

C.S.O.

TRN/AVI/1 # 11

0270/P/I

0270/P/I

(Formerly)

SUBJECT :

FALLAND ISLANDS GOVERNMENT AIR SERVICE.

Insurance.

NOT TO LEAVE THE OFFICE WITHOUT HCS'S
AUTHORITY

CONNECTED FILES.

NUMBER AND YEAR.

22923/8/3/1948

Saving.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS.

Date 30 September, 1948.

No. 110 Saving.



COLONY

My telegram No. 51 Saving of the 4th December, 1946.

I have had under consideration the arrangements which will be required to ensure the safe operation of the two Auster aircraft which you recently purchased in this country for the purpose of inaugurating local air services in the Falkland Islands.

2. These aircraft, I understand, have received Certificates of Airworthiness issued in the United Kingdom which are valid for twelve months. It will be necessary for you to renew these Certificates of Airworthiness at the end of this period and for this purpose you will require adequate technical advice, e.g. the advice of a Surveyor of the Air Registration Board. The Air Registration Board are being approached in order to secure their agreement in principle to your use of the services of their Surveyor resident in Trinidad and I will inform you when the Board have agreed to this proposal. I would prefer that you should make arrangements for visits by the Surveyor through the Director-General of Civil Aviation, West Indies, whose headquarters are at Barbados, to whom a copy of this telegram has been sent. I shall be grateful if you will inform me if you encounter any difficulty in securing the services of the Surveyor.

3. I understand that it is your intention that the aircraft should be operated directly by the Falkland Islands Government and that you proposed,

/in

112
n g.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of

Date

No. Saving.



X/ in order to avoid the possibility of claims for compensation for damages being submitted to the Government, in the event of the death or injury of any passengers carried in the aircraft, to require all passengers, before their embarkation, to sign certificate indemnifying the Government against any such claims and stating that the passengers were being carried at their own risk. I cannot regard this as a satisfactory procedure since it would be inequitable that a passenger who was killed or injured in circumstances which would be shown to be the result of negligence on the part of the Government or its employees should be unable to claim compensation in the normal way. It might also be necessary to meet claims for compensation for damage caused to third parties on the ground. In both classes of cases I consider that the Colonial Government should follow normal commercial practice and accept liability for payment of compensation if it can be shown that the damage suffered arose from negligence on the part of the Government as the operators of the aircraft. It is, as you are aware, not the usual practice to insure Government property, but if you feel that, in the special circumstances of the case, it would be desirable that the Falkland Islands Government should be insured against the risks arising from the operation of these aircraft I should not wish to raise objection. I understand that for a general policy to cover the aircraft, passengers and third party risks, assuming that there are no special hazards to /flying

I think
we can
carry this
risk.

aving.

From the Secretary of State for the Colonies.

To  Officer Administering the Government of

Date

No. Saving.



flying in the Falkland Islands, and that the aircraft were insured for some 800 to 900 pounds each, a premium of about 12% per annum would have to be paid. If you wish to pursue the question of insurance you will no doubt ask the Crown agents for the Colonies to make the necessary arrangements.

SECEP.

EE.

To be spoken early, per

~~6~~
28.2

(Presumably,
spoke to EE and
L-S. L.)

see 52

YE 23-25 / spoke. The Cost. of Air
worthiness is not urgent.

2. Insurance / ~~must~~ agree; we must
of course insure.

3. Await report before telegraphing
CAA about insurance? The aircraft
will of course be crashed. Will come to
us soon. But we shall insure against
fire as soon as arrangement begins.

Yes.

30.11

3rd party insurance is the crux of the accident arose
from our negligence then quite obviously we must pay
up; the point is that we have no idea what the basis
of compensation would be and we shall have to get CAA
to advise us. At X I was concerned with ordinary
flying risks; not negligence. If e.g. the plane in
which I travelled to UK had crashed, ^{through say weather or other} who would
have compensated my estate? The two issues need to be
considered separately and we must so reply to 23.

I think that para 2 of 23 is gay but after difficulty.
me 1/11

Uruguay was a source to BO; they must have
examined all facilities.

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : 9th December, 1948 Time : 1430

Received : 19 Time :

Secretary of State for the Colonies Telegram Saving No. 110 of 30th
September, 1948. Insurance of Aircraft.

Please arrange forthwith general policy covering one (repeat one)
Auster aircraft value £1,000, passengers and third party risks and
Insurance Pilot in accordance with practice in other Colonies.

See 7

COLONIAL SECRETARY.

G.T.C.
WH.

7E
wishes to see 25. 52.
2. 35-39 to K.I.V. i.e. in the above

Registration takes for the aircraft but
the question of painting them on the
aircraft is (1 gallon) rather a job
to do properly -


1/12

We must reply to 23 on the lines of 26
and make it quite clear ^(a) that we expect to meet claims
for compensation in case of negligence (b) that we
^{have} shall insure/d for 3rd party.

We must also communicate with ARB's surveyor at
Trinidad make it clear to latter that our service is not
a commercial proposition and that if there is any attendance
to the v. considerable expense of bringing someone down from
Trinidad each year we would wish to pursue it. MS 17 XII

DECODE.

No. 87.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : December 11th 19 48 *Time* : 12.25.

Received : December 12th 19 48 *Time* : 09.30.

5 Your telegram 9th December. Insurance Auster Aircraft regret no precedent available.

2. Before considering insurance Brokers require following information

(a) whether aircraft will be used locally without special hazards
or in Antarctic on survey work presumably with skis.

(b) whether it will be kept in hangar.

(c) whether full complement spares available.

(d) limit required on third party liability.

(e) experience of pilot both with regard to general flying and with
auster aircraft.

(f) number of passengers to be carried.

(g) amount of cover each for pilot and passengers.

(h) territorial limits of flights and extent of common law
liability.

3. Understand that if operating in Antarctic premium for aircraft
would probably be disproportionately high. Cannot arrange insurance
of pilot and passengers without full information on points referred to
above.

4. Please telegraph reply.

Reply at 15

CROWN AGENTS.

P/L.
LJH

December 13, 1948.

8

To: The Executive Engineer.

Re: Insurance of Aircraft.

Sr.

I have the honour to submit the following notes on the insurance of aircraft G-AJCH and G-AJCI.

2. Under the regulations at present in force in the U.K., an aircraft is required to carry third party insurance before it is allowed to fly. (A.N.A. 1920) In the case of operation in the Falklands, third party risks are of course reduced almost to zero, particularly if the base airstrip is removed from the immediate locality of Stanley.

3. In the case of airline operation, passengers are normally covered by the operating company, and the cumulative cost of this insurance is included in the price of the tickets sold. In the case of charter operations, such cover is not necessarily provided. Only in the case of short pleasure flights do operators issue tickets, and on such occasion a disclaimer is normally printed on the ticket. I have not observed, incidentally, that such disclaimers has ever proved to be a discouragement to fly, most passengers accepting it as a matter of form.

4. The Three Corporations and most charter operators have a fixed rate of insurance for aircraft, which varies with the rank of the officer concerned. The exact figures for Government employed Pilots of the Three Corporations could be obtained from B.S.N.A.

5. A number of difficulties are likely to arise in the case of insurance cover on the two machines in question.

6. In the first instance, the aircraft are not being maintained by a licenced engineer. While this is permissible in the case of private aircraft in the U.K., an objection will almost certainly be raised in the case of Public Transport and/or Aerial Work Machines.

7. Also, the aircraft will be operating from airstrips which, while possibly perfectly suitable for the purpose, will nevertheless be included in

4
the category of "unlicensed aerodromes". A normal insurance policy does not cover such operation.

Also, it seems possible that, in view of the difficulty involved in the renewal of the British C. of A., this document may be dispensed with in favour of a local inspection and approval. The absence of such C. of A. would be a further obstacle to insurance in the normal manner.

I am, Sir,

Yours Respectfully,

V.H. Spencer.

H.L.S.

Submitted

C.H.B. 13. xii. 48.

YE.

std. on 52-56 at his stay. 55-56 is in fact the record of a discussion at L.S. I had with the Pilot.

2. On balance, as it presents advice, as evidence to carrying on our insurance, for the reason stated, in Bto. The only major risk is that to the Pilot's life & then we ^{std.} treat him as an other Colonial territories (or as ascertain their conditions).

3. Passengers std. give an indemnity — in one form or another.

14.12

53 to K.L.M.

We must carry on our insurance (A and B of 55 are partment); the point is that we should accept liability which negligence is proved but there must be some limit and we require guidance. The Pilot must of course be insured if this is normal practice. We had better refer to S&S wot 23 by telegram quoting para 1 of 54 & say that we will carry on our

Meanwhile we can give the Pilot a guarantee of
protection ^{cover} against injury or fatal accident? ϕ .
Failing ^{his agreement to} which we had better get another Pilot?

M.C. 14/XII

ϕ I imagine something like bombardiers on full pay if
injured. & £1000 if killed; it should be
on the lines of whatever is done by small
charter firms (not BAOC - Flight Captains)

We shall have to tell ARB's representatives what
the position is and that we have no licensed
engineers also that we carry our own insurance
for all purposes.

Y.E.

After discussion with L.S. and Mr. Spencer a provisional
agreement has been drawn up by the former which is acceptable
to the latter. It is in draft A at cover. Once he has
signed Mr. Spencer can make a test flight. I also enclose
a draft to the Director General of Civil Aviation, Barbados,
a copy of which should go to the S. of S.

Fair agreement.

M.C. 16/XII

16.12

COPY (Original in P/443 - V.H. Spencer)

I, Victor Henry Spencer agree with the Government of the Falkland Islands that in the event of a flying accident (not due to my own negligence) whereby

(a) I am killed that the sum of \$1,000 shall be paid to my legal representatives in full satisfaction of all claims (if any) in respect of my death

(b) I suffer injury that I will accept such compensation as may be recommended by the Director of Civil Aviation, Barbados.

I understand that all my hospital expenses will in such circumstances be paid by the Government.

Signed this 16th day of December, 1948.

(S) R.H.S. Winter.

Witness.

(Sgd) V.H. Spencer.....

ALL
Noted for file at 22, 12/16/48

14
S/S under 3 pm.

by
16.12

17th December, 48.

Sir,

I am directed by the Governor to refer to the Secretary of State's Saving Telegrams numbers 110 and 125 of 1948, copies of which have been sent to you, and to inform you that this Government has purchased two Anster aircraft for the purpose of inaugurating a local air service in the Falkland Islands. It is a purely pioneering venture in a Colony which has no other communications apart from an occasional coastal steamer.

2. With no previous experience as guide, this Government would be grateful for your practical advice on certain points. In the first place, I am to observe that no licensed engineer is available locally to inspect and maintain the aircraft as would appear to be required prior to survey by the Surveyor of the Air Registration Board. This, as you will observe from the Secretary of State's Saving Telegram No. 110, will become necessary at the end of next year for the purpose of the renewal of Certificates of Air Worthiness.

3. It was at first contemplated that this Government should insure the aircraft against all risks in the sense of Saving Telegram No. 110, but in the circumstances indicated above it is in practice not possible to comply with the regulations leading up to the issue of Certificates of Air worthiness. Consequently, commercial insurance would appear to be entirely out of the question and Government has decided to carry its own in all matters except for the insurance of the pilot.

4. I am to ask you to be good enough to inform me what is the usual practice as regards (a) death and (b) permanent or other injury.

5. I am also to enquire what steps you recommend should be taken and what limits imposed in connection with third party claims and passengers. It should be noted that the Colony has an unbalanced budget and cannot afford any major commitments.

8/14
6. Should you desire to offer any advice, on points not raised above, I am to assure you that your assistance will be much appreciated.

7. A copy of this letter has been sent to the Secretary of State for the Colonies.

I am,
Sir,
Your obedient servant,

(Sgd.) A. B. MATHEWS
Colonial Secretary.

O. Ref: 22923/8/3/1948.

PARKLAND ISLANDS.

35
13 7-8
The Governor of the Parkland Islands presents his compliments to The Right Honourable The Secretary of State for the Colonies, and with reference to the letter's saving telegram No. 122 of 21st of October, 1948, has the honour to forward herewith, for information, a copy of a letter addressed to the Director General of Civil Aviation, Barbados.

GOVERNMENT HOUSE,
STANLEY.

17th December, 1948.

VP.

H.E.B.
hated

E.F.
56-61
22/12/48

h
22/12

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : December 24th 19 48 *Time* : 11.45.

Received : 19 .. *Time* :

7
Your telegram 11th December. Insurance Aircraft.

Government has now decided to carry own insurance with possible exceptions pilot passengers third party as to which information being sought from Director General Civil Aviation West Indies.

2. No further action required at present.

G. T. C.
LJH

COLONIAL SECRETARY.

B. 60
15.2.24.1
24.12

PASSENGER FLIGHT INSURANCE COUPON

In consideration of the payment of a premium of £.....the Purchaser of this Coupon is insured against Death or Injury caused by accident (~~INCLUDING RISKS OF WAR~~) to the Aircraft by which he or she is travelling as a passenger (including whilst mounting into or dismounting from the aircraft,) on the journey and/or dates specified below. The rates of premium are stated in the Policy governing the Scheme subject to any amendments which may be notified from time to time by the Crown Agents. THE BENEFITS REQUIRED ARE £..... in the event of Death and proportionate benefits as per scale below. (Insurance may be effected for amounts of from £1,000 to £20,000 at intervals of £1,000).

SCALE OF BENEFITS

PER £1,000 OF DEATH BENEFIT

- | | |
|---|--------------|
| 1. Death or loss of two limbs or sight of both eyes of one limb and sight of one eye | £1,000 |
| 2. Permanent Total Disablement caused otherwise than by loss of limb, or sight | £1,000 |
| 3. Loss of one limb or sight of one eye | £ 500 |
| 4. Temporary Total Disablement (limited to 52 weeks) | £ 5 per week |

and in addition medical expenses are payable up to a limit of 15% of any payment made for Temporary Total Disablement.

CONDITIONS: The Benefits under this Coupon apply to any flight made on the dates and/or for the journey specified below.

In the event of the journey taking longer than anticipated or the journey being interrupted by accident, forced landing or from other cause, the cover provided under this Coupon issued at the commencement of the flight is automatically deemed to be continued until the journey is completed. Notice of extension must be given as soon as possible and a further Coupon issued and the extra premium for the additional cover paid, except in the case of "Scheduled Flights" where the premium is fixed irrespective of period.

THIS COUPON IS ISSUED UNDER A CONTRACT ENTERED INTO BY THE CROWN AGENTS FOR THE COLONIES AND IS SUBJECT TO THE TERMS AND LIMITATIONS THEREOF.

JOURNEY: From..... to.....

PERIOD (other than for scheduled flights) From..... to.....

FLIGHT MADE BY:— (delete as applicable)

(a) Recognised Air Line

(b) Chartered or Government owned single
multi engined aircraft

(c) Service Aircraft

Date of issue Signed on behalf of the Government of the Colony.....

Name of Purchaser.....
 (in block capitals)

Address

SIGNATURE OF PURCHASER..... APPOINTMENT

(This coupon must be signed in ink or indelible pencil by the Purchaser at the time of purchase)

The total liability under this and any other coupon issued for the above mentioned flight shall not exceed the capital sum of £20,000 (or its equivalent in local currency) and proportionate benefits in respect of any one Purchaser or the sum of £100,000 in respect of all Insured Persons when the flight is made by an aircraft other than one owned and/or operated by a recognised Air Line or operated by R.A.F. or U.S. Transport Commands on a regular air route. In the event of the limit of £100,000 being exceeded, the capital sums shall be proportionately reduced until their total does not exceed £100,000.

In the event of Death or Injury immediate notice must be given to the issuing authority or to the Crown Agents for the Colonies, 4 Millbank, London, S.W.1. (Tel: address CROWN LONDON) or to Messrs. Morice Tozer & Beck Ltd., 27, Clements Lane, London, E.C.4. (Tel: address TOZER LONDON) S/E Cyclo. 95 2000/5/48.

* Under the terms of the Policy, cover for War and Kindred Risks may be withdrawn at any time on 36 hours' notice being given by the Insurance Company to the Crown Agents. Passengers should therefore not assume that they are covered against War and Kindred Risks.

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : March 26th 19 49 *Time* : 12.20.

Received : March 19 49 *Time* :

15 My telegram 24th December 1948. Please obtain from underwriters terms upon which they would accept risk (a) pilot (b) passenger (c) third party on scale similar to that in West Africa.

See 15
CO LONIAL SECRETARY.

G.T.C.
LJH.

DECODE.

No. 43.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: March 30th 19 49 Time: 17.00.

Received: March 31st 19 49 Time: 09.30.

17
Your telegram 26th March. We assume enquiry refers to Auster aircraft on internal air service within the Colony. To enable Underwriters to quote please telegraph amount of cover required for (a) pilot (b) passengers (c) third party. Also (d) pilots flying experience particularly with Auster aircraft and whether licence held (e) number of passengers carried (f) frequency and duration of flights anticipated with and without passengers (g) period of cover required (h) geographical limits of flights (j) aircraft registration letters

Reply at 21

CROWN AGENTS.

P/L.
LJH

E.E.

A

86. fyo. pl.

Kh

2/4.

HA9.e.s.

B

86 (a) (b) (c) - same as in U.K for existing passenger lines.

(d) pilot's total flying time 900 hours.

" flying time in Anster Aircraft 300 hours.

pilot holds licence NO B N° 25641

and 2nd N° 3071

(e) Number of passengers additional to pilot maximum 2
anticipated

(f) frequency one flight per week throughout year with passengers
" " " " " " without "

(g) period of cover required - one year in the first instance

(h) Geographical limits 130^{air} miles from base.

(j) Aircraft Registration - Registrar can supply these

Eff 4 April 49.

20

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

2nd. April, 1949

Sir,

We have been in touch with Messrs. The Royal Insurance Insurance Co. Ltd., with reference to Insurance for passengers travelling in "Auster" Aircraft operating in the Colony.

To enable them to come to a conclusion on the matter, they require information on the following points.

1. A note of each Pilot's flying record, qualifications and type of licence held.
2. Are the local Air Navigation and Operation Regulations similar to those applicable in the United Kingdom?
3. Indicate location of landing grounds.
4. Who will select the Airfields, and what are the qualifications of the selector?
5. Will landing on passenger flights be made on selected licensed airfields only or will landings take place on unlicensed fields?
6. Will first aid appliances be available at the Airfields?
7. Will first class facilities for the maintenances of this aircraft be available locally, and what are the qualifications of the responsible official or officials?
8. What Meteorological Assistance is available.

2. We shall appreciate it if you can assist us with required information on these points.

I am,

Sir,

Your Obedient Servant,

M. W. R. R. R.

The Honorable, The Colonial Secretary, Manager.

Stanley.

Ack. 2.4.49.

W.H.

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: April 14th 19 49 Time: 14.30.

Received: 19 .. Time:

Your telegram 30th March. Auster Aircraft.

- (a) (b) (c) Cover comparable with that taken out by small flying clubs with limited range in United Kingdom.
- (d) Total flying 900 hours - Auster 300 hours. Flying and 2nd cl navigators licences.
- (e) Maximum 2.
- (f) Anticipated by weekly flights - one with and one without passengers. Duration one hour (approximately)
- (g) Renewable annually.
- (h) 130 miles.
- (j) VP-FAA. VP-FAB.

2. V.H.F. homing device installed.

G.T.C.
LJH.

COLONIAL SECRETARY

DECODE.

TELEGRAM.

No. 75.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: April 29th 19 49 Time: 17.00.

Received: April 30th 19 49 Time: 09.30.

21.
Your telegram 14th April. Auster aircraft underwriters quote annual premiums as follows.

Personal accident pilot on capital sum £3,000 (a) 1½% including benefits for injury (b) 1% for death only. Personal accident passengers on capital sum £3,000 per seat (c) 1% including benefits for injury making £60 per aircraft (d) 15s/- % for death only. (e) third party risk up to £10,000 premium £10 per aircraft. (f) Legal liability to passengers only as distinct from personal accident premium £10 per seat for cover of £2500 per seat. Quotations based on assumption that there is only one pilot and planes used one at a time also flights restricted to Falkland Islands. If acceptable please telegraph cover required and (g) full name of pilot.

Reply at 24

CROWN AGENTS.

PZL.
LJH

KIV 26

1/2. May consider the cover suggested in the 1st reply as cover adequate.

This will mean the following premium:

Pilot	22.10.0.	} assuming pro rata reduction in all cases
Passengers	60.0.0.	
3rd party	4.0.0.	
	£86.10.0.	

2. Offer submitted for approval pl.

K/s.
2/5.

