council meeting of 21 January 1889 the Governor informed the Council that Manuel Pereira had raised the schooner *Tucutugu* which had been sunk in the harbour *'and now having offered to sell her to the Government for £10 his offer had been accepted and the purchase made – as soon as the masts were taken out of her the hulk would be brought alongside the Dockyard Jetty to be used as required.'* [P2; 381]

In November 1889 a plan was submitted by Mr Wakefield, civil engineer, to Governor Kerr, through the Crown Agents, for a pier on the screw pile principle and estimated to cost £5,369 to which Governor Kerr replied that the funds at the disposal of the Government were insufficient as the freight on nearly 400 tons and the expense of erection would bring the cost to upwards of £7,000. [B22; 349]

During the Executive Council meeting of 1 April 1890 Governor Kerr informed the Council that in consequence of correspondence with the Secretary of State on the subject of a new jetty he had plans prepared and estimates made by a competent engineer, while he was in England on leave of absence but the amount was so high that he had taken no further action until he could ascertain whether the plan might be modified as to be practicable. He had brought tracings of the plans with him which members could see and he was about to have soundings made to ascertain whether the bottom was suitable for the screw piles of the proposed pier. [P3; 33]



Post Jan 1889. The *Tucutuja* is just visible at the end of the jetty – FIC Collection, JCNA

The Falkland Islands Magazine of June 1890 reported that *'It is believed to be the intention of the Government to extend the present Stone Jetty in Stanley by a pier with screw piles...'*

In Despatch 117 dated 18 August 1891 Governor Goldsworthy wrote *'In respect to the Government jetty apart from the unsightliness it is a positive source of danger to those using it, one fatal accident having already occurred and I doubt whether in the event of any such accident Government might not be held liable.*

If put into thorough repair it would cost as much as the construction of a proper T end to the jetty and its unsightliness would only be modified – in addition to which the timbers are all so rotten that I doubt whether the hulk would bear repair.' [B22; 406]

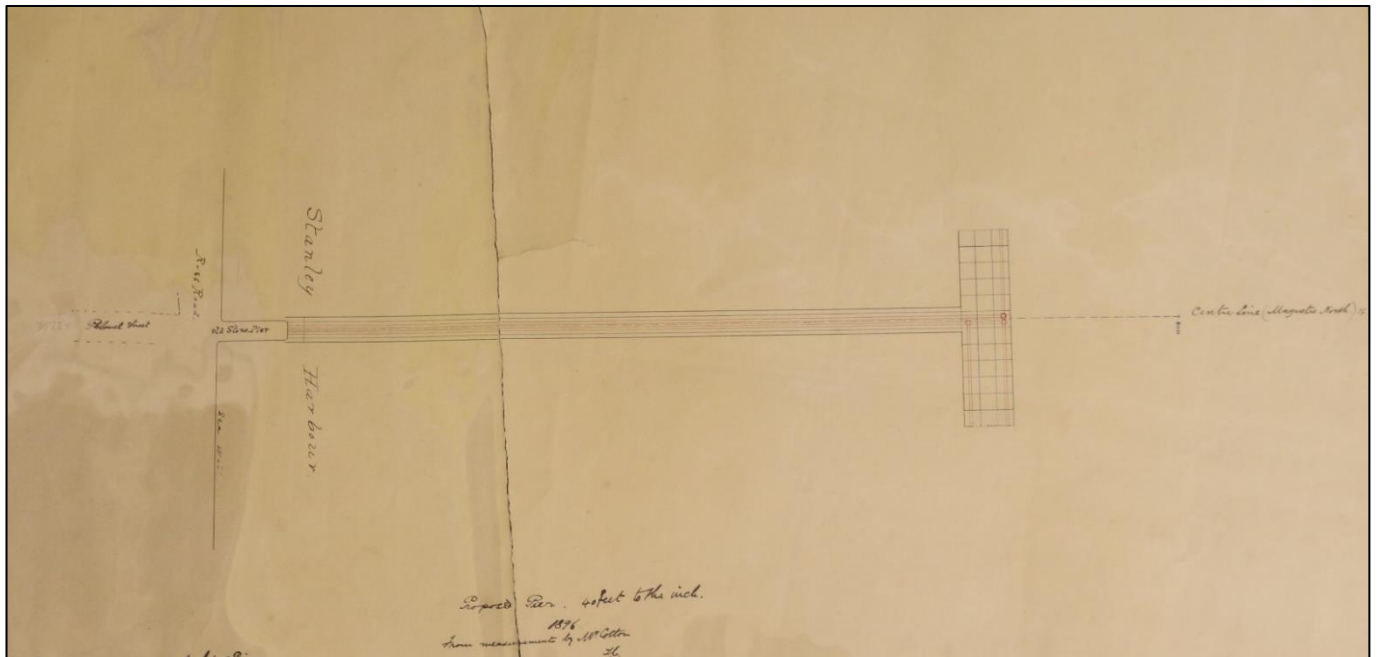
In Despatch 9 dated 13 January 1894 Governor Goldsworthy suggested that it was time for greater jetty accommodation. He stated that the hulk which formed the T end was so old that in a heavy sea it might be rendered useless and that the spars connecting the stone end of the jetty with the hulk had recently been strengthened but that the jetty's present condition was such that it might have to be abandoned in the course of a few months. His proposal was not approved. [B24; 9, 49]