Please speak at convenience; I haven't quite got this. We are holding Pilot insured for £1500 & premium? Deaths only? What benefits would he get for injury?
mc 2/5

Spoke. Pilot for £1500
Legal Liability
3rd party - £5000

mc 3/5

100
24

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

4. 5. 19.

To

CROWN LONDON

22

Your telegram 29th April master aircraft stop please cover colon
bracket a unbracket Pilot \$1500 as in bracket a unbracket stop
bracket b unbracket legal liability for passengers as in bracket f
unbracket Stop bracket c unbracket third party risk up to \$5000 stop
newpara 2 Your assumptions are correct stop newpara 3 Pilot dash
Victor Henry Spencer.

Reply at 10.15

COLONIAL SECRETARY.

LJH

Time

101

DECODE.

TELEGRAM.

No. 24.

From The Crown Agents for the Colonies.

The Colonial Secretary.

Despatched : May 10th 19 49 *Time :* 17.25.

Received : May 11th 19 49 *Time :* 09.30.

100 24

Your telegram 5th May. Auster Aircraft. Insurance arranged as requested for 12 months from 6th May at premiums quoted in our telegram 29th April except that rate for third party risks is £7. 10s. per machine

P/L.
LJH

CROWN AGENTS.

E.E.

101.

fs - p.

Kh.

12/8.

H.Aq.C.S.

noted and pilot informed accordingly

Cyff

13.5.49.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



S6/50/62

4 AUG 1949

TELEGRAMS { INLAND: "CROWN SOWEST LONDON,"
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

4, MILLBANK,

LONDON, S.W. 1.

30th May, 1949.

Sir,

With reference to our telegram of 10th May, we have the honour to enclose copies of the Cover Notes relative to the insurance effected in pursuance of your telegram of 5th May in connection with AUSTER aircraft VP-FAA and VP-FAB viz insurance against air risks for the pilot, and against legal liability to passengers and third party liability.

2. The benefits payable in the event of accident to the pilot are as follows:-

- | | |
|--|---------------------------|
| (1) Death or loss of two limbs or sight of both eyes or loss of one limb and sight of one eye. | £1,500. |
| (2) Permanent total disablement caused otherwise than by loss of limb, or sight. | £1,500. |
| (3) Loss of one limb, or sight of one eye. | £750. |
| (4) Temporary total disablement (limited to 52 weeks). | £7. 10s. 0d.
per week. |

3. In addition medical expenses are payable up to a limit of 15% of any payment made for Temporary Total Disablement.

4. With regard to the cover taken out in respect of passengers, the Underwriters will pay only such sums which the Government may be legally called upon to pay to passengers, up to the maximum of £2,500 per passenger. There is no recovery under the policy for accidents to passengers for which the Government are not legally responsible.

5. We have paid to our Insurance Brokers the sums of £55.1s.0d. and £22.11s.0d. as premium due, and these amounts will be found debited in our Falkland Islands account in due course. Copies of the relative policies will be forwarded to you as soon as possible.

We have the honour to be,
Sir,
Your obedient servants,

K. Woodchild

for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

MORICE, TOZER & BECK, LTD.

INCORPORATING
MILSTED COTTON & CO.
INSURANCE BROKERS

TELEGRAMS: (INLAND. TOZER, CANNON, LONDON
(FOREIGN. TOZER, LONDON
TELEPHONE: MANSION HOUSE 9132 (16 LINES)

No. 64287/49

Renewal of No. --

TRIPPLICATE 126

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C.4.

AND AT LLOYDS

The Crown Agents for the Colonies,
4 Millbank,
LONDON, S.W. 1.

13th May 19 49

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

100% Aircraft Insurance, E.R.H.4. Form Amended.

12 months @ 6. 5. 49. inclusive.

In respect of : -

Auster Aircraft.
VP-F.A.A. and VP-F.A.B.
(2 Passenger Seats each).

Geographical Limitations: Falkland Islands.

ASSURED: Crown Agents for the Colonies.

Third Party Limit £5,000 per aircraft - Premium £7.10.0d. in full per aircraft.

Legal Liability to Passengers - Limit £2,500 per seat.
4 seats @ £10 per seat = £40.0s.0d.

Insured with:

Lloyds.

2 @ £7.10.0d. each = £15. 0s. 0d.

4 Seats @ £10 each 40. 0s. 0d.

Policy and Stamp Duty 1s. 0d.

Ec.

£55. 1s. 0d.

For MORICE, TOZER & BECK, Ltd.,

E & O E

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.— Please examine the above carefully, and if incorrect return it immediately for alteration

E, TOZER & BECK, LTD.

INCORPORATING
MILSTED COTTON & CO.

INSURANCE BROKERS

10

FOR AMERICA: INLAND. TOZER, CANNON, LONDON
FOREIGN. TOZER, LONDON
TELEPHONE: MANSION HOUSE 9132 (4 LINES)

No. 64288/49

Renewal of No. _____

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C.4.

AND AT LLOYDS

The Crown Agents for the Colonies,
4, Millbank,
LONDON. S.W.1.

13th May 1949.

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

£ 1500 ACCIDENT including Flying. K.B.A. Form. No Proposal.
Including 100% Permanent Total Disablement.
War Exclusion deleted.

12 months @ 6.5.49 inclusive.

In respect of:- Victor Henry Spencer Esq.
Pilot

of Auster Aircraft VP-F.A.A.
or Auster Aircraft VP-F.A.B.

Assured: Crown Agents for the Colonies.

Geographical Limitations: Falkland Isles.

Presumption of Death Clause (M.T.B. Wording).

Insured with:

Lloyds

Premium:

£ 1500 @ 1 1/2% - £ 22. 10. 0d
Policy and Stamp Duty

£c. 1. 0d

£ 22. 11. 0d

For MORICE, TOZER & BECK, Ltd.,

E & O. E

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.— Please examine the above carefully, and if incorrect return it immediately for alteration

64
12
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

29A

SENT.

Number	Office of Origin	Words	Handed in at	Date
				9.4.50.
To				
G.O.F. LONDON.			HQA/C	

6 1A
Your circular of May 14th 1948 reference 82/50/ air insurance stop
This Government wishes to adopt the arrangement with especial
reference to non schedule flights within the Colony by Government
owned single engine ASTER aircraft stop Grateful you confirm by ~~xxx~~
telegram arrangement applicable and if so send supply of coupons
stop New Paragraph & 2. Grateful also for information re insurance
facilities available for non officials for similar flights.

See 52

COLONIAL SECRETARY.

BW
15/1/50

Times

in
Cypher or
Coding Office
only.

82 Ldn 75 1205 14/1/50
Elat ~~13~~ ~~45~~

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

29B

TO:

FROM:

12
 Your telegram that I may be insurance stop confirm
 our scheme applies to both to officials and others
 to whom you were insurers for flights specified
 but all insurance company require confirmation that
 wire landings and takeoffs made from other than
 approved aerodromes suitable landing strips
 only will be used stop @ premium four shillings
 per 1000 per day coupons follow by mail meanwhile
 you could use forms prepared locally similar to
 specimen already sent = Crown +

Book or Table to be used for

Initials of Cypherer
or Coder.

Time of Receipt in
Cypher or Coding
Office.

Date.

Cyphering or Coding.

Recyphering or Recoding.

Y.E.

29B

P.65, which I mentioned verbally to Y.E. yesterday.

Details of the scheme are at H 7-14, and I am glad to see that it applies to private persons as well as to Government officials. The only catch is that the insurance company requires an assurance that "suitable landing strips only will be used". Who is to say that they are suitable? They are the best we can continue, but that is not quite the same thing. We don't want any doubt on the question. Once we consent to water, I think we can say without hesitation that the landing areas will be suitable. But if the insurance co. were asked to pay a large claim as a result of an accident on the Stanley race course strip, I can see them quibbling a bit.

2) All I can suggest is that we write CAA saying that strips are considered by us to be satisfactory, but that we would like to

6713 29 D

know whether any definite standards or criteria are laid down for

Colonial Pidas. Point is that Pilot will not operate unless satisfied?

16/1/50.

Yes MC 16/1.50

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed In at	Date
				171.50.
To	CROWN LONDON.			

65/5 29B Your telegram 14th January stop Is there any standard of
~~xxxxxx~~ suitability laid down for landing strips in colonies
 query ~~xxxx~~ Those in use here are considered by pilot to be
 suitable and best available.

Time 00

COLONIAL SECRETARY.

65-63 and the
 airfield?
 BUN 25/1/50

#7

EXTRACTED FROM 18 in P/490 (Mr. M. Smith)

H.C.S.

Seen t.y. Surely no adjustment is necessary with Mr. Smith, and the cost of insurance will be borne by Govt? If so, where should the amount be charged?

(Intld) R. B. 13.1.50.

O. i/c., Try.

I agree. If Govt. requires its officers to fly, it will cover them for £1,000. I think the best course is to alter Head IV. B. sub-head 22 to read "insurance" and get a modest increase in provision. Let us put to ^{next} F.C., say an extra £22.

(Intld) M.R.R. 18.1.50.

H.C.S.

Noted; A.I.S.E. prepared accly.

(Intld) R.B. 10.1.50

B.U. for Finance Ctte last Friday in the month.

(Intld) M.R.R.

B.U.
27.1.50.

DECODE.

TELEGRAM.

From THE CROWN AGENTS

To THE COLONIAL SECRETARY.

Despatched : 21th January. 19 50. *Time :* 1215..

Received : 22nd January. 19 50. *Time :* 1....

29E
16
Your telegram 17th Januar-y Air Insurance. No standard of suitability laid down for landing strips but understand underwriters requirements will be met if specially prepared sites approved by pilot(s) are used.

CROWN AGENTS.

P/L s

17 29H

A.C.S.

I think we can now proceed with the air insurance scheme outlined in this file. The CAA are sending us a supply of coupons, but we are authorized to put the scheme into operation forthwith.

2) Action now required is to send off 200 copies of p.9. for use until the coupons arrive. Each time anyone insures we shall want 3 copies.

3) Government will insure its servants, flying on duty, for £1,000. They can, of course, increase their cover by paying the extra premium themselves. Private persons can participate, paying their own premium.

4) I shall have to discuss the volumes of accounting with O.K. Try, but the first thing is to get on with sending the forms. Early action please.

8

25 JAN 1950

A.C.S.

200 copies of Insurance Coupon L/H. pt.

ALG
JAC. 26/1/50

29
J

GOVERNMENT TELEGRAPH SERVICE.
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

30. 1. 50.

To

GROVE LONDON.

HQA/C

18
296

Your telegram 21st January 1950. Air Insurance stop we propose to make insurance up to cover of £1,000 compulsory for all passengers stop it is administratively inconvenient and might on occasions be impossible for man flying in to Stanley from isolated farm settlements to notify us in advance stop as long as insurance up to £1,000 is compulsory presume it would be in order if coupons were not ~~submitted~~ completed until after passenger arrived Stanley comma i.e. legal interpretation would be that he had in fact insured for £1,000 before he started trip stop Grateful you confirm.

COLONIAL SECRETARY.

Time

DECODE.

TELEGRAM.

29 K.

From CROWN, LONDON,

To COLONIAL SECRETARY.

Despatched :	2.2.50	19	Time : 1710
Received :	3.2.50	19	Time : 1000

29 J. ~~20~~ Your telegram 30th January. Air Insurance. Can arrange automatic cover for £1,000 each passenger provided either

(A) coupon signed before flight, or

(B) flight register is kept by responsible official giving details each flight and names of passengers.

Where passenger requires cover in excess of £1,000 completion of coupon for additional amount essential before flight commences. Please cable if immediate cover these conditions required.

F/L
WH.

CROWN.

Reply at ~~22~~

29 L

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

~~27~~
29 L

Number	Office of Origin	Words	Handed in at	Date
				3.2.50.
To				
	CROWN LONDON.			HOAG.

29K.

~~21~~

Your telegram 2nd February stop Air Insurance stop Immediate cover on conditions stated in your telegram is required.

COLONIAL SECRETARY.

Time

DB

29M

A

ACS

Letter + attachments for E. Falkland
managers very nice.

I should like a further supply of the
coupons (200) received off early, one to
accompany letter to W. Falkland managers.

2/1/50

B.

ACS

Further supply of coupons 1/2 p.c.

4/2/50

F.I. Ref: 1178

27
29N

Colonial Secretary's Office,
STANLEY.

31st January, 1950.

Dear

I am glad to tell you that we have made arrangements through the Crown Agents for the Colonies for insuring passengers travelling by air. A copy of the form of insurance is enclosed. You will note that the premium is 4/- per day per £1,000, with a maximum of £20,000. Normally no flight in the Colony would take more than a day, but if, owing to bad weather or any other cause the flight should take two days to complete, a second 4/- premium would have to be paid. In other words it is 4/- per day per £1,000 for each day that you are in the air, even if only for five minutes.

We propose to make insurance for £1,000 compulsory for all passengers. If anyone wants to insure for more than that they are free to do so up to £20,000 (premium of £4). In respect of the first £1,000 we shall automatically fill in the coupons here in the Secretariat and the premium will be added to the bill for the flight. If anyone wants to insure for more than £1,000, and is starting his flight from Stanley, he can come to the Secretariat before he leaves, fill in the coupon and make the necessary payment. You will appreciate that the coupon must be filled in before the flight is made. What happens to the man starting his flight from a point in the Camp? As far as the obligatory insurance for the first £1,000 is concerned it should be all right, we shall do it here automatically. Admittedly we might not know until he arrived in Stanley that he was flying at all, but as long as it was compulsory the legal construction would be, I think, that he did insure before he left. I am checking this point with the Crown Agents for the Colonies. But if in fact he wants to insure for more than £1,000, it is more difficult. Quite possibly he might not be able to get in touch with Stanley before starting his trip. The only solution I can see is for a small supply of the coupons to be kept by Farm Managers, so that in the event of someone wanting to insure for more than £1,000 he could complete the form before leaving.

In the hope that you won't mind co-operating with us in this, I enclose a small supply of the necessary forms. They are temporary ones until we get a supply of proper printed ones out from the Crown Agents for the Colonies. What we should ask you

/to

to do is this. Only in cases where people want to insure for more than £1,000 let him complete the form (3 copies required) for the amount over £1,000 for which he wishes to insure, and then send the forms in to us as opportunity offers, together with the amount of the extra premium due.

All Farm Managers.
Falkland Islands.

10-17
10-18
10-19
10-20
10-21
10-22
10-23
10-24
10-25
10-26
10-27
10-28
10-29
10-30
10-31

291 P
24

EAST FALKLAND.

34-35	Mr. D. R. Smith	Johnsons Harbour.
26-37	Mrs. H. J. Pitaluga	Rincon Grande
38-39	Mr. J. Robson	Port Louis
40-43	Mr. A. Pitaluga	Salvador
44-48	Mr. ? Barton	Teal Inlet
49-51	Mr. M. Lewis	Douglas Station
52-54	Mr. J. F. Bonner	San Carlos
55-57	The Hon. Mr. N. K. Cameron	Port San Carlos
58-59	Mr. T. Gilruth	Darwin Harbour
60-61	Mr. J. T. Clement	Fitzroy
62	Mr. A. Bonner	Bluff Cove
63-64	Mr. A. Vinson	North Arm
65-71	Mr. A. Bonner	Speedwell Island
	× Mr. R. Morrison	Lively Island
	× Mr. A. Felton	Bleaker Island

WEST FALKLAND.

65-67	Mr. C. Robertson	Fox Bay West
68-70	Mr. W. H. Clement	Fox Bay East
71-73	Mr. D. R. Pole-Evans	Port Howard
74-76	Mr. H. C. Harding	Hill Cove
77-78	Mr. S. Miller	Roy Cove
79-80	Mr. ? Napier	West Point Island
81-87	Mr. K. W. Luxton	Chartres
	× ?	Spring Point
88-90	Mr. T. Beaty	Port Stephens
91-92	Mr. M. McGill	Weddell Island
93-95	× Mr. J. Davis	New Island
	× ?	Carcass Island
	× Mr. A. Pole-Evans	Saunders Island
	Mr. W. Betts	Pebble Island

29 Q
27

A.C.S.

Batch A D.O. letters to W. Falkland farm
managers for issue pl. Those for Charles &

Port Harsand can go by plane to-morrow, 1 letter.

Send to Post
Office *[Signature]* 10/2/50

7 FEB 1950

A.C.S.

I have given Mr. McNaughton a prize for his weekly
news broadcast, similar to 24-25. W.e.f. Friday 10⁰⁰
winners for £1,000 will be confabory.

B.U. 10/2/50.

Colonial Secretary's Office,
STANLEY.

⁹
~~13~~th February, 1950.

Insurance of Passengers by Air.

With effect from the 10th of February, 1950, insurance up to a cover of £1,000 in the event of death, with proportionate payments for injury, will be compulsory for all passengers travelling by the Government air service. Arrangements for insurance have been made through the Crown Agents for the Colonies, and it will be effected automatically. The premium for cover of £1,000 is 4/- per day per person and this amount will be added to the bill for each flight. No action is required by the passenger.

Any passenger, may, if he wishes, insure for more than £1,000 up to a maximum of £20,000. The premium is 4/- for each £1,000 per day. Passengers wishing to insure for more than £1,000 should, if starting their journey from Stanley, call at the Secretariat before leaving to fill in the necessary form and pay the additional premium. If starting their journey from a point in the Camp they should call on the nearest Farm Manager to whom copies of the necessary forms have been sent.

Cover for £1,000 will be automatic. If cover for more than £1,000 is desired the necessary form must be completed and the extra premium paid before the flight is undertaken.

By Command,

Michael R. Hayman

COLONIAL SECRETARY.

M.P. No. 1178

VP

Call 14/2/50

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4. MILLBANK,

LONDON, S.W.1.

S.6/271/19.

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

Sir,

Passenger Flight Insurance

We have the honour to refer to your telegrams of the 10th and 17th January and to confirm our telegraphic advices of the 14th and 21st January to the effect that our scheme is applicable to both officials and others who use government owned single-engined Auster aircraft for non-scheduled flights within the Colony. As stated the rate of premium applicable for such flights will be 4/- per £1,000 insured per day.

2. In asking for confirmation that where landings and take-offs are made other than from recognised aerodromes only suitable landing strips would be used, the Underwriters, whilst appreciating the versatility of the Auster machine, were only concerned that, apart from emergency landings, fields or places which had not been earmarked previously as suitable landing grounds should not be used. It would appear from your telegram of the 17th January therefore that the requirements of the Underwriters can be met without difficulty.

3. In accordance with your request we enclose a supply of the necessary coupon forms and shall be glad if you will send us at quarterly intervals copies of all coupons issued to enable us to pay the Underwriters the premiums due. You will doubtless arrange for future supplies of coupons to be printed locally as required.

We have the honour to be,
Sir,
Your obedient servants,

See 11
M. D. [Signature]
for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

B.O. 3/4/50.

16 FEB 1950

HC.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



S6/271/19

LONDON, S.W.1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

10th February, 1950.

CIRCULAR

Sir,

Passenger Flight Insurance

We have the honour to inform you that we have arranged for the renewal of our contract with the Alliance Assurance Co. under the above Scheme for a further period from the 1st January, 1950.

2. We are wondering, however, whether the Scheme is any longer necessary. When it was first introduced about 15 years ago air travel insurance was not widely developed and cover was not always easy to effect. Since then there has been a great extension of facilities and it is now possible to arrange for immediate cover with a first class Company at practically any Airport in the world simply by signing a coupon at the port before embarkation and paying the required premium. This is a more convenient arrangement than the procedure involved under our Scheme and we note that there is a tendency in some quarters to arrange for such insurance locally. Rates of premium appear to compare favourably with those offered under our Scheme, being assessed generally speaking on a daily basis of 2/- per £1,000 insured.

3. It seems doubtful, therefore, whether there is any further need for our centralised scheme and, in the circumstances, we would propose to terminate our contract with the Alliance Company and to leave it to Colonial Administrations to arrange for the insurance of their officials either by entering into an agreement with an Insurance Company locally or by instructing them to arrange for their own insurance at the Airport. Before doing so, however, we shall be glad to know whether you foresee any difficulty in making satisfactory arrangements locally.

We have the honour to be,
Sir,
Your obedient servants,

Z. S. Blomfield
for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

121 MAR 1950

31
29 U

A.C.S.

Mr. Creece informs me that the F.I.C. wrote to us about 18 months ago on the subject of an insurance, and the possibility of an agency. He is sending me a copy of the letter. Please b.v. or answer on 31/3.

Office
Can you
trans
H/1
2/13

In 0270 o.b.
SH

H/1
See 22 on
0270
H/1 2/13

See
88 on X
0270

27 MAR 1950

THE FALKLAND ISLANDS Co., LTD.
STANLEY, 2nd April, 1949.