In Despatch 79 dated 17 August 1895 Governor Goldsworthy stated that a Board of Survey had been carried out on the existing Government Jetty and that it appeared that the only feasible plan would be to construct an entirely new Jetty from the point where the present stone work ended. [B24; 178]

In Despatch 42, dated 9 June 1896, Governor Goldsworthy wrote that he trusted that there would be no further delay in commencing the new jetty. [B24; 254]

In Despatch 55, dated 26 October 1896, A E Baillon, Colonial Manager of the Falkland Islands Company, wrote to Frederick Cobb of the London Office *'It has been semi-officially stated that the Governor's scheme for the construction of a jetty running sufficiently far across the harbour to enable the Kosmos Steamers to lay alongside, and to be paid for out of a loan of £12,000 or £12,000 from the Land Sales Fund – has been actually sanctioned by the Secretary of State and that an Engineer is already on his way out to report on the most practical manner, etc, of carrying out the scheme. The jetty is to run out from the present one until they get 20 feet of water – with two lines of Tram rails and a quantity of Sheds for Customs purposes, offices, etc, erected at the end of the T piece. A small tax is to be levied on every package, case, bale or parcel landed there, but I have not heard whether or not the Governor intends to have all Wool and other produce shipped from there.'* [FIC-D9; 521, 12]