Sir,

We have been in touch with Messrs. The Royal Insurance Co. Ltd., with reference to Insurance for passengers travelling in "Auster" Aircraft operating in the Colony.

To enable them to come to a conclusion on the matter, they require information on the following points.

1. A note of each Pilot's flying record, qualifications and type of licence held.
2. Are the local Air Navigation and Operation Regulations similar to those applicable in the United Kingdom?
3. Indicate location of landing grounds.
4. Who will select the airfields, and what are the qualifications of the selector?
5. Will landing on passenger flights be made on selected licensed airfields only or will landings take place on unlicensed fields?
6. Will first aid appliances be available at the Airfields?
7. Will first class facilities for the maintenances of this aircraft be available locally, and what are the qualifications of the responsible official or officials?
8. What Meteorological Assistance is available?

2. We shall appreciate it if you can assist us with required information on these points.

I am,

Sir,

Your obedient Servant,

(Signed) D.W.Roberts.

Manager.

Aes file & by: Pearson.

28/2/50

COLONIAL DEVELOPMENT CORPORATION
(ENGINEERING) LIMITED

19, CURZON STREET
LONDON. W. 1

29W

Port Stanley.
18th February 1950

The Director of Civil Aviation,
Falkland Islands.

Dear Sir,

Will you please insure the life of Mr F. W. Metcalfe
for the sum of £5,000 (five thousand pounds) whilst flying in
any aircraft under your control.

We understand the cost will be £1 (one pound) each
day or part of a day during which he is a passenger.

We are, dear Sir,

Yours faithfully,

For C. D. C. (Engineering) Ltd.,

F. W. Metcalfe
Agent in Charge.

R. file

29X34

Y.E. 29T

Page 30. The Crown Agents give notice that they may be terminating their Passenger Flight Insurance scheme. They say that they have renewed it for a further period from 1st. January, 1950, and from page 1 it would appear that the period is normally a year.

2. The reason for the proposed termination of the scheme is that Colonies are making their own arrangements locally since they find these to be more advantageous. In large Colonies with well developed air services such as Kenya or Nigeria this is doubtless the case, but I fear it may be more difficult here. A year ago, when we had just started operating the Austers, the F.I.C. apparently made some enquiries of the Royal Insurance Coy, for whom they are agents, and a copy of the letter they wrote to us then is at p.32. From the tone of that letter I would infer that the Royal would be more fussy about local flying conditions than are the Alliance Insurance Coy, with whom the C.A.A. have their agreement. However, I think the best thing we can do is to pursue the matter with them, through the F.I.C., and see what terms they would be prepared to offer.

3. Meanwhile I think it might be wise to address the C.A.A. as in telegram at cover, if Y.E. approves.

R

30.3.50.

APP. ⁸
me. 31/3

ACS

Issue telegram as at cover and then file back to me.

R

4 APR 1950

DECODE.No. 19.TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : April 26th 19 50 *Time* : 13.10.

Received : April 27th 19 50 *Time* : 09.30.

24
Your telegram 4th May 1949 Auster Aircraft. Policies expire
5th May 1950 expect to be able to renew same terms please telegraph
instructions.

CROWN.

P/L.
LJH

Reply at 32

3135
Register.

FF.

p. 134 ref 100 a earlier pp. We still wish to cover the Pilot, but would you advise whether, in view of the passenger insurance system now in operation, the other parts of our insurance are necessary.

FF.

Does the possible use of the float Boston & Worcester make any difference?

1 MAY 1950

A.C.S. # discussed with Registrar.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				5.5.50
To	CHARTER LONDON		HOAC.	

30 Your telegram 26th April Auster Aircraft stop Grateful you renew
 policies stop Expect shortly to be operating another Auster on floats
 and a Norseman on floats stop Same Pilot stop Grateful advise what if
 any, extra ~~work~~ cover desirable

COLONIAL SECRETARY.

See 30

Time *4.11.*

BUN 20 15/5/50

DECODE.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : May 15th 19 50 *Time :* 17.20.

Received : May 16th 19 50 *Time :* 09.30.

32
Your telegram 4th May. Auster Aircraft. Policies renewed for another year and arrangements made for two aircraft on floats to be held covered under same policies from time of commencing to operate. Assuming satisfaction with existing valuations same rates of premium would apply. Please advise number of passenger seats in Norseman and whether all four machines will be flown only by one pilot viz Spencer of alternatively St. Louis also if geographical limits extended in case of aircraft on floats. Only extra cover suggested for consideration would be against total loss aircraft on floats in which case full particulars including age and value would be required.

P/L.
LTH

36
CROWN.

Col. Butler.

137. of 134-136. Grateful for your comments.

P

118 MAY 1950

H.C.S.

I think the Norseman and float aircraft should be covered for complete loss as chances are far higher particularly when lying out at a buoy. The value of the Norseman is £12,300 and the float aircraft £2,300. St Louis will be flying the Norseman until 11th June. You should allow for 8 passengers. Geographical limits are of course the same as for the aircraft land plane.

WMB 18/5

S/F.

My own view is that these planes, being owned by FIDS and hired to the Colony Government, should be fully insured to cover the purposes for which they are hired by the hirer, i.e. by FIDS. If you concur in this, perhaps you would arrange with C.A.A. In that case the C.A.A. should be asked to keep the two lots of insurance separate, debiting our original one to Colony account, and the new one to Dependencies account. Otherwise it will be difficult for the Treasury here to separate them.

19.5.50.

Q.
If FIDS has to carry the full insurance (in flight) - i.e. if Colony was not using them the ^{insurance} ~~insurance~~ for simple storage would be substantially lower) then the hire should be fixed at a more reasonable rate. Alternatively Govt. shd. bear the difference insurance for storage and 'operational' insurance.

Mc 22/5

S/7.

I think the best way would be for FIDS to insure them fully and for the Colony to reimburse FIDS for the difference between operational insurance requirements and static insurance requirements. I have spoken with H.E. & he agrees. Would you please so arrange.

22 MAY 1950

Done
[Signature]
22/5
[Signature]
25.5.50.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				23/5/50

23/5/50

To

CROWN LONDON

A/C FIDS

FIDS/73/156 AIRCRAFT INSURANCE STOP YOURTEL TO COLSEC DATED 15th MAY STOP BOTH NORSEMAN AND AUSTER AIRPLANES SHOULD BE INSURED AGAINST TOTAL LOSS LSC NORMAL ACCIDENT STOP NORSEMAN CARRIES EIGHT PASSENGERS STOP ALL AIRCRAFT WILL BE FLOWN BY SPENCER BUT NORSEMAN MAY BE FLOWN BY ST LOUIS UNTIL 11th JUNE STOP GEOGRAPHICAL LIMITS NOT REPEAT NOT EXTENDED BEYOND THOSE OF LANDPLANE AUSTER STOP PARAGRAPH TWO DEPENDENCIES WILL PAY FOR INSURANCE OF FIDS AIRCRAFT AND RECOVER LOCALLY FROM COLONY STOP PLEASE ASCERTAIN PREMIUM FOR INSURANCE IF BOTH FIDS AIRCRAFT WERE TO BE MAINTAINED IN STORE PORT STANLEY AND NOT FLOWN STOP PRESENT VALUE OF AIRCRAFT NORSEMAN TWELVE THOUSAND AUSTER TWO THOUSAND STOP PRESENT LIFE NORSEMAN 38 HOURS SINCE NEW AUSTER 40 HOURS SINCE LAST

Time

SECFIDS

37
GOVERNMENT TELEGRAPH SERVICE

COMMUNICATIONS SECTION

TYPE

S/7.

Thank you. Mr. Smith should see for information.

123 MAY 1950

Mr. Smith has seen
P.S.

38

To The Colonial Secretary,
Falkland Islands

For information.

S6/271/19



25 JUL 1950

Sir,

We have the honour to refer to correspondence resting with your telegram FIDS/73/162 of the 16th June and to enclose copies --- of the cover-debit notes giving details of the insurances which we have arranged in respect of the Norseman and Auster aircraft numbers VP-FAD and VP-FAC respectively. The premiums shown which we have paid to our brokers will be found debited in our Falkland Islands account for July.

The significance of the initial enquiry as to the cost of fire insurance when the aircraft were stored was not at first appreciated by us and you will observe from the "total loss" debit note that provision has been made for a return of premium of one per cent per month in the event of the planes being dismantled and stored in a steel and concrete building and covered against fire and explosion only. Such return of premium would be made on expiry provided there was no claim in the policy. The underwriters would, however, retain a minimum premium of ten per cent.

In the light of your later advices we now assume that the storage insurance quotation was required merely for the purpose of ascertaining the respective liabilities for premium of your Administration and the Colonial Government. Whilst we are unable in the absence of firm business to obtain a reliable quotation, from enquiries which our brokers have made it would seem that the rate of premium for twelve months fire and explosion cover on the conditions stated would be 10s.6d. per cent per annum. We trust that this will be sufficiently reliable for your purpose.

A copy of this letter is being sent to the Colonial Secretary for his information.

We have the honour to be,
Sir,

Your obedient servants,

(Sgd) E. F. Gunn.

for the Crown Agents.

The Secretary,
Falkland Islands Dependencies Survey,
Port Stanley,

JK1.

FALKLAND ISLANDS.

HVC

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

LONDON, S.W. 1.

S6/271/19

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

25 JUL 1950

Sir,

We have the honour to refer to your telegram of the 3rd May 1950 and to confirm that, as advised in our telegram of the 15th May, the existing insurances relating to the Auster aircraft numbers VP-FAA and FAB have been renewed for a further period of twelve months as at the 6th May 1950. The premiums which we have paid to our brokers in this connection amounting to £55.1.0d. and £22.11.0d. as detailed in the attached copy cover notes will be found debited in our Falkland Islands account for May 1950.

As you are doubtless aware further telegraphic correspondence arising from your reference to the experted operation of a Norseman and an Auster aircraft on floats, has been exchanged with the Secretary of the Falkland Islands Dependencies Survey and we enclose for your information a copy of a letter and its enclosures which we have addressed to him on the subject.

We would take this opportunity to refer to paragraph 3 of our letter of the 6th March 1950 relating to Passenger Flight Insurance and to state that the Alliance Assurance Company are anxious to receive formal confirmation as to the suitability of landing grounds. Will you kindly arrange to let us have this at your earliest convenience.

We take this opportunity to enclose a copy of the renewal receipt which we have now received in respect of accident insurance effected for Mr. Spencer together with a copy endorsement extending the policy to cover him when flying the Norseman and Auster on floats.

We have the honour to be,

Sir,

Your obedient servants,

for the Crown Agents.

The Colonial Secretary,

JK1.

FALKLAND ISLANDS.

HVC

MORICE, TOZER & BECK, LTD.

INCORPORATING
MILSTED, COTTON & CO.

INSURANCE BROKERS 13

TELEGRAMS: INLAND: TOZER, CANNON, LONDON
FOREIGN: TOZER, LONDON
TELEPHONE: MANSION HOUSE 9132 (10 LINES)

No. 74310/50

Renewal of No. 64287/49

DUPLICATE

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C.4.

AND AT LLOYDS

Messrs. Crown Agents for the Colonies,
4 Millbank,
S. W. 1.

15th May 19 50.

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

130% AIRCRAFT INSURANCE Lloyds Form amended.

12 months @6.5. 50 inclusive.

In respect of:-

Auster Aircraft,
VP-F.A.A. &
VP-F.A.B.
(2 Passenger Seats each)

Geographical Limitations: Falkland Isles.

ASSURED: Crown Agents for the Colonies

Third Party Limit £5,000 per aircraft

Legal Liability to Passengers.

Limit £2,500 per seat

Premium:-

in full £15. 0. 0.
(£7. 10. 0d per aircraft)

4 Seats @ £10 per seat 40. 0. 0.
Policy & stamp duty 1. 6.

£55. 1. 6.

Insured with:-

Lloyds

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately.

MORICE, TOZER & BECK, LTD.

INCORPORATING
MILSTED, COTTON & CO.

INSURANCE BROKERS 10

TELEGRAMS: { INLAND: TOZER, CANNON, LONDON
FOREIGN: TOZER, LONDON
TELEPHONE: MANSION HOUSE 9132 (10 LINES)

No. 74309/50

Renewal of No. 64288/49

27, CLEMENT'S LANE,

LOMBARD STREET,
LONDON, E.C. 4.

AND AT LLOYDS

The Crown Agents for the Colonies,
4, Millbank,
LONDON. S.W.1.

15th May 19 50.

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

£ 1500 ACCIDENT including Flying. K.3.A.Form. No Proposal.
Including 100% Permanent Total Disablement.
War Exclusions deleted.

12 months @ 6.5.50 inclusive.

In respect of:-

Victor Henry Spencer Esq., (Pilot)
of Auster Aircraft VP-F.A.A.
or Auster Aircraft VP-F.A.B.

Assured: Crown Agents for the Colonies.

Geographical Limitations: Falkland Isles.

Presumption of Death Clause (M.T.B. Wording).

Premium:—

£ 1500 @ 1½%	-	£ 22. 10. 0d
Policy & Stamp Duty		1. 0d
		£ 22. 11. 0d

Insured with:—

Lloyds

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and insurance is effected, subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom alteration.

N.B.—Please examine the above carefully, and if incorrect return it immediately.

56/271/19
MORICE, TOZER & BECK, LTD.

INCORPORATING
MILLED, COTTON & CO.
INSURANCE BROKERS

TELEGRAMS: { INLAND: TOZER, CANNON, LONDON
FOREIGN: TOZER, LONDON
TELEPHONE: MANSION HOUSE 9132 (10 LINES)

No. 75426/50

Renewal of No. _____

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C.4

AND AT LLOYDS

Auth: Secretary, F.I.D.S. Telegrams 73/159 dd. 10/6/50
and 73/162 dd. 16/6/1950.

The Crown Agents for the Colonies,
4, Millbank,
LONDON. S.W.1.

23rd June 19 50.

q/c: Falkland Islands.

In accordance with your instructions we have effected Insurance for your account as follows, and we debit you as below:

£ 14,000 AIRCRAFT INSURANCE TOTAL LOSS ONLY. Lloyd's Form.

12 months @ 13. 6. 50 inclusive.

On Hull and Machinery -

(1) NORSEMAN (Marks V.P. - F.A.D.) £ 12,000

(2) AUSTER (Marks V.P. - F.A.C.) £ 2,000

Assured: Crown Agents for the Colonies.

Excluding Third Party and Passenger Liability.

It is understood and agreed that the term "Total Loss" shall be deemed to mean 85% or more structural damage.

Geographical Limitation: Falkland Isles.

Premium:—

Agreed to return 1% per month on expiry provided no claim and Underwriters retain minimum of 10% when aeroplane dismantled and laid up in steel and concrete building and covered against fire and explosion only.

£14000 @ 15% - £ 2100. 0. 0d

Policy & Stamp Duty 1. 0d

£2100. 1. 0d

Insured with:—

Lloyds
The Orion Insurance Co. Ltd.
Aviation & General

B.B.

Information: As per letter dated 25.5.50.

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration.

8/27/19

File copy.

DUPLICATE

MORICE, TOZER & BECK, LTD.

INCORPORATING
MILSTED, SUTTON & CO.

INSURANCE BROKERS

10

TELEGRAMS: INLAND: TOZER, CANNON, LONDON
FOREIGN: TOZER, LONDON
TELEPHONE: MANSION HOUSE 9132 (10 LINES)

No. 75425/50

Renewal of No.

27, CLEMENT'S LANE,
LOMBARD STREET,
LONDON, E.C.4.

AND AT LLOYDS

Auth.: Secretary, F.I.D.S. telms. 73/159 dd. 10/6/1950
and 73/162 dd. 16/6/1950
The Crown Agents for the Colonies,
4, Millbank,
LONDON. S.W.1.

23rd June 19 50.

a/c: Falkland Islands.

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

100%

AIRCRAFT INSURANCE

Lloyd's Form

12 months @ 20. 5. 50 inclusive.

Auster Float Plane - Marks V.P - F.A.C. (2 Passengers)

Horseman Float Plane - Marks V.P.) F.A.D. (8 Passengers)

Geographical Limitations: Falkland Isles.

Assured: Crown Agents for the Colonies.

Third Party Limit £5,000 per aircraft.

Premium: £ 7. 10. 0d in full per aircraft

Legal Liability to Passengers -

Limit £2,500 per seat.

10 Seats @ £10 per seat - £ 100. 0. 0d

Premium:—

2 Aircraft @ £7.10.0d

each	- £ 15. 0. 0d
10 Seats @ £10 each	100. 0. 0d
Policy & Stamp Duty	1. 6d

£115. 1. 6d

Insured with:—

Lloyds

BB

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration.

44 & 45- Insurance Policies
removed to Blank Cover containing
all insurance Policies (F.I.G.A.S.).

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

35
45A

Number	Office of Origin	Words	Handed in at	Date
				4. 5. 50.

To

CROWN LONDON

30

Your Circular of 10th February stop Passenger Flight Insurance stop
Anticipate difficulty in making satisfactory local arrangements and
 would prefer your scheme to continue stop If this not possible grateful
 for early advice of termination.

COLONIAL SECRETARY.

Time

LJH

1178

45 B
36
11th April,

50.

Sir,

Information has been received from the Crown Agents for the Colonies that they are considering the termination of their agreement with the Alliance Assurance Company for the operation of their Air Passenger Flight Insurance Scheme. As you are aware, this is the scheme under which Air Insurance is operated in this Colony. One of the reasons given by the Crown Agents for the proposed termination is that in many Colonies arrangements have been made for such insurance locally, with rates of premium which compare favourably with those offered by the Alliance Assurance Company.

88 m
0270
2. It is considered highly desirable that some system of insurance should be available in the Colony. In a letter written by your predecessor, dated 2nd April, 1949, it was stated that your Company had been in touch with the Royal Insurance Company, Limited, regarding Air Insurance, and that they would first wish for information on a number of points. Before answering the questions asked by the Royal Insurance Company, I should be grateful if you could confirm whether they would be willing to undertake Air Passenger Insurance on lines similar to those operating at present: and whether you can say if their premiums would be likely to be higher or lower than those of the present scheme, which are 4/- per day per £1,000 cover.

I am,

Sir,

Your obedient servant,

45C
Reply at 37
(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

AN 21/4/50

1P

ST
45C
The Falkland Islands Company, Limited.



(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

15th April

19 50.

The Honourable The Colonial Secretary,
STANLEY.

Sir,

45B 36 Your No. 1178 dated 11th April 1950.

We feel sure the Royal Insurance Company would first require answers to their questionnaire before committing themselves to any insurance undertaking for passengers travelling by F.I.C.A.S.

If you care to fill in the questionnaire we will send it to our Head Office by Air Mail. The amount of business the Royal could expect is very small, but in view of their long association with the Colony and this Company they might be disposed to accept, though we cannot say whether their premiums for the land-plane service would be higher or lower than those at present charged.

One would naturally expect the premium to be less when the sea-plane service is introduced.

I am, Sir,

Your obedient servant,

A. G. Barton

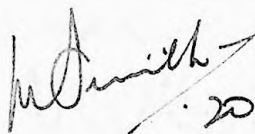
MANAGER.

Reply at 45E

3705 45C
Mr. Smith, Engineer, G.A.S.

30 36
You will see from pages 30 and 36 that the Crown Agents are thinking of giving up the air passenger insurance scheme which they have operated with the Alliance Insurance Company for some years. There is a possibility that the Royal Insurance Co., for whom the F.I.C. are the local agents, might take the business on. See Manager, F.I.C.'s letter overleaf. We shall have to fill in the questionnaire at p.32. Would you please have a look at it and let me have a note regarding such parts of it as you can complete.


18.4.50.


20.4.50.

Answers to insurance questionnaire at P. ^{29V}~~32~~.

~~38.~~
45D.

1. One pilot only. Licences at present 'B' and '2nd Class Navigators'.
Total hours, approx 1200.
2. Similar in so far as they exist at all.
3. At farm stations around the Fallowlands, but soon water landing places will be in use.
4. Pilots referred at (1) above.
5. Unlicensed fields, no licensing system being in force.
6. Normally, no.
7. Yes. Engines licensed in A and C categories.
8. Met Station in Stanley - fully refuelling station.

45E
40

113

25th April, 50.

Sir,

45C 37

I am directed to refer to your letter of the 15th of April regarding Air Passenger Insurance, and to append the following replies to the questionnaire of the Royal Insurance Company.