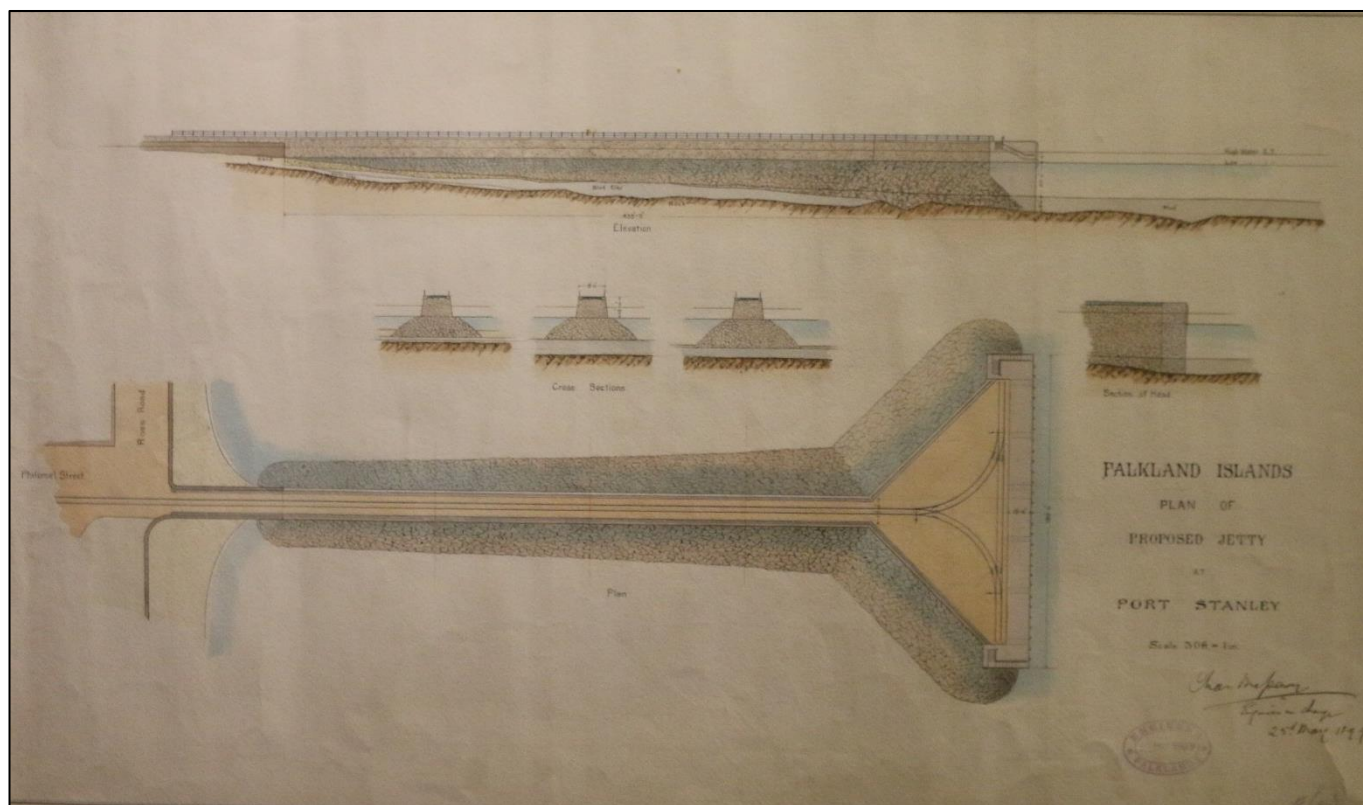
In Despatch 841 dated 30 November 1896 to A E Baillon, Frederick Cobb stated *'All I can say about the idea of putting up a huge jetty is that it is simply monstrous, and it should be opposed with the utmost vigour, as being totally unnecessary, and beyond the means of the Colony.'* [FIC-C3; 103, 20]



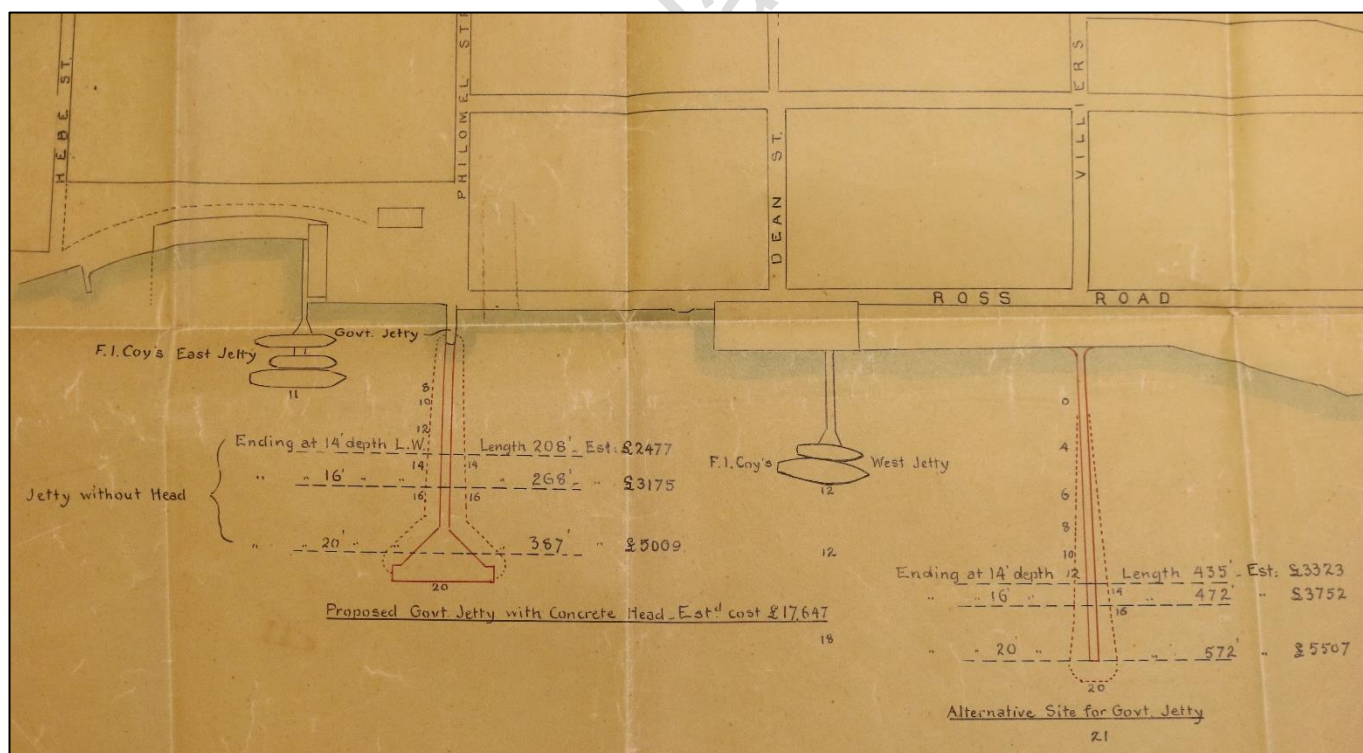
In 1896 Thomas Creagan, the Surveyor, produced a drawing of a proposed wooden pier on the end of the Public Jetty. [MC4-42-ST-0007]



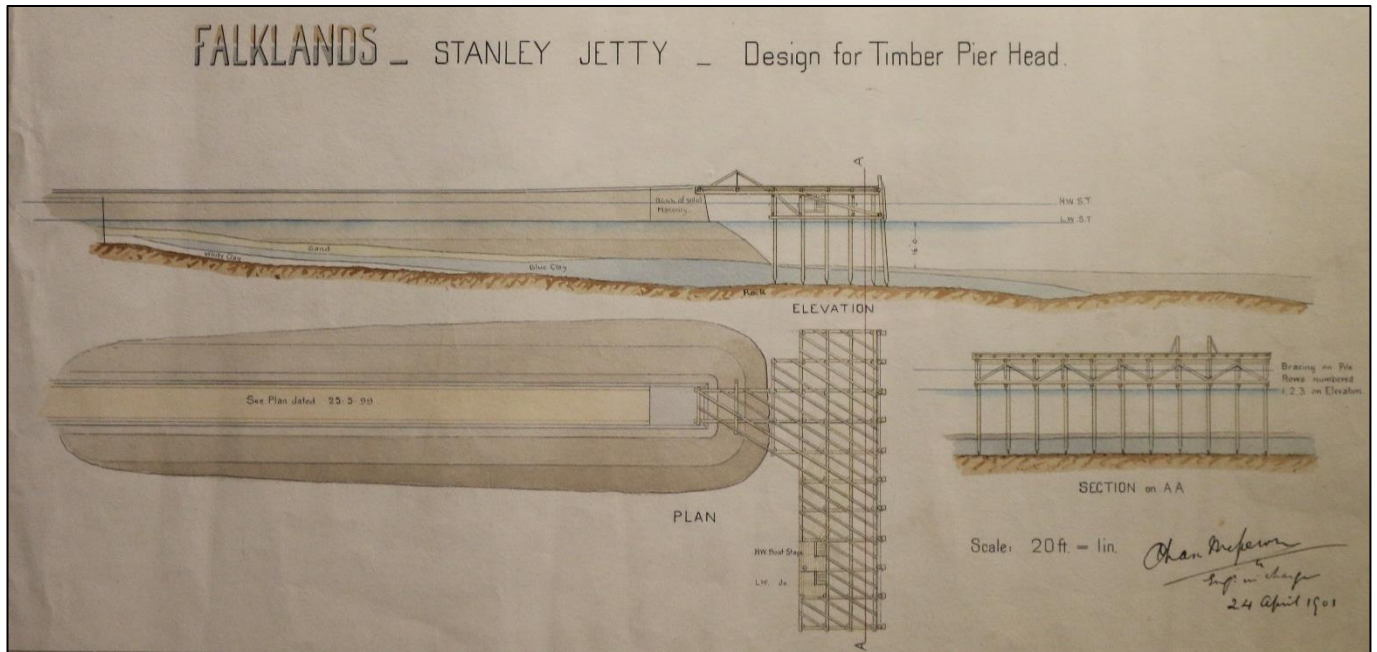
From the timber pier head 1890s – Luxton family collection, JCNA