1. One pilot only. Licences at present held: "B" and 2nd Class Navigator. Total flying hours - approximately 1,200.
2. Similar in so far as they exist.
3. At farm stations in the islands. It is proposed shortly to introduce float-planes which will use water landing places which are to be found in profusion in the islands.
4. Pilot. See 1 above.
5. Unlicensed fields, no licensing system being in force.
6. Not necessarily.
7. Yes. Engineer licenced "A" and "C" categories.
8. Meteorological Station in Stanley - fully reporting station.

2. I trust that this information will suffice for the Royal Insurance Company and should be grateful if you would pursue further enquiries with them.

I am,
Sir,
Your obedient servant,

(Sgd) Michael R. Raymer
COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

30/6/50
31/5/50
B.V. 24/5/50
(35)

1st July, 1950. xx

Gentlemen,

Passenger Flight Insurance.

29S
45G - H

I am directed to refer to your letter B.6/271/19 of 25th January, 1950, and to forward herewith in triplicate, copies of certified extracts from the flight register of the Government Air Service for the months of February and March, 1950, showing that insurance premiums amounting to £10. 8. 06 are due. I should be grateful if you would arrange for this amount to be paid to the underwriters, debiting the account of this Colony in the usual manner.

I am,
Gentlemen,
Your obedient servant,

(Sgd) Michael R Raymer
COLONIAL SECRETARY.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

DRE.

*Certified true copy of
Gov. Air Service
Flight Register for Feb. 1950.*

CCA.

DATE TRIP FLIGHT NO PASSENGER INSURANCE

3 . 2 . 50	Stanley-Teal Inlet & return	91	Mr. A. G. Barton	8	-	8	-	8	-
6 . 2 . 50	Stanley-Teal Inlet & return	93	Mr. A. G. Barton	4	-	4	-	4	-
10 . 2 . 50	Stanley-Chartres & return	97	Dr. Kotowski	4	-	4	-	4	-
10 . 2 . 50	Stanley-Salvador & return	98	Miss Biggs & Mr. Bound	8	-	8	-	8	-
10 . 2 . 50	Stanley-Salvador & return	99	Mr. Allen	4	-	4	-	4	-
11 . 2 . 50	Stanley-Douglas Station & return	100	Mr. Peck	4	-	4	-	4	-
12 . 2 . 50	Stanley-Chartres	102	Dr. Kotowski	4	-	4	-	4	-
14 . 2 . 50	Chartres-Stanley	103	Miss Binnie & Mrs. Bertrand	8	-	8	-	8	-
14 . 2 . 50	Stanley-Teal Inlet & return	104	Miss Goodwin	4	-	4	-	4	-
15 . 2 . 50	Stanley-San Carlos	105	Mrs. Howlands	4	-	4	-	4	-
15 . 2 . 50	San Carlos-Roy Cove & Stanley	106	Agriculture Officer	4	-	4	-	4	-
17 . 2 . 50	North Camp Mail drop	107	Post Master, Stanley	4	-	4	-	4	-
17 . 2 . 50	Teal Inlet-Stanley	108	Mr. H. Johnson	4	-	4	-	4	-
18 . 2 . 50	Stanley-Speedwell & return	109	Mr. Stewart	4	-	4	-	4	-
19 . 2 . 50	Stanley-San Carlos & return	110	Mr. Metcalf	4	-	4	-	4	-
24 . 2 . 50	Stanley-Salvador	111	Miss Pitaluga & Mr. Allen	8	-	8	-	8	-
24 . 2 . 50	Douglas Station-Stanley	112	Mr. B. Hardy	4	-	4	-	4	-
24 . 2 . 50	Stanley-Teal Inlet	113	Mr. H. Johnson	4	-	4	-	4	-
24 . 2 . 50	Teal Inlet-San Carlos & return	114	Mr. Metcalf	4	-	4	-	4	-
25 . 2 . 50	Stanley-North Arm	115	Mr. Roberts	4	-	4	-	4	-
25 . 2 . 50	North Arm-San Lion-North Arm	116	Mr. Hutchinson & Mr. Lee	8	-	8	-	8	-
25 . 2 . 50	North Arm-Stanley	117	Mr. Barnes	4	-	4	-	4	-
27 . 2 . 50	Stanley-Sea Lion Island & return	118	Mr. Hutchinson & Mr. Lee	8	-	8	-	8	-
27 . 2 . 50	Stanley-Port Howard & return	119	Mr. Lee	4	-	4	-	4	-
28 . 2 . 50	Stanley-Chartres & return	120	Mrs. C. Luxton	4	-	4	-	4	-
28 . 2 . 50	Stanley-Port Howard & return	121	Mr. Barton	4	-	4	-	4	-
28 . 2 . 50	Stanley-Port Howard	122	Mr. Metcalf	4	-	4	-	4	-

4 1/2 only

PH

DATE.

TRIP.

FLIGHT NO.

PASSENGER.

INSURANCE.

1.3.50	Fort Howard - Stanley	123
16.3.50	Stanley - Salvador	124
16.3.50	Salvador - Fort San Carlos - return to Stanley	125
17.3.50	Stanley - Salvador & return	126
17.3.50	Stanley - Sealion Island & return	127
19.3.50	Stanley - Pebble Is.	128
19.3.50	Pebble Is. - Chertres & return Stanley	129
20.3.50	Stanley - Chertres - Fort Howard	130
20.3.50	Fort Howard - Stanley	131
21.3.50	Douglas Sta. - Fort Howard - Pitaroy	133
24.3.50	Stanley - San Carlos - return	135
27.3.50	Stanley - Bay Cove - return	136
28.3.50	Stanley - Teal Inlet	137
29.3.50	Teal Inlet - Chertres - return to Teal Inlet	138
29.3.50	Teal Inlet - Stanley	139
31.3.50	Stanley - Douglas Sta.	140
31.3.50	Salvador - Stanley	141
31.3.50	Stanley - San Carlos	142
31.3.50	San Carlos - Teal Inlet	143

Mr. A. G. Barton	4.	✓
Mr. E. Pitaluga	4.	✓
Mr. Metcalfe & Mr. Betts	3.	✓
Mrs. Ray	4.	✓
Mr. W. Hutchinson	4.	✓
Mr. Betts	4.	✓
Mr. Ballini	4.	✓
Mr. Ballini	4.	✓
Mrs. Bickin	4.	✓
Mr. McAnhill	4.	✓
Mr. A. G. Barton	4.	✓
Mrs. Smith	4.	✓
Mrs. A.G. Barton	4.	✓
Mr. J.D. Barton	4.	✓
Mr. L. Hall	4.	✓
Mr. A. Barnes	4.	✓
Mr. Pitaluga & Mrs. L. Turner	3.	✓
Mr. G. Skilling	4.	✓
Mr. B. Adie	4.	✓

Certified true copy of
Government Air Service
Flight Register for March, 1950

Michael R. Rayner
C.C.A.

44

ACS

41-43. We must borrow 17" Smith's flight book
+ make similar record for April - June

8

3/7/10

45I

15th July,

50.

Gentlemen,

298
~~45J-N 46-50~~ I am directed to refer to your letter
S.6/271/19 of 25th January, 1950, and to forward
herewith in triplicate, copies of certified ex-
tracts from the flight register of the Government
Air Service for the quarter ended the 30th of
June, 1950, showing that insurance premiums
amounting to £47. 4. -. are due. I should be
grateful if you would arrange for this amount to
be paid to the Underwriters, debiting the account
of this Colony in the usual manner.

I am,

Gentlemen,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

465

DATE	TRIP	FLIGHT NO.	PASSENGER	INSURANCE.
1. 4. 50.	Stanley to Sea Lion & return	144	Mr. W. Hutchinson	5. 4. -
1. 4. 50.	Stanley to Salvador & return	145	Mr. R. Pitaluga & Mrs. L. Turner	- 8. -
1. 4. 50.	Stanley to Teal Inlet & return	146	Miss U. Sedgwick	- 4. -
5. 4. 50.	Stanley to Teal Inlet & return	147	Miss U. Sedgwick & Mrs. Henricksen	- 8. -
6. 4. 50.	Stanley to Speedwell & return	148	Miss M. Clifton	- 4. -
6. 4. 50.	Stanley to Teal Inlet & return	149	Mr. L. Hall & Miss McCullum	- 8. -
11. 4. 50.	Stanley to Speedwell	150	Mr. Smith	- 4. -
11. 4. 50.	Speedwell to P. San Carlos & return to Stanley.	151	Mr. Metcalf	- 4. -
12. 4. 50.	North Camp Mail trip. Johnson's Harbour Port Louis, Pinson Grande, Douglas Station, Salvador, Port San Carlos, San Carlos, Ajua Bay & Teal Inlet	152	Postmaster, Stanley.	- 4. -
13. 4. 50.	Rebble Is., Saunders Is., Caracoo Is., West Point, Hill Cove, Chartres, Port Bay, Port Stephens, Reddell Is., New Is., Dunrose Head, Chartres, Port Howard	153	Postmaster, Stanley	- 4. -
15. 4. 50.	Stanley to Speedwell	154	F.I.C. (Mr. Clarke)	- 4. -
15. 4. 50.	Bluff Cove, Pitagoy, Lively Is., Blocker Is., North Arm, Darwin, San Carlos	155	Postmaster, Stanley	- 4. -
16. 4. 50.	Stanley to Teal Inlet	156	Mrs. M. Clarke	- 4. -
16. 4. 50.	Teal Inlet to Stanley	157	Dr. Slessor & one child	- 8. -
17. 4. 50.	Stanley to Chartres	158	Mr. E. Johnson	- 4. -
17. 4. 50.	Chartres to Speedwell & return to Stanley	159	Mr. D. Clarke (F.I.C.)	- 4. -
18. 4. 50.	Stanley to Port San Carlos	160	Mr. Metcalf	- 4. -
18. 4. 50.	Port San Carlos to Stanley	161	Mr. Stewart	- 4. -
18. 4. 50.	Stanley to Port San Carlos	162	Mr. Metcalf	- 4. -
18. 4. 50.	Port San Carlos to Stanley	163	Mrs. Hardy	- 4. -
19. 4. 50.	Stanley to Port Howard & return	164	Agricultural Dept. (Trout)	- 4. -
21. 4. 50.	Stanley to Salvador	165	Mrs. F. White	- 4. -
21. 4. 50.	Salvador to Stanley via Douglas	166	Mr. R. Pitaluga	- 4. -
21. 4. 50.	Douglas to Stanley	167	Mrs. Clarke	- 4. -
24. 4. 50.	Stanley to P.S. Carlos & return Salvador	168	Mr. Barrett	- 4. -
24. 4. 50.	Salvador to Stanley	169	Mrs. White	- 4. -
26. 4. 50.	Stanley to Salvador	170	Miss Ferguson	- 4. -

DATE	TRIP	FLIGHT NO.	PASSENGER	INSURANCE
26. 4. 50.	Salvador to Stanley	171	Mrs. H. Turner	2- 4. - ✓
27. 4. 50.	Stanley to Port San Carlos	172	Mr. Hirtle & Mr. Neilson	- 8. - ✓
28. 4. 50.	Port San Carlos to Stanley	173	Mr. Metcalfe	- 4. - ✓
8. 5. 50.	Stanley to Port San Carlos	174	Mr. Metcalfe & Lt. Slaughter, R.N.	- 8. - ✓ only
8. 5. 50.	Port San Carlos to Stanley	175	Mr. Brown	- 4. - ✓
9. 5. 50.	Stanley to Teal Inlet	176	Mrs. McCullum	- 4. - ✓
9. 5. 50.	Stanley to T. Inlet to P. San Carlos	177	Mr. H. Duncan	- 4. - ✓
9. 5. 50.	Port San Carlos to Stanley	178	Mr. Cameron, Executive Council	- 4. - ✓
10. 5. 50.	Stanley to Chartres	179	Mr. R. Adie	- 4. - ✓
10. 5. 50.	Chartres to Stanley	180	Mr. Poole & Mrs. Goodwin	- 8. - ✓
11. 5. 50.	Stanley to North Arm	181	Mrs. Andreason	- 4. - ✓ only
11. 5. 50.	North Arm to Stanley	182	Mr. R. Morrison & Mr. S. Summers	- 8. - ✓ only
11. 5. 50.	Stanley to Port San Carlos	183	Mr. H.E. Cameron	- 4. - ✓ only
11. 5. 50.	San Carlos to Stanley	184	Mr. N. Summers & Mr. T. Short	- 8. - ✓ only
13. 5. 50.	Stanley to Carcass Is. & return	185	Mr. J. Hansen	- 4. - ✓
19. 5. 50.	Stanley to Lively Island	186	Mrs. Morrison	- 4. - ✓
19. 5. 50.	Stanley to T. Inlet & return	187	Mr. D. Barton (8 passengers)	1. 12. - ✓
19. 5. 50.	Stanley to Douglas Station & return	188	Mr. M. Lewis (3 passengers)	1. 12. - ✓
19. 5. 50.	Stanley to Salvador & return	189	Mr. A. Pitaluga (8 passengers)	1. 12. - ✓
20. 5. 50.	Stanley to Ajax Bay	190	Mr. G. Brown	- 4. - ✓
20. 5. 50.	Port San Carlos to Stanley	191	Mr. Keenleyside	- 4. - ✓
20. 5. 50.	Port San Carlos to Stanley	192	Miss Buse	- 4. - ✓
23. 5. 50.	Stanley to North Arm	193	Mr. J. Barnes	- 4. - ✓
23. 5. 50.	Stanley to Speedwell	194	Mr. A.L. Smith	- 4. - ✓
25. 5. 50.	Stanley to Fox Bay	195	Mrs. Raymer	- 4. - ✓
25. 5. 50.	Ajax Bay to Fox Bay & return Ajax Bay	196	H.E. Sir Miles Clifford	- 4. - ✓
26. 5. 50.	Ajax Bay to Stanley	197	Mr. C. Harrison	- 4. - ✓
27. 5. 50.	Stanley to Teal Inlet & return	198	Mr. D. Barton (8 passengers)	1. 12. - ✓
23. 5. 50.	Stanley to Goose Green	199	Mr. G. McLeod	- 4. - ✓
23. 5. 50.	Stanley to Goose Green	199	Mr. Jaffray	- 4. - ✓
23. 5. 50.	Stanley to Goose Green	199	Mr. Hollen	- 4. - ✓
23. 5. 50.	Goose Green to Stanley	199	Mr. V. Johnson	- 4. - ✓
23. 5. 50.	Goose Green to Stanley	199	Mrs. V. Johnson	- 4. - ✓
23. 5. 50.	Goose Green to Stanley	199	Miss H. Biggs	- 4. - ✓
23. 5. 50.	Goose Green to Stanley	199	Mr. A. Berrido	- 4. - ✓
23. 5. 50.	Goose Green to Stanley	199	Mr. C. Ingram	- 4. - ✓
23. 5. 50.	Goose Green to Stanley	199	Mr. M. Harmon	- 4. - ✓

23. 5. 50.	Goose Green to Stanley	199	Mr. I. Morrison	2.	4.	-
23. 5. 50.	Goose Green to Stanley	199	Mr. J. Watt	-	4.	-
26. 5. 50.	Stanley to North Arm	200	Mr. R. Morrison	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mr. J. Short	-	4.	-
26. 5. 50.	North Arm to Stanley	200	Mr. D. Short	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mr. H. Clifton	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mrs. H. Clifton	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mr. J. Clifton	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mr. J. Barnes	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mr. J. Swain	-	4.	-
26. 5. 50.	North Arm to Stanley	201	Mr. H. Womack	-	4.	-
31. 5. 50.	West Camp mail trip. Pebble Is., Saunders Is., Carcass Is., West Point Is., Bay Cove, Hill Cove, Chartres, Fox Bay, F. Stephens, Weddell Is., New Is., Danmore Head, Port Howard	202	Postmaster, Stanley	-	4.	-
31. 5. 50.	Stanley to Salvador	203	Mr. M. Yates	-	4.	-
31. 5. 50.	Stanley to Salvador & return	204	Dr. Glessor	-	4.	-
31. 5. 50.	Salvador to Stanley	205	Mr. C. Fleuret	-	4.	-
31. 5. 50.	Stanley to Bluff Cove	206	Miss G. Fleuret	-	4.	-
31. 5. 50.	Stanley to Bluff Cove & return	207	Mr. Cronin	-	4.	-
1. 6. 50.	Stanley to Saunders Is.	208	Mrs. D. Harvey	-	4.	-
1. 6. 50.	Pebble Is. to Ajax Bay	209	Mr. T. Llamasa	-	4.	-
1. 6. 50.	Ajax Bay to Stanley	210	Mr. A. Etheridge	-	4.	-
2. 6. 50.	Stanley to Chartres	211	Mr. & Mrs. P. Anderson Mr. T. Anderson & Mr. F. Coleman	-	16.	-
2. 6. 50.	Darwin to Ajax Bay	211	Mr. S. Johnson	-	4.	-
5. 6. 50.	Chartres to Stanley	211	Mr. R. Hansen	-	4.	-
5. 6. 50.	Hill Cove to Ajax Bay	211	Mr. A. Patience, Mr. J. Wells	-	8.	-
6. 6. 50.	Ajax Bay to Stanley	211	Mr. D. Bell, Mr. H. Middleton, Mr. F. Buse & D. Day	-	16.	-
6. 6. 50.	San Carlos to Stanley	211	Mrs. Rowlands	-	4.	-
6. 6. 50.	Stanley to Douglas	212	Miss E. McMullen	-	4.	-
6. 6. 50.	Stanley to Douglas	212	Mr. G. Jennings	-	4.	-
6. 6. 50.	Stanley to Douglas	212	Mr. D. McGill	-	4.	-

DATE	TRIP	FLIGHT No.	PASSENGER	INSURANCE		
6. 6. 50.	Stanley to Teal Inlet	212	Mr. J. Butler	2.	4.	✓
6. 6. 50.	Stanley to Teal Inlet	212	Mr. H. Johnson	—	4.	✓
6. 6. 50.	Stanley to Teal Inlet	212	Mr. N. Summers	—	4.	✓
6. 6. 50.	Douglas to Stanley	212	Mr. E. McDermid	—	4.	✓
7. 6. 50.	Stanley to Salvador & return	213	Mr. A. Pitaluga (9 passengers)	1.	16.	✓
8. 6. 50.	Fox Bay to Stanley	214	H.E. the Governor	—	4.	✓
8. 6. 50.	Stanley to Port San Carlos	215	Miss Buse, Mr. Keenleyside, J. McCullum	—	12.	✓
8. 6. 50.	Stanley to Ajax Bay	215	Messrs. C. Harrison, H. Betteloff, J. Swain, J. Jefferies, D. Biggs	4.	—	✓
10. 6. 50.	Stanley to North Arm	216	Mr. Summers	—	4.	✓
10. 6. 50.	North Arm to Stanley	216	Mrs. Morrison	—	4.	✓
10. 6. 50.	North Arm to Stanley	216	Mrs. Burns	—	4.	✓
10. 6. 50.	Stanley to Hill Cove	217	Mr. Jenkins	—	4.	✓
10. 6. 50.	Stanley to Pebble Is. & return	217	Mr. Betts (3 passengers)	1.	12.	✓
11. 6. 50.	Stanley to Seal Cove & return	218	Dr. Gilmore	—	4.	✓
14. 6. 50.	Stanley to Rincon Grande	219	Mrs. Pitaluga & Miss Pitaluga	—	8.	✓
14. 6. 50.	Stanley to Salvador	219	Miss C. Pitaluga	—	4.	✓
14. 6. 50.	Salvador to Stanley	219	Mr. J. May	—	4.	✓
14. 6. 50.	Stanley to Ajax Bay	219	Messrs. Smith, Deakin, & Buse	—	12.	✓
14. 6. 50.	Ajax Bay to Stanley	219	Messrs. Duncan, Daniels & Bonner	—	12.	✓
14. 6. 50.	San Carlos to Stanley	219	Mrs. R.F. Short & son	—	8.	✓
14. 6. 50.	Bluff Cove to Stanley	219	Miss G. Fleuret	—	4.	✓
14. 6. 50.	Walker Creek to Stanley	220	Mr. Whitney	—	4.	✓
19. 6. 50.	Bluff Cove to Stanley	221	Mr. & Mrs. Selway	—	8.	✓
20. 6. 50.	Stanley to Rincon Grande	222	Mrs. Pitaluga (snr.)	—	4.	✓
20. 6. 50.	Stanley to Salvador	222	Mr. J. May	—	4.	✓
20. 6. 50.	Stanley to Teal Inlet	222	Mrs. Pedersen	—	4.	✓
20. 6. 50.	Stanley to Douglas Station	222	Mr. Britten	—	4.	✓
20. 6. 50.	San Carlos to Stanley	222	Mr. Rowlands	—	4.	✓
20. 6. 50.	Stanley to Ajax Bay	222	Mr. R. Hills	—	4.	✓
20. 6. 50.	Ajax Bay to Stanley	222	Messrs. Deacon, Buse, Sarney & Aldridge	—	16.	✓
20. 6. 50.	Goose Green to Stanley	222	Miss E. Betts	—	4.	✓
21. 6. 50.	Stanley to Fox Bay	223	Mr. A.G. Barton	—	4.	✓

- 5 -

DATE	TRIP	FLIGHT No.	INSURANCE
21. 6. 50.	Stanley to Goose Green	223	Mr. & Miss G.
21. 6. 50.	Stanley to North Arm	223	Miss J. Short, Mr. J. Short,
			Mr. D. Short
21. 6. 50.	North Arm to Ajax Bay	223	Mr. T. Short. Mr. D. Larsen
21. 6. 50.	Port Stephens to Ajax Bay	223	Mr. S. Bernsten
21. 6. 50.	Port Stephens to Stanley	223	Mrs. G. Short
21. 6. 50.	Stanley to Fox Bay	223	Mr. Oliver
21. 6. 50.	Fox Bay to Stanley	223	Mr. Jenkins
21. 6. 50.	Fox Bay to Ajax Bay	223	Mr. E. Peck
21. 6. 50.	Ajax Bay to Stanley	223	Mr. C. Wood
21. 6. 50.	Ajax Bay to Stanley	223	Mr. R. Hills
24. 6. 50.	Stanley to Goose Green & return	224	Mr. B. Smith (8 Passengers)
24. 6. 50.	Teal Inlet to Stanley	225	Mr. A.G. Barton
28. 6. 50.	Stanley to Goose Green & return	226	Dr. Gilmore
29. 6. 50.	Stanley to Fitzroy	227	Mr. & Mrs. Clements & 2 children
29. 6. 50.	Fitzroy to Stanley	227	Mrs. Perry
30. 6. 50.	Stanley to Ajax Bay	228	Messrs. Duncan, Day, Buse, Daniels & Aldridge
30. 6. 50.	Port Louis to Stanley	228	Messrs. H. Biggs & R. Buse
30. 6. 50.	Ajax Bay to Goose Green	228	Mr. Johnson
30. 6. 50.	Stanley to Port San Carlos	228	Mrs. Short & son
30. 6. 50.	Goose Green to Stanley	228	Mr. & Mrs. W. Murock

47. 4. -

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				21.8.50.

To CROWN, LONDON A/C FIDS

FIDS 73/169 YOUR LETTER 06/271/19 DATED 25th JULY GOVERNOR HAS
INSTRUCTED THAT TOTAL LOSS COVER BE CANCELLED AND REBATE OBTAINED
STOP WHAT IS THE APPROXIMATE CURRENT SECONDHAND VALUE OF MACHINES

ENGLAND

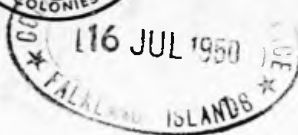
Reopen at FIDS 73/172.
3 C/FIDS

Time

22 AUG 1950

MLO

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

LONDON, S.W.1.

S6/2741

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."

TELEPHONE: ABBEY 7730.

20 JUN 1950

Sir,

Passenger Flight Insurance.

35/1178
301
We have the honour to refer to your telegram of the 4th April, 1950, in connection with the above matter and to state that most of the Administrations who have so far replied to our circular letter of the 10th February 1950 have no objection to the cancellation of our contract with the Alliance Assurance Company, but in view of the circumstances you mention we have arranged to continue the scheme for the benefit of your Administration until you are in a position to dispense with it. We shall be glad if you will keep the matter under review and let us know as soon as you are satisfied that the necessary facilities are available locally.

Meanwhile, as there is no difficulty at all in obtaining suitable cover on favourable terms in this country we propose to inform any members of your Administration who may apply to this office for insurance after the 31st July next that they should make their own arrangements. We should be obliged if you would make this known to all concerned.

We have the honour to be,

Sir,

Your obedient servants,

for the Crown Agents.

The Colonial Secretary,

FALKLAND ISLANDS.

48

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				26. 7. 50.

To

CROWN LONDON

(H.O. ACCOUNT)

12/1178

My telegram 9th January air Insurance stop Government Air Service now also operating with Kuster float plane and Norseman float plane stop Both single engined stop Grateful confirm that insurance facilities may cover passengers flying in these planes stop Kuster takes two passengers and Norseman eight.

Replies 10/8 COLONIAL SECRETARY.

Time

LJH.

B.V. 10/8/50.

1178.

DECODE.

No. 38.

TELEGRAM.

From The Crown Agents for the Colonies.

The Colonial Secretary.

Despatched : August 3rd 19 50 Time : 13.25.

Received : August 4th 19 50 Time : 09.30.

5248
2/11/50
29/11
Your telegram 26th July. Air Insurance. Underwriters confirm declaration for passengers both float planes will be accepted subject maximum of £3,000 per person S.E.O.P. Rate of premium 5s/- per mile per day. Presume cover required is £1,000 per person which will be automatic in accordance our telegram 2nd February.

29/11
Reference paragraph 2 our letter 25th January Underwriters considering withdrawal of cover as at 30th September unless required information re landing stuffs received meantime please expedite. In absence of declarations since cover arranged Underwriters also wish to know whether Auster aircraft actually being used for carriage of passengers and if so to receive as early as possible declarations of flights made in accordance with final paragraph of our letter 25th January.

CROWN.

P/L.
LJH

Reply at 5450

GOVERNMENT TELEGRAPH SERVICE.

54

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

9 8 50

To

CROWN LONDON

53 49 Your telegram 3rd August Air Insurance stop Grateful explain why premium advanced to five shillings instead of four shillings and meaning of STOP stop para 2 Cover required is normally one thousand pounds per person which is automatic but a few people like to cover up to five thousand pound stop para 3 Majority of flying now done with float planes and land plane seldom used stop When it is used only places previously earmarked as suitable for landing strips are utilised stop ~~xxxxx~~ para 4 Two letters posted to you dated 1st and 15th July with copies of flight register asking you to pay Insurance Company ten pounds eight shillings and forty seven pounds four shillings in respect of premium.

Time

Reply at 53 51

COLONIAL SECRETARY.

LJH.

414 45 in 1178
BLV 31/1/50

SS
51

DECODE.

No. 11.

TELEGRAM.

From The Crown Agents for the Colonies.

The Colonial Secretary.

Despatched : August 21st 19 50 *Time :* 16.05.

Received : August 22nd 19 50 *Time :* 09.30.

50 59 Your telegram 9th August. Air Insurance premium advanced for float planes owing extra risk compared land planes. SEOP should read stop. Underwriters prepared agree cover up to £5,000 per passenger if required provided maximum liability any one aircraft does not exceed £25000 they have now confirmed provisional automatic cover following advice about landing strips. Letter of 1st July with declarations must received.

CROWN.

P/L.
LJH

Ref: 1178

42

Falkland Islands Government Air Service,
Port Stanley,
Falkland Islands.
28.8.50

Passenger Flight Insurance

Gentlemen,

I am directed to refer to your letter dated 20th June, 1950, reference S6/2741, and to inform you that considerable difficulty is being experienced in arranging locally for passenger flight insurance. No insurance company maintains an office in this small Colony, but Messrs. the Falkland Island Company are agents for the Royal Insurance Company. The Falkland Island Company at our request have consulted the Royal Insurance Company, who are not, I understand, at all keen on taking up the business, and have indicated that if they did so the premium would probably be 7/6d per person per day, as compared with the 4/- or 5/- per person per day at present paid under the contract which you have with the Alliance Assurance Company. 47

I am therefore to request that you will approach the Alliance Assurance Company, or any other reputable Company, with a view to finding out whether, on the termination of your contract with them, they would be prepared to enter into an agreement with this Government on similar lines, and, if so, at what rates.

With reference to your telegrams dated 3rd August and 21st August, I am to observe that in fact there appears to be no additional risks involved in operating float 'planes here as opposed to land 'planes. The geography of the Colony is such that flights over the land are of short duration, and at nearly any time during a flight it would be possible to reach a suitable strip of sheltered water. From personal experience I would say that it is safer to fly in a float 'plane than a land 'plane in this Colony, a view which the Government pilot endorses. 49 51

I am,
Sirs,
Your obedient servant,

Colonial Secretary.

Crown Agents for the Colonies,
4, Millbank,
London S.W.1.

ius

13
57
The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

ELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO

Stanley

1st September

19 50

The Honourable the Colonial Secretary,
STANLEY.

Sir,

The following extract from our Head Office letter is appended for your information.:-

INSURANCE OF PASSENGERS IN AIRCRAFT.

We have discussed this matter exhaustively with the Royal Insurance Co.. who have proposed the following rates, on the understanding that Insurance is compulsory for all passengers, fare paying or otherwise.

For: £1,000 in the event of death, loss of 2 limbs or both eyes.

£500 " " " " loss of one limb or one eye.

£6 per week for temporary total disablement. } x

30/- " " " " partial " }

x Maximum period 52 weeks, compensation being payable in a lump sum at the end of disablement.

Premiums per £1,000 insured.

Single flights of not more than 40 miles but including Stanley/Darwin

7/6

Single flights over 40 miles but excluding the following

10/6

Single flights, East to West Falklands or vice versa, East or West Falklands to an outlying island.

15/-

Single flights to an outlying island which involve crossing Falkland Sound.

16/-

These premiums would cover non fare paying passengers i.e. doctors, nurses, Government officials, sick cases etc. The policy would be written on a declaration form and we would require monthly flight declarations which we would return to the Royal with our quarterly statement. The flight declarations should record ticket numbers, names of passengers, places of despatch and destination of each flight. A special declaration covering non fare paying passengers may be required.

I am, Sir,

Your obedient servant,

A.G. Barton

Manager.

PUBLIC NOTICE

Insurance of Passengers travelling by air.

In accordance with advice received from the Crown Agents for the Colonies, the premium for air passenger insurance in respect of passengers travelling by float'plane (either Norseman or Auster) will be increased from four shillings to five shillings per thousand pound per passenger per day. This increase is effective from the date of the issue of this notice. The insurance premium in respect of passengers carried by the land Auster remains at four shillings per passenger per day.

COLONIAL SECRETARY.

6th September 1950

Miss Schwick.

158 for information - action accordingly.
Don't charge to day's passengers. but charge
as for to-morrow

6 SEP 1950

57

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

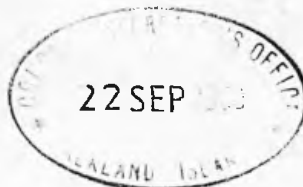


4, MILLBANK,

LONDON, S.W.1.

S6/271/19

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



28 AUG 1950

Sir,

Referring to our telegram dated 21st August, we have the honour to enclose herewith, for your information, a copy of a memorandum now issued by the Alliance Assurance Co. setting out the terms of insurance cover applicable to passengers travelling in aircraft owned and/or by your Government.

We enclose also a copy of Policy number 553/74310/50, covering passenger liability and third party risks in respect of Auster aircraft VP - F.A.A. and VP - F.A.B. for a period of twelve months from 6th May, 1950.

We have the honour to be, Sir,
Your obedient servants,

[Handwritten signature]

for the CROWN AGENTS.

The Colonial Secretary,
FALKLAND ISLANDS.

PJE

FIGAS/9/58

Falkland Island Government Air Service,
Port Stanley,
Falkland Islands.

27.9.50

Sir,

I am directed to thank you for your letter of the 1st September regarding insurance of passengers by air. The rates quoted by the Royal Insurance Company are so much higher than those at present paid that, should the Crown Agents scheme cease, as they inform me that it may, it would clearly be impossible for the Government to insist on all passengers being insured, though it would presemably still be open to individual passengers to make their own arrangements for insurance, through your Company as agents for the Royal, if they so wished.

I am, Sir,
Your obedient servant,

Colonial Secretary.

To: The Manager,
Falkland Island Company Limited,
Port Stanley,
Falkland Islands.

ius

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



S6/ 274/1

4, MILLBANK,

LONDON, S.W.1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7200.



Sir,

Passenger Flight Insurance.

18 OCT 1950

We have the honour to refer to your letter No.1178 of the 28th August advising us of the difficulty that is being met with in arranging locally for passenger flight insurance and to state that as desired we have approached the Alliance Assurance through the medium of our Brokers Messrs. Morice, Tozer & Beck of 27, Clements Lane, London, E.C.4, and the following is an extract from their reply :-

"We would confirm that the Alliance Assurance Company are prepared to issue a policy to the Government of the Falkland Islands on similar terms and conditions to the contract which they have at present through you, with effect from a date to be agreed. No doubt the Government of the Falkland Islands would wish to arrange a contract through us so that we can negotiate on their behalf both as regards the arranging of the contract and any amendments as may be required later.

"As regards flights by float planes, we have now persuaded the Alliance Company to agree to apply the rate of 4/-d per mille to flights in float planes as well as flights in land planes. They suggest that the change in rating should take effect in the case of flights made after the 31st October, 1950. In view of the changes which are anticipated they do not propose to issue an amending endorsement unless it is particularly required. "

In the circumstances you will doubtless wish to communicate direct with Messrs. Morice, Tozer & Beck with regard to concluding a new contract and let us know in due course the date when it will come into operation.

It will be observed from the above extract that in the light of your comments on the use of float planes we have been successful in obtaining a reduction from 5/-d to 4/-d per mille for flights in such machines.

We have the honour to be,

Sir,

Your obedient Servants,

for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

60



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

4, MILLBANK,
LONDON, S.W.1.

S6/274/1

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



25 OCT 1950

Sir,

52

51

With further reference to your letter
No.1178 of the 28th August and in continuation
of our letter of the 18th October, we enclose
for your information a copy of a letter now
received from Messrs. Morice Tozer and Beck,
specifying a condition relating to chartered
flights which would form part of any new contract
that might be concluded between the Alliance
Assurance Company and your Administration.

17 NOV 1950

We have the honour to be, Sir,
Your obedient servants

for the Crown Agents

The Colonial Secretary,
FALKLAND ISLANDS.

CODES

ABC 5th BENTLEYS
& BENTLEYS SECOND

TELEGRAMS
INLAND TOZER CANNON LONDON
FOREIGN TOZER LONDON

TELEPHONE MANSION HOUSE 9132

MORICE TOZER & BECK LTD

INCORPORATING
MILSTED, COTTON & CO.

INSURANCE BROKERS.

AND AT LLOYDS.

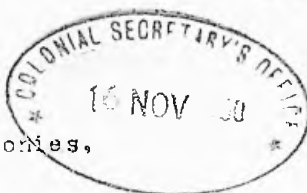
The Crown Agents for the Colonies,
4, Millbank,
LONDON, S.W.1.

27, Clements Lane,

Lombard Street,

London, E.C.4.

12th. October, 1950.



14 OCT 1950

Dear Sirs,

Your Ref: S6/274/1.
Passenger Flight Insurance.

We would refer to our letter of the 6th. October, and would advise you that the Alliance Company insist that any cover issued direct to the Government of the Falkland Islands should not include chartered flights direct to the Falkland Islands without their prior advice and agreement. Cover would of course apply to journeys by recognised air lines for that part of the journey where it is possible to go by recognised air line to the Falkland Islands, but we presume the last part of the journey, unless there is a special charter, would have to be made by sea.

We presume that the machines which are used for flights within the Falkland Islands are too small to go beyond the Islands and their vicinity and the Alliance Company do not accept insurance by all charter lines that might charter to a flight there, particularly some of the South American charter lines. They also have in mind the obvious restricted landing facilities in the Falkland Islands. From declarations we have received it would appear unlikely such flights would be undertaken, and no doubt in the exceptional case they would be able to advise us beforehand so that we could make the necessary arrangements.

Yours faithfully,
For MORICE TOZER & BECK LTD.

Q. Rank

Director.

62.

What is CAA's letter A

18th Oct, weekend - 1/50?

20/1/50

see 59

Y.E.

59-61 for information. This is satisfactory.

Prute. | The alternatives at 53 would have been prohibitive.
I am glad to see that they have reduced
the minimum for flat plane passengers
back to 4/- per person per day.

Excellent.

22/1/50

MC 23/Xi

ACS First thing is to prepare a notice referring to 56
and saying that minimum for flights in all planes
is now back to 4/- per person. W.C.F. date of issue
of notice. This Aiken to be so informed too.

23/1/50.

PUBLIC NOTICE

FALKLAND ISLANDS GOVERNMENT AIR SERVICE

Insurance of Passengers travelling by air.

54 With reference to the Public Notice dated the 6th of September, 1950, and in accordance with advice received from the Crown Agents for the Colonies, the premium for air passenger insurance in respect of passengers travelling by float 'plane (either Norseman or Auster) has been reduced from five shillings to four shillings per thousand pound per passenger per day.

This reduction is effective from the date of the issue of this notice.

COLONIAL SECRETARY.

Colonial Secretary's Office,
STANLEY.
23rd November, 1950.

64
A.C.S.

I should like someone to look through this file,
since it appears to me to be incomplete.

2. Where are the schedules of insurances issued to passengers
and when did we send the last one to the Crown Agents ?

I think it is time we sent another.


24.11.50.

Office
PPS
24/11
A.C.S. P/ see 1178 attached.
ma

1915/19.

65

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

24th November 1950.

The Honourable the Colonial Secretary,
STANLEY.

Sir,

We shall be glad if you will favour us with details of the cover provided by the Crown Agents' scheme for insurance of passengers by F.I.G.A.S.

I am, Sir,

Your obedient servant,

I have given Mr. Barton
a copy. N.f.a. on this.

A. G. Barton
MANAGER.

24/11/50.

A.

ACS

64 The last schedule for the quarter ended the 30th June was sent at page 115 in 1178 attached

2. Miss Arken to prepare the schedule for the third quarter, pl.

AKG
25.11.50.

ACS

Yes, please. - this file back to me.

27/11/50

Miss Arken
Apr 2

L. n. a. pl.

AKG
27/11/50

ACS

Schedule being prepared.

M. D. G.
2nd Dec. 1950.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

LONDON, S.W.1.

S6/271/19

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



15 NOV 1950

Sir,

Passenger Flight Insurance

We have the honour to refer to your letter No.1178 of the 15th July, 1950, enclosing copies of certified extracts from the flight register of the Government Air Service for the quarter ended 30th June 1950, and shall be glad if you will clarify as soon as possible the undermentioned points which have been raised by the Underwriters:-

1. It is not at all clear how one flight number can be applied not only to what appear to be entirely different journeys but in some cases to flights on two or three consecutive days (see Flight Nos 199, 201, 211/2, 215/7, 219, 222/3, 227/8)
2. It is observed that in some cases the name of one passenger is given against which has been inserted a note "(8 passengers)" and in one instance "(9 passengers)" - see Flight Nos 187/9, 198, 213, 217 and 224. Presumably, a record is kept of the names of the other 8 or 9 passengers concerned.
3. In other instances the schedule indicates that three, four or five persons have made the same journey in one flight (see Nos. 211 of 2.6.50 and 6.6.50 Nos. 215, 219, 222/223, 227/228)

Since the Norseman float plane with seating capacity for eight passengers did not come on risk until the 11th August, it is presumed that in all the above instances the additional passengers were carried by making a number of journeys. In this connection we would point out, that for the purpose of insurance, each journey is regarded as a separate flight. If, therefore, our presumption is correct it is essential that the names of the passengers on each flight should be furnished.

We shall be glad for your comments on the above and also to receive your confirmation that all flights detailed in the extract were made in an Auster land plane.

We would add that when rendering further certified extracts of the flight register, particularly as regards flights on and after the 11th August 1950, it would be appreciated if you could indicate against each flight the type of aircraft used by inserting against each entry the letters "AL" for Auster land plane, "AF" for Auster float plane and "NF" for Norseman float plane, as may be applicable.

We have the honour to be, Sir,
Your obedient servants

for the Crown Agents

The Colonial Secretary,
Falkland Islands.

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ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENT FOR THE COLONIES
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

WILLIAM

LONDON, S.W.1

25 NOV

25 NOV 1950

ACS
We shall have to get hold of the flight
register first. Pl obtain a travel.