On 25 May 1899 Charles Messary, the Engineer in Charge, produced a plan of the proposed extension to the Public Jetty in Stanley. [MC4-42-ST-0005]



On 28 December 1899 Charles Messary, the Engineer in Charge, produced another plan of a proposed extension to the Public Jetty in Stanley. [F35; 72]



On 24 April 1901 Charles Messary, the Engineer in Charge, produced a design for a timber pier head for the Public Jetty in Stanley. [MC4-42-ST-0005]

In 1902 the unofficial members of Legislative Council opposed the construction of a rubble bank at the stone jetty upon the grounds that it would cause the silting up of the harbour and the Falkland Islands Company's East Jetty. [G6; 398]

Order No 56 of 1903 required that *'Every boat, vessel, or launch not carrying mails, shall upon leaving any steamer, lying in Stanley Harbour, stop and report to the Custom's Officer placed in charge of the stone jetty. Written permission to land or call at any jetty other than the above mentioned stone jetty must be obtained from the Collector of Customs.'* [R12;17]

In Despatch 25 dated 5 April 1907 Governor Allardyce stated that in his message to Legislative Council which accompanied the estimates of 1906 he had referred to the need for the repair and extension of the public stone jetty. He described it as *'This jetty is situated at the foot of Philomel Street, and is formed partly of stone, and partly of an old hulk connected with the shore by an extremely insecure wooden platform which I am about to have removed. What remains of the hulk is now rapidly falling to pieces, and the whole structure is in a very dangerous condition. It was condemned by a Board of Survey as far back as 1895, vide Governor Goldsworthy's despatch of 17 August of that year...*

...the harbour bed is composed of blue clay to a distance of 208 feet from the termination of the present stone jetty, and that this length carries a depth of 14 feet of water at its northern extremity. An extension beyond this distance however would seem to indicate, judging from the plan, that the depth of the clay diminishes and is succeeded by rock. I recommend therefore that the new jetty should not exceed 200 feet in length. As the stone portion of the existing jetty extends out from the seawall at the junction of Philomel Street and Ross Road about 60 feet, this would make a total length of 260 feet.

9. *I do not consider that a much shorter length than this (260 ft), if any, would be advisable, if for no other reason than that small steamers and sailing vessels would experience difficulty in coming alongside if not somewhat further out than the outermost hulk of the Falkland Islands Company's East Jetty. Besides, if the work is to be undertaken at all, we ought to be in a position to give equal, if not indeed greater facilities to the public for bringing their vessels to the Government Jetty, both in wharf accommodation and depth of water, than those offered by the Falkland Islands Coy. At the head of the existing stone jetty the Government own a*

considerable section of land, also a large shed capable of containing many hundred tons of cargo. The building possesses a concrete floor, and a tramway leads into it from the jetty head...

...it would cost more to open a quarry and import plant for the construction of a stone jetty than it would to erect a wooden structure...I am not in a position to say what the approximate cost would amount to presuming that it was made of timber with jetty head, stone crates, and the piles sheathed with copper as has been done in the case of the East and West Jetties...