Passenger Flight Insurance

I have the honour to refer to your letter
No. 1118 of the 15th July 1950, enclosing copies of certified
extracts from the flight register of the Government of
Service for the quarter ended 30th June 1950, and shall
be glad if you will clarify as soon as possible the
unmentioned points which have been raised by the
Undersecretary:-

1. It is not at all clear how one flight number can
be applied not only to what appears to be entirely different
journeys but in some cases to flights on two or three
consecutive days (see flight nos 192, 201, 211, 215, 219,
223, 228, 237, 241)
2. It is observed that in some cases the name of one
passenger is given against which has been inserted a note
"(8 passengers)" and in one instance "(9 passengers)" -
see flight nos 187, 198, 215, 217 and 224. Presumably,
a record is kept of the names of the other 8 or 9
passengers concerned.
3. In other instances the schedule indicates that
three, four or five persons have made the same journey
in one flight (see Nos. 11 of 8.6.50 and 8.6.50 nos. 219,
229, 232, 237, 241)
- Since the Foreman flight plane with seating capacity
for eight passengers did not come on risk until the 15th
August, it is presumed that in all the above instances the
additional passengers were carried by making a number of
journeys. In this connection we would point out, that for the
purpose of insurance, each journey is regarded as a separate
flight. It, therefore, our presumption is correct it is
essential that the names of the passengers on each flight
should be furnished.
- It shall be glad for your comments on the above and
also to receive your confirmation that all flights detailed
in the extract were made in an Aviator land plane.
We would add that when rendering further certified
extracts of the flight register, particularly as regards
flights on and after the 15th August 1950, it would be
expedient if you could indicate against each flight the type
of aircraft used by inserting against each entry the letters
"A" for Aviator land plane, "F" for Foreman float plane and
"F" for Foreman float plane, as may be applicable.

Yours obedient servants

for the Crown Agents

The Colonial Secretary,
Helmstedt Island.

M.C.S.

Slight register attached, pl.

diff
LACS
6/12/50

DATE	TRIP	FLIGHT NO	PASSENGER	INSURANCE
3. 7. 50	Stanley to Rincon Grande & return	229	Dr. Slessor	2-. 4. -- "NF"
4. 7. 50	Stanley to Port San Carlos	230	Mr. J. Curran	2-. 4. -- "NF"
4. 7. 50	Stanley to Ajax Bay	230	Messrs. Sarney & Ward	2-. 8. -- "NF"
4. 7. 50	Stanley to San Carlos	230	Mr. Rowlands	2-. 4. -- "NF"
4. 7. 50	Ajax Bay to Stanley	230	Mr. Metcalfe	2-. 4. -- "NF"
4. 7. 50	Stanley to Chartres	230	Mr. Hansen	2-. 4. -- "NF"
4. 7. 50	Stanley to Boy Cove	230	Mr. Bernsten	2-. 4. -- "NF"
4. 7. 50	Carcass to Stanley	230	Mr. C. Betts	2-. 4. -- "NF"
4. 7. 50	Port Howard to Stanley	230	Mr. & Mrs. Pole-Evans, R. Walmaly, T. Johnson, A. C. Jones, F. Coutts, C. Buse.	21. 8. -- "NF"
6. 7. 50	Stanley to Goose Green	231	Mr. Smith & 7 passengers	21. 12. -- "NF"
6. 7. 50	Goose Green to Stanley	231	Mr. D. Watson	2-. 4. -- "NF"
6. 7. 50	Port San Carlos to Stanley	231	Mr. & Mrs. G. H. Cameron, Mr. R. Short, Mr. A. Alazia, Mr. Mrs. McKay	21. 4. -- "NF"
7. 7. 50	Stanley to Saunders via Pebble & return	232	Mr. Betts & 5 passengers	21. 16. -- "NF"
8. 7. 50	Carcass to Stanley	233	Master Betts	2-. 4. -- "NF"
8. 7. 50	Carcass to Stanley	233	Mr. C. Betts	2-. 4. -- "NF"
10. 7. 50	Stanley via North Arm to Goose Green	234	Dr. Slessor	2-. 4. -- "NF"
10. 7. 50	Goose Green to Stanley	234	Mrs. C. Finlayson	2-. 4. -- "NF"
12. 7. 50	Stanley to Bleaker Island	235	Mrs. Felton	2-. 4. -- "NF"
12. 7. 50	Stanley to North Arm	235	Mrs. Morrison	2-. 4. -- "NF"
12. 7. 50	Goose Green to Stanley	235	Mr. Cartmell	2-. 4. -- "NF"
12. 7. 50	Goose Green to Stanley	235	Dr. Slessor	2-. 4. -- "NF"
13. 7. 50	Stanley to Fitzroy	236	Mr. & Mrs. J. Clements & 2 children	2-. 16. -- "NF"
13. 7. 50	Stanley to Fitzroy	236	Mrs. Perry	2-. 4. -- "NF"
13. 7. 50	Stanley to Port San Carlos	237	Mr. & Mrs. Cameron, Mr. & Mrs. McKay, Mr. Short	21. -. -- "NF"
13. 7. 50	Stanley to Ajax Bay & return	237	Mr. Metcalfe	2-. 4. -- "NF"
13. 7. 50	Ajax Bay to Stanley	237	Mr. Delaney	2-. 4. -- "NF"
13. 7. 50	Ajax Bay to Stanley	237	Mr. Bekaler	2-. 4. -- "NF"
13. 7. 50	Teal Inlet to Stanley	237	Mr. J. E. Barton	2-. 4. -- "NF"
13. 7. 50	Teal Inlet to Stanley	237	Miss. McCullum, Mr. McCullum	2-. 8. -- "NF"
15. 7. 50	Stanley to Albemarle & return	238	H. E. The Governor	2-. 4. -- "NF"
15. 7. 50	Stanley to Albemarle	238	Mr. Dickson	2-. 4. -- "NF"
17. 7. 50	Stanley to Ajax Bay	239	Messrs. Albone, Bing & Murry	2-. 12. -- "NF"
17. 7. 50	Stanley to Port San Carlos	239	Mr. A. Alazia	2-. 4. -- "NF"
17. 7. 50	Salvador to Stanley	239	Mrs. Turner	2-. 4. -- "NF"
17. 7. 50	Stanley to Port Louis	239	Mr. Buse	2-. 4. -- "NF"

SHEET TWO

<u>DATE</u>			<u>TRIP</u>	<u>FLIGHT NO</u>	<u>PASSENGER</u>	<u>INSURANCE</u>		
17.	7.	50	Stanley to Port Louis	239	Mr. Macallum	£-	4.	--NF
24.	7.	50	Stanley to Teal Inlet	241	Mr. J.D.Barton	£-	4.	--NF
24.	7.	50	Stanley to Teal Inlet	241	Miss McCallum	£-	4.	--NF
24.	7.	50	Rincon Grande to Stanley	241	Miss D.Pitaluga	£-	4.	--NF
24.	7.	50	Douglas Station to Stanley	241	Mrs. Murphy	£-	4.	--NF
24.	7.	50	Stanley to Ajax Bay & return	241	Dr. Slessor	£-	4.	--NF
24.	7.	50	Stanley to Ajax Bay	241	Mr. Metcalf	£-	4.	--NF
24.	7.	50	Stanley to XHXXXXX Goose Green	241	Mrs. Finlayson	£-	4.	--NF
24.	7.	50	Stanley to Goose Green	241	Mr. Cartmell	£-	4.	--NF
26.	7.	50	Stanley to Seal Cove	242	Mr. Whitney	£-	4.	--NF
26.	7.	50	Stanley to Seal Cove	242	Master Whitney	£-	4.	--NF
28.	7.	50	Stanley to Albemarle	243	Mr. Roberts	£-	4.	--NF
29.	7.	50	Stanley to Port Howard & return	245	Mr. Pole-Evans & 7 passengers	£1.	4.	--NF
29.	7.	50	Port San Carlos to Stanley	245	Mrs. S.Goss	£-	4.	--NF
2.	8.	50	Stanley to Salvador	246	Mr. Paulini	£-	4.	--NF
2.	8.	50	Salvador to Stanley	246	Mr. A.Pitaluga	£-	4.	--NF
2.	8.	50	Teal Inlet to Stanley	246	Mr. J.D.Barton	£-	4.	--NF
2.	8.	50	Teal Inlet to Stanley	246	Mr. A.J.Bernsten	£-	4.	--NF
2.	8.	50	Stanley to Douglas Station	246	Mrs. M.Lewis	£-	4.	--NF
2.	8.	50	Stanley to Douglas Station	246	Mrs. Murphy	£-	4.	--NF
2.	8.	50	Douglas Station to Stanley	246	Mr. A.J.Barnes	£-	4.	--NF
2.	8.	50	Port San Carlos to Stanley	246	Mr. N.K.Cameron	£-	4.	--NF
2.	8.	50	Port San Carlos to Stanley	246	Mr. A.Alazia	£-	4.	--NF
2.	8.	50	Ajax Bay to Stanley	246	Messrs. B.Biggs & A.Smith	£-	8.	--NF
2.	8.	50	San Carlos to Stanley	246	Mr. S.Goss	£-	4.	--NF
4.	8.	50	S.O.A. Charter to Speedwell Island, 247		Mr.Mrs.Lee & 4 children, Mr.Mrs.	£3.	4.	--NF
			Port Stephens, Fox Bay, Hill Cove		Beaty, F.McKay, W.Hardy, W.A.Clements			
			& return to Stanley		J.Berntsen, Mr.Mrs.Blake, Mr.S.Miller			
					& F.Whitney			
5.	8.	50	Stanley to Hill Cove	248	Mrs. Ross	£-	4.	--NF
5.	8.	50	Pebble Island to Stanley	248	Mrs. W.Betts	£-	4.	--NF
5.	8.	50	Pebble Island to Stanley	248	Mrs. C.Evans	£-	4.	--NF
5.	8.	50	West Point Island to Stanley	248	Mrs. Napier & Mr. R.Napier	£-	8.	--NF
5.	8.	50	West Point Island to Stanley	248	Mr. J.Smith	£-	4.	--NF
8.	8.	50	Stanley to Goose Green	249	Mrs.N.Bernsten & Miss L.Bernsten	£-	8.	--NF
8.	8.	50	Stanley to Goose Green	249	Mr. D.Cronin	£-	4.	--NF
8.	8.	50	Stanley to Goose Green	249	Mrs. F.Betts & 2 children	£-	12.	--NF
8.	8.	50	Stanley to Goose Green	249	Mr. K.Middleton	£-	4.	--NF

SHEET THREE

<u>DATE</u>			<u>TRIP</u>	<u>FLIGHT NO</u>	<u>INSURANCE</u>
8.	8.	50	Stanley to Goose Green	249	Mr. A. MacKenzie 8- 4. -- NF
8.	8.	50	Stanley to Goose Green	249	Mr. J. McPherson 8- 4. -- NF
9.	8.	50	New Island to Stanley	250	Colonial Dentist 8- 4. -- AL
10.	8.	50	Stanley to Johnson Harbour	251	Mr. Mrs. J.D. Smith & 2 children 8- 4. -- NF
					& Mr. W. Smith
10.	8.	50	Stanley to Douglas Station	251	Mrs. Butler 8- 4. -- NF
10.	8.	50	Port San Carlos to Stanley	251	Mr. Mrs. W. Morrison 8- 8. -- NF
10.	8.	50	Stanley to San Carlos	251	Mr. C. Alazia 8- 4. -- NF
10.	8.	50	Ajax Bay to Stanley	251	Messrs. Barret & Patience 8- 8. -- NF
10.	8.	50	Fox Bay to Stanley	251	Dr. Potowski 8- 4. -- NF
10.	8.	50	Fox Bay to Stanley	251	Mrs. J.H. Clements 8- 4. -- NF
11.	8.	50	Stanley to Bluff Cove	252	Mr. I. Summers 8- 4. -- NF
11.	8.	50	Stanley to Lively Island	252	Messrs. W. Jaffery & E. McLeod 8- 8. -- NF
11.	8.	50	Stanley to North Arm	252	Mr. Mrs. W. Burns 8- 8. -- NF
11.	8.	50	Stanley to North Arm	252	Mr. S. Morrison 8- 4. -- NF
11.	8.	50	Stanley to North Arm	252	Mrs. W. Jaffery 8- 4. -- NF
11.	8.	50	North Arm to Stanley	252	Mrs. H. Larsen & Miss Larsen 8- 8. -- NF
11.	8.	50	Stanley to Goose Green	252	Mr. R. Clausen 8- 4. -- NF
11.	8.	50	Stanley to Fitzroy & return	252	Dr. Slessor 8- 4. -- NF
13.	8.	50	Stanley to Walker Creek, Goose Green & return	253	Dr. Slessor 8- 4. -- NF
14.	8.	50	S.O.A. Charter Stanley to Hill Cove, Port Stephens, Fox Bay, Port Howard & Stanley	254	Mr. Mrs. Blake, Mr. Miller, R.F. Whitney, Mr. Mrs. Beatty, Mrs. Clements & Mr. J. Berntsen 8- 12. -- NF
14.	8.	50	Stanley to Fox Bay	254	Dr. Potowski 8- 4. -- NF
14.	8.	50	Port Howard to Stanley	254	Mr. W.J. Barnes 8- 4. -- NF
14.	8.	50	Port Howard to Stanley	254	Mr. D. Challiner 8- 4. -- NF
19.	8.	50	Stanley to Seal Inlet	255	Mr. J.D. Barton 8- 4. -- NF
19.	8.	50	Stanley to Seal Inlet	255	Mr. F. Berntsen 8- 4. -- NF
19.	8.	50	Stanley to Salvador	255	Mr. A. Pitaluga 8- 4. -- NF
19.	8.	50	Stanley to Port San Carlos	255	Mr. W.K. Cameron & Mr. A. Alazia 8- 8. -- NF
19.	8.	50	Ajax Bay to Stanley	255	Mr. Bing & Mr. J. Wells 8- 8. -- NF
19.	8.	50	Stanley to North Arm	255	Mr. Vinsen 8- 4. -- NF
19.	8.	50	Stanley to San Carlos, Walker Creek & North Arm & return	255	Dr. Slessor 8- 4. -- NF
22.	8.	50	Stanley to Seal Inlet	256	Mr. A.G. Barton 8- 8. -- AF
23.	8.	50	Stanley to Port Howard	257	Mr. Mrs. D. Pole-Evans 8- 10. -- AF
24.	8.	50	Chartres to Stanley	258	Mr. Mrs. P. Anderson 8- 10. -- AF
24.	8.	50	Bluff Cove to Stanley	258	Miss J. Cantlie & Miss L. Cantlie 8- 10. -- AF

SHEET FOUR

<u>DATE</u>			<u>TRIP</u>	<u>FLIGHT NO</u>	<u>PASSENGER</u>	<u>INSURANCE</u>		
30.	8.	50	Port San Carlos to Stanley	259	Mr. J.C. Barton	8--	5.	-- HP
4.	9.	50	Stanley to Ajax Bay	260	Members. Forrest, Wells, King, Maydon & Williard	21.	5.	-- NF
4.	9.	50	Ajax Bay to Stanley	260	Mr. Metcalf & Mr. Duncan	8--	2.	-- NF
4.	9.	50	Ajax Bay to Stanley	260	Mr. Peck	8--	4.	-- NF
4.	9.	50	San Carlos to Stanley	260	Miss I. Alazia	8--	4.	-- NF
4.	9.	50	San Carlos to Stanley	260	Mr. Rowlands	8--	4.	-- NF
4.	9.	50	Stanley to San Carlos & return	260	Dr. Blesser	8--	4.	-- NF
6.	9.	50	Stanley to Salvador	261	Mrs. Turner	8--	4.	-- NF
6.	9.	50	Stanley to Salvador	261	Miss W. Hansen	8--	4.	-- NF
6.	9.	50	Stanley to Pebble Island	261	Mrs. W. Betts & Mr. S. Betts	8--	8.	-- NF
6.	9.	50	Pebble Island to Stanley	261	Mr. C. Evans	8--	4.	-- NF
6.	9.	50	Saunders Island to Stanley	261	Mr. J.P. Oliver	8--	4.	-- NF
6.	9.	50	Stanley to West Point Island	261	Mrs. Napier & Mr. R. Napier	8--	8.	-- NF
12.	9.	50	Stanley to Dunson Harbour & return	262	Dr. Blesser & Mrs. Jaffery	8--	10.	-- NF
12.	9.	50	Port Howard to Stanley	262	Mr. Mrs. V. Peck	8--	10.	-- NF
13.	9.	50	Stanley to Mitsroy	263	Mr. M. Evans	8--	5.	-- NF
13.	9.	50	Stanley to Goose Green	263	Mr. J. Robertson	8--	5.	-- NF
13.	9.	50	Stanley to Goose Green	263	Mr. J. Curran	8--	5.	-- NF
13.	9.	50	Goose Green to Stanley	263	Master A. Jaffery	8--	5.	-- NF
13.	9.	50	Stanley to North Arm	263	Mr. R. Hirtle	8--	5.	-- NF
13.	9.	50	Stanley to North Arm	263	Mr. J. Barney	8--	5.	-- NF
13.	9.	50	Stanley to Lively Island	263	Mr. W. Bruce	8--	5.	-- NF
13.	9.	50	Stanley to Lively Island	263	Mr. D. MacKenzie	8--	5.	-- NF
13.	9.	50	Stanley to North Arm & return	263	Dr. Blesser	8--	5.	-- NF
18.	9.	50	Stanley to Pebble Island	264	Mr. Mrs. McGill & 2 children	21.	--	-- NF
21.	9.	50	Stanley to Goose Green & return	265	Dr. Blesser	8--	5.	-- NF
21.	9.	50	Stanley to Goose Green & return	265	Mr. P. McWhan	8--	5.	-- NF
21.	9.	50	Stanley to Chartres	265	Mrs. A. Price & child.	8--	10.	-- NF
21.	9.	50	Stanley to Port Stephens	265	Mr. Mrs. J. Blyth	8--	10.	-- NF
21.	9.	50	Goose Green to Stanley	265	Mr. A. Vaghi	8--	5.	-- NF
22.	9.	50	Stanley to North Arm	265	Mr. R. Vinson	8--	5.	-- NF
22.	9.	50	Stanley to North Arm	265	Mr. P. Base	8--	5.	-- NF
22.	9.	50	Stanley to North Arm	265	Dr. T. Gilmore	8--	5.	-- NF
22.	9.	50	Stanley to Fox Bay	266	Mr. J. Smith	8--	5.	-- NF
22.	9.	50	Fox Bay to Stanley	266	Mr. W.H. Clements	8--	5.	-- NF
22.	9.	50	Port Howard to Stanley	266	Mrs. Harrison & child	8--	10.	-- NF
22.	9.	50	Stanley to San Carlos	266	Miss I. Alazia	8--	5.	-- NF

SHEET FIVE

<u>DATE</u>			<u>TRIP</u>	<u>FLIGHT NO</u>	<u>PASSENGER</u>	<u>INSURANCE</u>
22.	9.	50	Stanley to San Carlos	266	Mr. Howlands	C-. 5. --NF
22.	9.	50	Stanley to San Carlos	266	Mr. Metcalf	C-. 5. --NF
22.	9.	50	Stanley to Port San Carlos	266	Mrs. S. Goss	C-. 5. --NF
25.	9.	50	Stanley to North Arm	268	Mr. W. McMan	C-. 4. --NF
25.	9.	50	North Arm to Stanley	268	Dr. Gilmore	C-. 4. --NF
29.	9.	50	Stanley to Fox Bay	269	Mr. A. W. Clements	C-. 5. --NF
29.	9.	50	Stanley to Port San Carlos	270	Dr. Slessor	C-. 5. --NF
29.	9.	50	Ajax Bay to Stanley	270	Mr. C. Harrison	C-. 5. --NF
30.	9.	50	Stanley to Port Howard	271	Mr. Mrs. V. Lock	C-. 10. --NF
30.	9.	50	Port Howard to Stanley	271	Mrs. V. Summers	C-. 5. --NF
2.	10.	50	Stanley to Douglas Junction	272	Bishop Evans	C-. 5. --NF
2.	10.	50	Port San Carlos to Stanley via Elephant Beach	272	Dr. Slessor	C-. 5. --NF
4.	10.	50	Stanley to Goose Green	273	Mr. A. G. Barton	C-. 5. --NF
4.	10.	50	Stanley to Goose Green	273	Mr. A. Vaghi	C-. 5. --NF
4.	10.	50	Stanley to Ajax Bay	273	C. Brown & J. Swain	C-. 10. --NF
4.	10.	50	Ajax Bay to Stanley	273	Patience, Kettleff, Short & Larsen	C-. 1. --NF
4.	10.	50	Stanley to Salvador	273	Mrs. T. & Miss C. Goodwin	C-. 10. --NF
4.	10.	50	Salvador to Stanley	273	Miss F. Hansen	C-. 5. --NF
4.	10.	50	Stanley to Ajax Bay & return	273	Mr. Metcalf	C-. 5. --NF
4.	10.	50	Stanley to Goose Green & return	273	Dr. Slessor	C-. 5. --NF
6.	10.	50	Stanley to Johnson's Harbour	274	Mr. R. & Miss N. Smith	C-. 10. --NF
7.	10.	50	Teal Inlet to Stanley	275	Bishop Evans	C-. 5. --NF
9.	10.	50	Port San Carlos to Stanley	276	Mr. F. G. Bernsten	C-. 5. --NF
9.	10.	50	Stanley to Hill Cove	276	Mr. Patience	C-. 5. --NF
9.	10.	50	Chartres to Stanley	276	Mr. E. Hardy	C-. 5. --NF
9.	10.	50	Stanley to Fox Bay	276	Mr. R. Holloway	C-. 5. --NF
9.	10.	50	Stanley to North Arm	276	Messrs. Short & Larsen	C-. 10. --NF
10.	10.	50	Stanley to Port Howard	277	Mr. S. Johnson	C-. 5. --NF
10.	10.	50	Port Howard to Stanley	277	Mr. V. Summers	C-. 5. --NF
10.	10.	50	Salvador to Stanley	278	Mrs. T. & Miss C. Goodwin	C-. 10. --NF
12.	10.	50	Stanley to Port San Carlos	279	Mr. F. G. Bernsten	C-. 5. --NF
12.	10.	50	Stanley to Port San Carlos	279	Easter V. Bernsten	C-. 5. --NF
12.	10.	50	Roy Cove to Stanley	279	Mr. C. Andresson	C-. 5. --NF
13.	10.	50	Stanley to Goose Green	280	Mr. D. Clark	C-. 5. --NF
13.	10.	50	New Island to Stanley	280	Mrs. J. Davie	C-. 5. --NF
15.	10.	50	Stanley to Teal Inlet	281	Dr. Slessor	C-. 5. --NF
16.	10.	50	Stanley to Teal Inlet	281	Mr. L. Sedgwick	C-. 5. --NF