[G6; 398]

The whole of the materials required from England for the extension of the public stone jetty were shipped on 6 May 1908. [F35; 300]

On 7 September 1908 W A Harding, the Colonial Manager of the Falkland Islands Company Ltd, reported to the London Office that at the Legislative Meeting of 2 September 1908, when they were presenting the Estimates for 1909, he had taken exception to extending the Town Jetty to 12 feet of water, at a cost of £1,000, as he was convinced that it would project if fair beyond the Company's East Jetty and this would make it very difficult for the *Samson* to leave their jetty without colliding with the new extension. [FIC/D11; 705]

On 21 October 1908 Frederick Cobb replied *'The jetty proposal seems to be a revival in a modified form of the one that we succeeded in squashing 11 years ago.'* [FIC-C5; 102, 8]

In his confidential despatch dated 6 September 1908 Governor Allardyce reported to the Secretary of State that in his opinion W A Harding was induced to oppose the extension of the public stone jetty owing to a fear of his Company losing the monopoly it had enjoyed for past decades. [G8; 96]

During 1908 the masonry work of the Public Jetty was repaired and the structure broadened and lengthened, preparatory to the addition of a wooden extension. The piles of the first section of the new portion were also driven. [P/COL/1#22]



Postcard circa 1909 looking down Philomel Street

During 1909 the stone portion of the Public Jetty was decked and the timber extension carried out to its termination in 13 feet of water, at low tide. [P/COL/1#23]

On 23 January 1911 the Colonial Manager of the Falkland Islands Company reported to the London Office that *'The new Town Jetty is now completed, and is to be utilised for the landing of goods; we are, however, allowed to land our goods at our own jetties, but dutiable goods must pass through the Customs warehouse. You are aware that the Customs regulations have been in the past the most fruitful source of trouble between the Government and ourselves, and it will therefore be a good thing to have this settled. The tram lines from the jetty to the Customs shed will be extended to join our own system, and we shall probably find it as well to land at the new jetty many of our goods that have to be run up to the Store as well as the dutiable goods. Their gauge is different to ours, and as our lines want relaying right through, and the gradient lessened, we can alter the gauge to suit. I may have to ask you to send more rails, and if so would like the same pattern as the Government, which is better.'* [FIC-D12-79;18]

On 20 March 1911 the Colonial Manager of the Falkland Islands Company reported to the London Office that *'The new Town Jetty, alluded to in my 391/18, is now in use, and the Wharfage Ordinance in operation. The Governor has agreed to commute our wharfage fees for £34 per annum, which is satisfactory. I am glad to say that they have admitted our right to land our own goods (other than dutiables) at our own jetties; we therefore place lighters first alongside the Town Jetty and discharge all outsiders cargo, - the Customs Officer then tallies what is left in the lighter, and passes the same, after which we are free to move them as we please.'* [FIC-D12-100;13]

The Falkland Islands Magazine of May 1911 reported that *'The new public jetty is now in use, and that Passengers to and from the Mail Boats avail themselves of this solid and well-built structure. A waiting room for Passengers is also in course of construction which will be quite a great boon on wet and rough days.'*



From end of Public Jetty looking south, pre 1926 – FIC Collection, JCNA

During 1932 general repairs were carried out on the public jetty. [P/COL/1#46]



From end of Public Jetty looking south, 1944/45 – FIC Collection, JCNA



Mv Protector III alongside the public jetty 1953



Prince Philip, Duke of Edinburgh 1957 – FIC Collection, JCNA



November 1986 – FIC Collection, JCNA

The Alastair Cameron Memorial Trust financed the building of a stone cairn to the west of the entrance to the jetty to commemorate the landing of two Dukes of Edinburgh. The small brass plaque was removed from its position in the stonework on the east side of the jetty and set on the cairn in 1990 along with an additional plaque explaining its significance and also recording the visit of Prince Philip, Duke of Edinburgh, who landed at the same spot from the royal yacht Britannia in 1957. The Duke of Kent unveiled the cairn 22 October 1990 during his visit to the Falkland Islands.