SHEET SIX

<u>DATE</u>	<u>TRIP</u>	<u>FLIGHT NO</u>	<u>PASSENGER</u>	<u>INSURANCE</u>
16. 10. 50	Stanley to Rincon Grande	282	Mr. L. Bonner	5. - BP
16. 10. 50	Stanley to Rincon Grande	282	Bishop Evans	5. - HF
16. 10. 50	Teal Inlet to Stanley	282	Dr. Blesser	5. - HF
17. 10. 50	Stanley to Goose Green	283	Mr. Pearson	5. - HF
17. 10. 50	Stanley to North Arm	283	Mr. Murdock	5. - HF
17. 10. 50	North Arm to Stanley	283	Mr. A. Larsen	5. - HF
17. 10. 50	Stanley to Rincon Grande, Ajax Bay via return Johnson's Harbour	284	Dr. Blesser	5. - HF
17. 10. 50	Stanley to Rincon Grande	284	Mr. A. Peck	5. - HF
18. 10. 50	Stanley to Goose Green	285	Mrs. Murdock	5. - AF
18. 10. 50	Fox Bay to Stanley	285	Mrs. W. J. Poole	5. - AF
21. 10. 50	Stanley to Rincon Grande	286	Dr. Blesser & Mr. E. Yates	10. - AF
21. 10. 50	Salvador to Stanley	287	Bishop Evans	5. - AF
21. 10. 50	Douglas Station to Stanley	288	Mrs. T. Marshall	5. - AF
21. 10. 50	Douglas Station to Stanley	288	Miss Sandy Oliver	5. - AF
22. 10. 50	Salvador to Stanley	289	Mrs. F. White & son	10. - AF
23. 10. 50	Hoy Cove to Stanley	291	Mrs. S. Miller	5. - AF
27. 10. 50	Stanley to San Carlos	292	Mr. Mrs. J. Bonner	10. - AF
27. 10. 50	Stanley to Port Howard	292	Bishop Evans	5. - AF
27. 10. 50	Hill Cove to Stanley	292	Mr. E. Johnson	5. - AF
27. 10. 50	Hill Cove to Stanley	292	Mrs. W. Anderson	5. - AF
27. 10. 50	Saunders Island to Stanley	292	Mrs. T. Pole-Evans	5. - AF
27. 10. 50	Port San Carlos to Stanley & return	292/4	Mr. W. A. Cameron	10. - AF
27. 10. 50	Port San Carlos to Stanley & return	292/4	Mrs. T. McKay	10. - AF
27. 10. 50	Teal Inlet to Stanley	292	Mr. L. Sedgwick	5. - AF
28. 10. 50	Stanley to New Island	293	Mrs. J. Davis & child	10. - AF
30. 10. 50	Stanley to Goose Green	294	Dr. Blesser	5. - AF
30. 10. 50	Stanley to Ajax Bay	294	Mr. P. Barrett	5. - AF
30. 10. 50	Stanley to Teal Inlet	294	Miss E. Henrickson	5. - AF
30. 10. 50	Rincon Grande to Stanley	294	Mr. A. Pitaluga	5. - AF
30. 10. 50	Rincon Grande to Stanley	294	Mrs. Pitaluga Mr.	5. - AF

SUMMARY

Sheet 1	£14.	8.	-.
Sheet 2	£12.	-.	-.
Sheet 3	£11.	7.	-.
Sheet 4	£12.	6.	-.
Sheet 5	£11.	8.	-.
Sheet 6	£9	-.	-.
Total	£70.	9.	-.

22nd December,

50.

Gentlemen,

67 I am directed to refer to your letter of the 15th November, 1950, reference No.86/271/19, regarding passenger flight insurance, and to append the following information in reply to the enquiries contained therein.

1. It is regretted that, although the Norseman and Auster floatplanes were brought into service with effect from the 19th May, 1950, you were not so advised until my telegram of the 26th July. It was not realised that the difference in the type of plane being operated, since all were single engined, would affect the insurance of the passengers; and it is noted that in the long run, thanks to your representations (your letter of 18th October, same reference, last paragraph), it has not in fact made any difference. I have therefore to request that you will enquire of the Alliance Assurance Company whether they will be prepared retrospectively to accept the Norseman and Auster floatplanes on risk with effect from the 19th May, 1950, inclusive.

2. With regard to the first query in your letter under reference, once the Norseman aircraft was in operation it became possible to carry out round trips. Thus the plane might start from Stanley with six passengers, of whom perhaps two might wish to go to Goose Green, two to Ajax Bay and two to Port San Carlos. There might also be passengers at any of these stops wishing to come into Stanley or even to go from, say, Goose Green to Port San Carlos. There might also be a passenger at Teal Inlet wishing to come into Stanley, and so the plane would call there on its way back from Port San Carlos. Each passenger would be charged the insurance premium for his individual flight, but in the flight register this would be shown as one trip "Stanley to Goose Green, Ajax Bay, Port San Carlos, Teal Inlet and return", with a note of the passengers carried and the various points at which they embarked and alighted. It has been shown in a slightly different form in the extracts forwarded to you, since it was felt that this would be easier to understand.

3. With regard to the second query in your letter, it sometimes happens that an individual charts the Norseman for a particular trip. In such cases the account for the flight is sent to him. The pilot notes the total number of passengers carried, and the appropriate insurance fee is added to the account for the charter. It has not been the practice in such

cases/

18

cases to take a note of the name of each individual, but this can easily be done if it is required.

4. The requirement noted in the last paragraph of your letter will be complied with in future.

5. I have also to inform you that the increased premium of 5/- per passenger per day was charged with effect from 7th September until the 22nd November. These effective rates differ slightly from those suggested by the Insurance Company, for instance in paragraph 1 of your letter of the 18th October referred to above the date 31st October is suggested for reversion to the 4/- rate, but this letter was not received here until November 20th. The total period being similar. I trust that this will be agreeable to the Alliance Assurance Company.

I am,
Gentlemen,
Your obedient servant,

(Sgd) MICHAEL R. RAYMER,
Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank,
LONDON, S.W.1.

MAMA.

22nd December,

50.

Gentlemen,

Passenger Flight Insurance.

I am directed to refer to your letter S.6/271/19 of 25th January, 1950, and to forward herewith in triplicate copies of certified extracts from the flight register of the Government Air Service for the months of July to October, 1950, showing that insurance premiums amounting to £70. 9. -. are due. I should be grateful if you would arrange for this amount to be paid to the Underwriters, debiting the account of this Colony in the usual manner.

I am,

Gentlemen,

Your obedient servant,

(Sgd) MICHAEL R. RAYMER,
Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

MAMA.

22nd December,

50.

Gentlemen,

59

I am directed to refer to a letter received from the Crown Agents for the Colonies dated the 18th October, 1950, a copy of which is attached, and should be grateful if, on behalf of this administration, you would include a fresh contract with the Alliance Assurance Company for the insurance of passengers flying within the limits of the Colony by the Government Air Service on the same lines as the present contract operated by the Crown Agents. A copy of the coupon at present in use is attached for your information, and particulars of the aircraft used etc., if not already known to you, can be obtained from the Crown Agents, to whom a copy of this letter is being sent. The Government Air Service makes it compulsory for all its passengers to be insured for a sum of £1,000, and the premium for this is automatically added to the bill for their flight. Insurance for amounts in excess of £1,000, up to the limit provided for in the coupon, is available to passengers provided that they complete the form and pay the additional premium before the flight starts. Very few avail themselves of this.

2. I would like to emphasise that communications with this Colony are very bad. Communications sent by cable are received promptly, but letters, even if sent by air mail, take from three to seven weeks to reach us. If therefore you wish at any time to notify me of, say, an important modification in the contract it would be wise to do so by telegram or else to assume that I shall not receive any letter you may address to me on the subject for at least six weeks.

3. If there is any further information on the subject which you require, and regarding which the Crown Agents are unable to advise you, I trust that you will communicate with me.

I have the honour to be,
Gentlemen,

(Sgd) MICHAEL R. RAYMER,

Colonial Secretary.

Messrs. Morice, Tozer and Beck,
27, Clements Lane,
LONDON, E.C.4.

EAMA.

22/12/50

DECODE.

TELEGRAM.

From MORICE, TOZER AND BECK.

To THE COLONIAL SECRETARY.

Despatched: 14th February, 1951 Time: 1805

Received: 15th February, 1951 Time: 0900

80 Your letter 22 December reference number FIGAS/9 New Contract in course of post terms similar to Crown Agents contract with amendments as requested by you but with special limitations for Auster and Norseman as indicated in correspondence.

MORICE TOZER BECK.

22/12/51

Office.

K.I.V. 81. When we see the effective date of the new contract we should prefer links on the line of 70-75, one up to the day before the new contract, which should be sent to the CAA, and one from the date to be sent to D.T. & B.

17/2/51.

A.C.S. noted thank you.
19/2/51.

BK.
10/3/51
13/3/51
mail?

TELEGRAMS:
INLAND, TOZER, CANNON, LONDON.
FOREIGN: TOZER, LONDON.

TELEPHONE: MANSION HOUSE 9132.

83
CODES:
A.B.C. 5TH BENTLEY'S
& BENTLEY'S SECOND.

MORICE, TOZER & BECK LTD

INCORPORATING
MILSTED, COTTON & CO.

INSURANCE BROKERS.

AND AT LLOYDS.

GM/IL

AIRMAIL

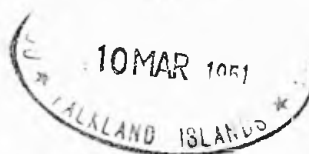
27, Clements Lane,

Lombard Street,

London, E.C. 4.

The Colonial Secretary,
Falkland Islands Colony,
Stanley,
Falkland Islands.

15th February, 1951.



Dear Sir,

180
81
We would refer to your letter of the 22nd December regarding passenger flight insurance and would confirm our telegram of the 14th February as per copy enclosed.

We now have pleasure in enclosing a draft contract and if you will kindly confirm that this meets your requirements, we will arrange for the policy to be issued. In the meantime, the Alliance Assurance Co., are holding covered on this basis.

In view of the amendments which have been made and the alterations requested by you, it will be necessary to alter the wording of the coupon now in use and we enclose a copy of the draft coupon proposed, which we shall also be glad if you will confirm meets your requirements. When giving us your confirmation of the wordings, would you please confirm that the policy should be issued in the name of the Falkland Islands Government or alternatively give us the full title and address required to be inserted in the policy. You will notice in the draft wording that as regards cancellation in respect of war and kindred risks it states "after such notice has been addressed by the company to the insured by ordinary post", the Alliance Assurance Co., would be prepared to alter this to be by telegraph, if required. No doubt you will prefer this in view of the delays occasioned in ordinary post to the Falkland Islands.

We regret the delay in replying to your letter of the 22nd December, but you will no doubt appreciate that it has taken some little time to agree the various alterations and amendments in order to prepare the draft wordings.

Yours faithfully,
for MORICE, TOZER & BECK LIMITED,

John Mills
for Director.

Enc.

GROUP PERSONAL

ACCIDENT INSURANCE

(Travel Declaration)

84
Alliance



DRAFT
as for
Jaffland Islands.

Assurance Company, Limited

ESTABLISHED 1824

(INCORPORATED IN ENGLAND)

HEAD OFFICE:

BARTHOLOMEW LANE, LONDON, E.C.2

MARINE DEPARTMENT: 40, LIME STREET, LONDON, E.C.3

Whereas the Insured ~~carrying on the Business described in the Schedule and no other~~
~~for the purposes of this Insurance by a proposal and declaration and~~ the provision of certain
information which shall be the basis of this contract and is deemed to be incorporated
herein has applied to the ALLIANCE ASSURANCE COMPANY LIMITED (hereinafter
called the Company) for the insurance hereinafter contained in respect of certain contingencies
happening to any Insured Person during any Period of Insurance and has paid or agreed to
pay the Premium as consideration for such insurance

Now this Policy witnesseth that if any Insured Person shall suffer Bodily Injury
as the result of an Accident while engaged or employed ~~upon the Business~~ in the
Occupation the Company shall subject to the Terms Exceptions and Conditions contained
herein or endorsed hereon pay to the Insured or to his legal personal representatives the
Compensation stated in the Schedule

DEFINITIONS

Bodily Injury shall be deemed to mean Bodily Injury resulting solely and directly from Accident caused
by outward violent and visible means which shall be the direct cause of Death or Disablement

Loss of Limb shall be deemed to mean the loss by amputation of an entire hand or of an entire foot

Loss of Sight shall be deemed to mean total and irrecoverable loss of sight

EXCEPTIONS

The Company shall not be liable under this Policy in respect of Death or Disablement

~~(a) happening to an Insured Person before he attains the age of 18 or after the expiry of the Period of Insurance~~
~~next following his attaining the age of 65~~

~~(b)~~ directly or indirectly consequent upon

(i) an Insured Person being under the influence of or being affected (temporarily or otherwise) by alcohol
a drug venereal disease or insanity

(ii) an Insured Person wilfully exposing himself to needless peril (except in an attempt to save human life)
or committing or attempting to commit suicide whether felonious or not

(iii) an Insured Person suffering from any physical defect or infirmity which existed prior to an accident

~~(iv) an Insured Person engaging in aviation as a passenger or otherwise (except as specifically provided by~~
~~endorsement of this Policy) motor cycling polo racing on horseback or on wheels winter sports or~~
~~mountaineering necessitating the use of ropes or guides~~

(v) childbirth or pregnancy in the case of women

(vi) war invasion act of foreign enemy hostilities (whether war be declared or not) civil war rebellion
revolution insurrection or military or usurped power

~~(vii) disease or bacterial infection (excepting pyogenic infection occurring simultaneously with and~~
~~through an Accident as nothing defined)~~

In Witness Whereof the undersigned acting on behalf of and under the authority of the
Company hath hereunto set his hand

THE SCHEDULE

THE INSURED		
Name		
Address		
The Business		
THE INSURED PERSONS		
Description	The Occupation	Premium Basis
As defined in Memorandum A	As defined in Memorandum B	As provided in Memorandum C
Period of Insurance		
(a) From To	(b) Any subsequent period for which the Insured shall pay and the Company shall agree to accept a Renewal Premium <i>insure and the Insured shall accept renewal</i>	
Renewal Date	Premium <i>As provided in Memorandum C</i>	Renewal Premium <i>Subject to adjustment in the terms of Condition 8</i>

THE BENEFITS

In the event of Bodily Injury causing	Compensation
<u>DEATH</u>	
1. Death	<i>The Capital Sum</i>
<u>PERMANENT DISABLEMENT</u>	
2. The loss of the sight of both eyes or the loss of two limbs or the loss of the sight of one eye accompanied by the loss of one limb	<i>The Capital Sum</i>
3. Permanont and total disablement from engaging in or attending to any business employment or occupation such disablement having continued without interruption for 52 weeks from the date of the accident and having been proved to the Company's satisfaction to be likely to continue for the remainder of life	<i>The Capital Sum</i>
4. The loss of the sight of one eye or the loss of one limb	<i>Half the Capital Sum</i>
<u>TEMPORARY DISABLEMENT</u>	
5. Temporary total disablement from engaging in or attending to usual business	<i>One half of one percent of the Capital Sum per week for a period not exceeding 52 consecutive weeks in all</i>
Inability to take part in sports or pastimes shall not of itself be deemed to constitute total disablement within the meaning of the Policy	
6. Medical Expenses incurred in the treatment of an Insured Person in respect of whom Compensation is payable under the heading of Temporary Disablement	6. The amount of such Medical Expenses not exceeding 15% of the total Compensation for Temporary Disablement

It is agreed that Compensation shall not be payable in respect of any one Insured Person

(a) under more than one of the Sections 1 to 5 above in connection with the same accident

(b) in respect of any future accident after an accident giving rise to a claim under Sections 1 to 4 above

CONDITIONS

1 This Policy and the Schedule shall be read together as one contract and any word or expression to which a specific meaning has been attached in any part of this Policy or of the Schedule shall bear such specific meaning wherever it may appear

2 As soon as practicable and in any case within fourteen days after the happening of any event which may give rise to a claim under this Policy written notice thereof shall be given to the Company

3 All certificates information and evidence required by the Company shall be furnished free of expense to and in such form as the Company shall prescribe

4 An Insured Person shall as often as required submit to medical examination on behalf of and at the expense of the Company in connection with any Bodily Injury giving rise to a claim under this Policy

5 In the case of the death of an Insured Person the Company shall be entitled to have a post mortem examination

~~6 If any part of the Premium or Renewal Premium shall have been calculated on estimates furnished by the Insured the Insured shall keep a record containing details of all Insured Persons and all other particulars relative thereto and shall at all times allow the Company to inspect such record The Insured shall within one month from the expiry of each Period of Insurance furnish to the Company such particulars and information as the Company may require The Premium or Renewal Premium for such period shall thereupon be adjusted and any difference paid by or allowed to the Insured as the case may be~~

6 Nothing in this Policy shall be deemed to give the Insured Person or his legal personal representatives the right to claim from or sue the Company and any compensation payable by the Company shall be payable only to the Insured whose receipt shall in all cases be an effectual discharge to the Company

~~7 The Insured shall give immediate written notice to the Company of any material change in the Business or in the Occupations of the Insured Persons and pay any additional amount that may be required by the Company~~

~~8 The Company may at any time by notice in writing determine this Policy but without prejudice to any prior claim and in such event the Company will return a pro rata portion of the Premium or the last Renewal Premium paid for the unexpired Period of Insurance or will adjust the Premium or Renewal Premium in the terms of Condition 6 as the case may be~~

7 10 If any claim under this Policy shall be in any respect fraudulent or if any fraudulent means or devices shall be used by the Insured or any one acting on his behalf or by an Insured Person or his legal representatives to obtain any benefit under this Policy the Company shall be under no liability in respect of the claim

8 11 All differences arising out of this Policy shall be referred to the decision of an Arbitrator to be appointed in writing by the parties in difference or if they cannot agree upon a single Arbitrator to the decision of two Arbitrators one to be appointed by each of the parties in writing or in case of disagreement of an Umpire appointed by the Arbitrators in writing before entering upon the Reference The costs of the Reference and of the Award shall be in the discretion of the Arbitrator Arbitrators or Umpire making the Award whose Award shall be a condition precedent to any liability of the Company or any right of action against the Company in respect of any claim If the Company shall disclaim liability to the Insured for any claim hereunder and such claim shall not within twelve calendar months from the date of such disclaimer have been referred to Arbitration under the provisions herein contained then the claim shall for all purposes be deemed to have been abandoned and shall not thereafter be recoverable hereunder

9 12 The due observance and fulfilment of the Terms Conditions and Endorsements of this Policy in so far as they relate to anything to be done or complied with by the Insured or the Insured Person and in so far as it is practicable having regard to the nature thereof for the Insured or the Insured Person to have observed and fulfilled them and the truth of the statements and answers in the said proposal shall be conditions precedent to any liability of the Company to make any payment under this Policy

SECTION FOUR A:

Definition of "Insured Person"

"Insured Person" shall be deemed to mean the person to whom a coupon in the form agreed a copy of which is attached hereto shall have been issued by the Insured or by any Authority for whom the Insured act as Agents and in respect of which person the following particulars shall have been declared to the Insured:

1. The name of the Insured Person
2. The Capital Sum for which with corresponding Benefits Insurance is required
3. Itinerary of the Journey
4. The number of Calendar Flying Days
5. Operators of the Aircraft
6. If Chartered Aircraft, whether single or multi-engined

MEMORANDUM B:

Definition of the Occupation

The Occupation shall be deemed to mean mounting into flying in or dismounting from:-

- (a) any aircraft owned and/or operated by any recognised Air Line or
- (b) any aircraft
 - (i) owned or chartered by the Insured or by any Authority for whom the Insured act as Agents
 - (ii) owned or chartered by or from any Aircraft Charter Company licensed by the Government of the United Kingdom or of any British Dominion or by any Authority for whom the Insured act as Agents
- (c) any standard Service type Aircraft operated by a fully qualified Service Pilot on an Authorised Journey

in which the Insured Person is travelling as a bona fide passenger ~~while on official duty for the Insured or while on leave~~

PROVIDED that journeys by aircraft as described in (b) above shall be covered only within the limits of the Falkland Islands Colony.

MEMORANDUM C:

Premium Basis

The Premium for this insurance shall be calculated in accordance with the Company's Personal Accident Travel Insurance Rates current at the commencement of each journey for each declaration under the terms of Memorandum A and shall be payable quarterly. Provided however that the said Rates are applicable only to flights by Recognised Air Lines or R.A.F. or U.S.A.A.F. Transport Command on regular air routes. In connection with charter or other flights the Rates are increased as follows:-

Multi-engined aircraft 50%
Single-engined aircraft 100%

MEMORANDUM D:

Extension of Cover.

In the event of a flight taking longer than anticipated or the journey being interrupted by accident forced landing or from any other cause the cover provided under the coupon issued at the commencement of the flight will be automatically deemed to be continued until the journey is completed. Notice of extension must be given by the Insured Person as soon as possible and an additional coupon issued by the Authority. The additional premium to be paid in respect of such extension shall be the amount by which the actual premium payable for the flight calculated in accordance with the Company's Personal Accident Travel Insurance Rates mentioned in Memorandum C, exceeds the premium paid in respect of the original coupon.

MEMORANDUM 2.

Limitation of Compensation

It is an express condition of this Policy that the liability of the Company hereunder shall not in any case exceed:-

1. 220,000 in respect of any one Insured Person
2. 250,000 in respect of all Insured Persons travelling on the same aircraft

In the event of the total of the Capital Sums in respect of Insured Persons carried in one aircraft exceeding 250,000 such Capital Sums shall be proportionately reduced until their total does not exceed 250,000.

MEMORANDUM ^F 2:

Disappearance Clause

Accidental death shall not be presumed by reason of the disappearance of the Insured Person unless a Certificate of Presumption of Death is issued by a competent authority.

MEMORANDUM G.

Insurance of Children

No child under the age of fourteen shall be insured for a scale of Benefits based on a Capital Sum insured in excess of \$5,000.

The Death Benefit payable in respect of any such child shall be limited to

\$100 for a child under ten or

\$500 for a child between ten and fourteen or such lesser sum as may be specified by law

Subject otherwise to the Terms Exceptions and Conditions of the Policy

Memorandum H

It is hereby agreed and declared that subject to the Terms ~~Definitions~~ Exceptions and Conditions and Endorsements of the Policy the Company will pay to the Insured the compensation stated in the Schedule in respect of Death or Bodily Injury happening to any Insured Person

(a) caused by Exposure resulting from an accident to the aircraft in which he is travelling as a passenger

or

(b) while he is on an established airport for the purposes of the journey caused by being run down or struck by an aircraft which is landing taking-off or taxi-ing or by the moving propeller of any aircraft

MEMORANDUM H:

It is hereby agreed and declared that subject otherwise to the Terms, Exceptions and Conditions of the Policy this insurance shall apply to accidents consequent upon or traceable to aircraft, or the impact of such aircraft, missiles, bombs, mines, explosives or projectiles used for military purposes or bombardment, aerial or otherwise or fire or explosion directly resulting from the aforesaid causes or gas or liquid released by or discharged at any belligerent (including death from drowning or exposure resulting from such risks). Provided that notwithstanding the foregoing the Company shall not in any circumstances be liable in respect of accidents caused directly or indirectly by or traceable to the use of atomic weapons of any kind.

Provided always however that it is an express condition of this insurance that the cover provided in respect of accidents occasioned as stated above shall be subject to notice of cancellation by the Company which shall become effective ~~twenty-four~~ hours after such notice has been addressed by the Company to the Insured by ordinary post at the address contained in the Policy without prejudice however to insurances in connection with journoys which have already commenced.

MEMORANDUM J.

Cancellation Clause.

The Company may at any time by 30 days notice in writing determine this Policy but without prejudice to any prior claim and without prejudice to any coupon issued against this Policy prior to expiry of the period of notice

MEMORANDUM K:

All passengers (not being members of the crew) travelling in aircraft described below shall be automatically insured ~~(with effect from the dates shown)~~ in the terms of this Policy for a Capital Sum Insured of £1000 each passenger. Provided that all such flights shall be declared to the Insured at monthly intervals and premium shall be paid at the appropriate rate as stated below

<u>Aircraft owned and operated by the Government of the Falkland Island Dependencies:-</u>		<u>Rate per passenger per calendar day</u>
Auster Landplanes	6th February 1950	4/-
Auster Floatplanes	11th August 1950	4/-
Norseman Floatplanes	11th August 1950	4/-

The Capital Sum Insured per passenger may be increased to £5000 in all by the issue of a Certificate to the passenger as provided in this Policy subject to payment of premium at the rates shown below

Rate for each £1000 Capital Sum Insured per passenger per calendar day

Landplanes	4/-
Floatplanes	4/-

It is a condition of the insurance provided by this Memorandum that the total liability of the Company in respect of all passengers travelling together in the same aircraft shall not exceed the sum of £25000 in all

Subject otherwise to the Terms ~~Definitions~~ Exceptions and Conditions of this Policy.

Alliance Assurance Company,

LIMITED.
(INCORPORATED IN ENGLAND)

GROUP PERSONAL ACCIDENT INSURANCE

Policy No. P

Name

Renewal Date

DRAFT

HEAD OFFICE :
BARTHOLOMEW LANE, LONDON, E.C.2.
MARINE DEPT. : 40, LIME STREET, LONDON, E.C.3.

PRINCIPAL HOME BRANCHES.

LONDON—
413, HENDON WAY, N.W.4.
2 & 3, NORFOLK STREET, STRAND, W.C.2.
88, ST. JAMES'S STREET, S.W.1.
24, WIGMORE STREET, W.1.
BELFAST—20, DONEGALL SQUARE EAST.
BIRMINGHAM—130, COLMORE ROW, 3.
BRISTOL—CORN STREET, 1.
BURY ST. EDMUNDS—59, ABBEYGATE STREET.
CARDIFF—108, ST. MARY STREET.
CROYDON—7, HIGH STREET.
DUBLIN—40, NASSAU STREET.
EASTBOURNE—22, CORNFIELD ROAD.
EDINBURGH—93, GEORGE STREET, 2.
GLASGOW—151, WEST GEORGE STREET, C.2.
IPSWICH—QUEEN STREET.
LEEDS—28, EAST PARADE, 1.
LEICESTER—17, HORSEFAR STREET.
LIVERPOOL—20, EXCHANGE STREET EAST, 2.
MANCHESTER—74, KING STREET, 2.
NEWCASTLE-ON-TYNE—2, MOSLEY STREET, 1.
NORWICH—56, LONDON STREET.
NOTTINGHAM—WILLOUGHBY HOUSE, LOW PAVEMENT.
OXFORD—114/116, ST. ALDATE'S.
ST. ALBANS—24, ST. PETER'S STREET.
SHEFFIELD—GEORGE STREET, 1.
SHREWSBURY—THE SQUARE.
SOUTHAMPTON—6, HIGH STREET.
WREXHAM—29, HIGH STREET.

ALL COMMUNICATIONS
WITH REGARD TO THIS POLICY
SHOULD BE ADDRESSED TO THE
UNDERMENTIONED AGENCY OR
OFFICE.

Office

Agency

This Policy should be examined and in the event of any
error being found immediately returned to be rectified.

NLT COLONIAL SECRETARY STANLEY FALKLAND ISLANDS

YOUR LETTER TWENTYSECOND DECEMBER REFERENCE NUMBER
FISAS/NINE NEW CONTRACT INCOURSE OF POST TERMS SIMILAR
TO CROMWAGENTS CONTRACT WITH AMENDMENTS AS REQUESTED BY
YOU BUT WITH SPECIAL LIMITATIONS FOR AUSTER AND NORSEMAN
AS INDICATED IN CORRESPONDENCE

HORICE TOWER BECK

87

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

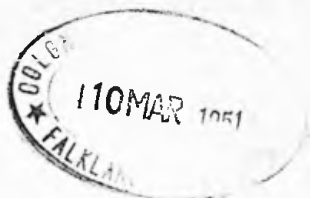


S6/ 271/19

4, MILLBANK,

LONDON, S.W.1.

TELEGRAMS (INLAND: "CROWN SOWEST LONDON,"
OVERSEAS: "CROWN LONDON.")
TELEPHONE: ABBEY 7725



21 FEB 1951

Sir,

We have the honour to refer to your letter FIGAS/9 regarding Passenger Flight Insurance and to inform you that our Brokers, to whom a copy was sent, advise that this satisfactorily explains the apparent discrepancies in the declarations submitted and that they are now proceeding with the calculation of premium.

With regard to paragraph three, the Alliance Co. have asked that names of the passengers carried should be noted as well as the number and they also think it advisable to keep a record on the ground, of the passengers carried to avoid any difficulties which might arise if the pilot's records were lost. For example, if the plane crashed, it might not be possible either to identify the passengers or to find the pilot's log containing a list of the passengers. We shall be glad to learn therefore, that you can arrange for this procedure to be followed in the future.

With regard to the premium, the Alliance Assurance Co. has agreed that the reversion to 4s.0d. per mille may be attached from 22nd November.

We have the honour to be,
Sir,
Your obedient Servants,

for the Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

RAT

HVC

PASSENGER FLIGHT INSURANCE COUPON

In consideration of the payment of a premium of £.....the Purchaser of this Coupon is insured against Death or Injury caused by accident (under the terms of the policy cover for war and kindred risks may be withdrawn at any time on 36 hours notice being given by the Insurance Co. to the Government of the Falkland Islands. Passengers should, therefore, not assume that they are covered against war and kindred risks), to the aircraft by which he or she is travelling as a passenger (including whilst mounting into or dismounting from the aircraft) on the journey and/or dates specified below. The premium for the insurance shall be calculated in accordance with the Insurance Co's rates current at the commencement of the journey to which this Coupon relates. The benefits required are £..... in the event of death and proportionate benefits as per scale below. (Insurance may be effected for amounts of from £1,000 to £20,000 at intervals of £1,000 except in the case of journeys by Auster and ~~Canberra~~ *Beaver* aircraft where the maximum benefit is limited to £25,000 including any automatic cover.)

SCALE OF BENEFITS

PER £1,000 OF DEATH BENEFIT

- | | |
|---|-------------------------------------|
| 1. Death or loss of two limbs or sight of both eyes, or of one limb and sight of one eye. | £1,000. |
| 2. Permanent Total Disablement caused otherwise than by loss of limb, or sight | £1,000. |
| Loss of one limb or sight of one eye | £500. £1,000 |
| 3. Temporary Total Disablement (limited to 52 weeks) | £10 per <i>per week.</i> |
| 4. <i>Partial Disablement (limited to 52 weeks)</i> | £4 <i>per week</i> |
- and in addition medical expenses are payable up to a limit of 15% of any payment made for Temporary Total Disablement.

See 312 which amends.

CONDITIONS : The Benefits under this Coupon apply to any flight made on the dates and/or for the journey specified below.

In the event of the journey taking longer than anticipated or the journey being interrupted by accident, forced landing or from other cause, the cover provided under this Coupon issued at the commencement of the flight is automatically deemed to be continued until the journey is completed. Notice of extension must be given as soon as possible and a further Coupon issued and the extra premium for the additional cover paid.

GOVERNMENT OF THE FALKLAND

THIS COUPON IS ISSUED UNDER A CONTRACT ENTERED INTO BY THE ~~GOVERNMENT OF THE FALKLAND ISLANDS~~ *ISLANDS* AND IS SUBJECT TO THE TERMS AND LIMITATIONS THEREOF.

JOURNEY From.....to.....

PERIOD From.....to.....

FLIGHT MADE BY :- (delete as applicable)

- (a) Recognised Air Line
 (b) Chartered or Government owned single ~~multi~~ engined aircraft
 (c) Service aircraft

Date of issue.....Signed on behalf of the
 Government of the Colony.....

Name of Purchaser...
 (in block capitals)

Address.....

SIGNATURE OF PURCHASER.....APPOINTMENT.....

(This coupon must be signed in ink or indelible pencil by the Purchaser at the time of purchase)

The total liability under this and any other coupon issued for the above mentioned flight shall not exceed the capital sum of £20,000 (or £25,000 including any automatic cover in the case of journeys by Auster or ~~Canberra~~ *Beaver* aircraft) and proportionate benefits in respect of any one purchaser or the sum of £50,000 (or £25,000 including any automatic cover in the case of journeys by Auster or ~~Canberra~~ *Beaver* aircraft) in respect of insured persons travelling together in the same aircraft. In the event of the limit of £50,000 (or £25,000 including any automatic cover in the case of

journeys by Auster or ^{Beaver}~~Horseman~~ aircraft) being exceeded the capital sums shall be proportionately reduced until their total does not exceed £50,000 (or £25,000 including any automatic cover in the case of journeys by Auster or ~~Horseman~~ ^{Beaver} aircraft).

In the event of death or injury immediate notice must be given to the issuing authority or to the Alliance Assurance Co. Ltd., Bartholomew Lane, London, E.C.2. (Tel: address SOCIETATE LONDON) or to Morice Tozer & Beck Ltd., 27 Clements Lane, London, E.C.4 (Tel: address TOZER LONDON).

By order of the

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



4, MILLBANK,

LONDON. S.W. 1.

S6/271/19

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



Sir,

80 We have the honour to refer to your letter FIGAS/9 of the 22nd December 1950 enclosing extracts from the flight register of the Government Air Service for the months of July to October 1950, for the purposes of insurance, and to advise you of the following amendments:-

Flight Number 260

The flight made from Stanley to Ajax Bay by Messrs. Barrat, Wells, Ping, Maydon & Hilliard on the 4th September, was made during the period when the premium per mille for flights in the Norseman Floatplane was 4s. The total premium for this entry should, therefore, be 16s.

Flight No. 268

These two entries are for flights made by Mr. F. McWhan from Stanley to North Arm and by Dr. Gilmore from North Arm to Stanley both flights made on the 25th September, which is during the period when the premium per mille for flights made in the Auster Floatplane was 5s. The premium for each of these entries is, therefore, 5s.

With regard to the above, please see paragraph 5 of your letter FIGAS/9 of 22nd December 1950.

Flight Number 247

We should be grateful if you would let us have a detailed itinerary of this flight i.e. the names of passengers on each part of the flight.

Flights Number 231, 232 and 245.

These entries are, respectively for:-

Mr. Smith and seven passengers

Mr. Betts and eight passengers

Mr. Pole-Evans and seven passengers.

We should be grateful if you would inform us of the names of all these passengers.

Meanwhile, we have not declared these latter four entries (against flights 247, 231, 232 and 245).

We have paid to our insurance brokers an amended balance of premium totalling £62.6.0d. and this sum will be found debited in our Falkland Islands account in due course.

We have the honour to be,
Sir,

Your obedient servants,

The Colonial Secretary,
Stanley,

FAKLAND ISLANDS.

[Signature]
for the Crown Agents.

HVC

DECODE.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched: 17th April, 19 51. *Time:* 1720.

Received: 18th April, 19 51. *Time:* 0900.

Accident and third party insurance of Auster Land planes and Auster and Norseman Float planes expire 6th May and 20th May respectively. Please telegraph whether renewal required on same terms for further 12 months.

CROWN.

92

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO

Stanley,

18th April, 1951.

CONFIDENTIAL.



Sir,

AIR INSURANCE.

We desire to know whether the following servants of the Company can automatically be insured for the amounts stated against their names, when flying on duty. It would be assumed that they were on duty unless you were notified to the contrary.

<u>DESIGNATION.</u>	<u>PRESENT HOLDER.</u>	<u>TOTAL ASSURANCE.</u>
Colonial Manager.	A. G. Barton.	£10,000.
Camp Manager, East Falkland.	T. A. Gilruth.	do.
do. West Falkland.	C. H. Robertson.	do.
Section Managers, East & West Falkland.	J. T. Clement.	£ 5,000.
	R. G. Vinson.	do.
	T. Beaty.	do.
Office Manager.	M. G. Creece.	do.
Accountant.	R. Stokes.	do.
Shipping Clerk.	D. Howard.	do.
General Clerks (2).	S. Stone.	do.
	R. E. Wilkinson.	do.
Engineer Superintendent.	G. A. Cahill.	do.
Chief Storekeeper.	D. J. Clark.	do.

I am,
Sir,
your obedient servant,

A. G. Barton

Manager.

AGB/MGC.

19 APR 1951

The Honourable
The Colonial Secretary,
Stanley.

KIV 91

<u>Date</u>			<u>Trip</u>	<u>Flight No</u>	<u>Passenger</u>	<u>Insurance</u>
1.	11.	50	Stanley to Goose Green & return	295	Dr. Slessor	£-. 5. -- A.F.
4.	11.	50	Fox Bay to Stanley	296	Bishop Evans	£-. 5. -- A.F.
6.	11.	50	Stanley to Hill Cove	297	Mr. E. Johnson	£-. 5. -- N.F.
6.	11.	50	Stanley to Hill Cove	297	Mr. D. Tate	£-. 5. -- N.F.
6.	11.	50	Stanley to Hill Cove	297	Mr. K. McLennon	£-. 5. -- N.F.
6.	11.	50	Stanley to Hill Cove	297	Miss C. McGill	£-. 5. -- N.F.
6.	11.	50	Stanley to Chartres	297	Mrs. W. Luxton	£-. 5. -- N.F.
6.	11.	50	Stanley to Port Howard	297	Mr. & Mrs. V. Summers	£-. 10. -- N.F.
6.	11.	50	Port Howard to Stanley	297	Mr. G. Malcom	£-. 5. -- N.F.
6.	11.	50	Port Howard to Stanley	297	Mr. G. Harrison	£-. 5. -- N.F.
7.	11.	50	Stanley to Teal Inlet	298	Mrs. A.G. Barton	£-. 5. -- A.F.
7.	11.	50	Stanley to Douglas Station & return	298/9	Dr. Slessor	£-. 5. -- A.F.
7.	11.	50	Douglas Station to Stanley	298	Mr. J. Weilding	£-. 5. -- A.F.
7.	11.	50	Stanley to Port San Carlos	299	Mr. & Mrs. M. Raymer	£-. 10. -- A.F.
8.	11.	50	Stanley to West Point	300	Mr. Napier	£-. 5. -- A.L.
8.	11.	50	Port Stephens to Stanley	300 280	Mr. J. Short	£-. 5. -- A.F.
9.	11.	50	Stanley to Salvador	301	Mr. A. Barnes	£-. 5. -- N.F.
9.	11.	50	Stanley to San Carlos	301	Mr. H. McGill	£-. 5. -- N.F.
9.	11.	50	Stanley to San Carlos	301	Mrs. Meirehoffer & child	£-. 10. -- N.F.
9.	11.	50	Goose Green to Stanley	301	Miss H. Biggs	£-. 5. -- N.F.
9.	11.	50	Stanley to North Arm	301	Mrs. & Miss Larsen	£-. 10. -- N.F.
9.	11.	50	Speedwell Island to Stanley	301	Miss M. Clifton	£-. 5. -- N.F.
9.	11.	50	Stanley to Speedwell Island	301	Mr. R. Hills	£-. 5. -- N.F.
10.	11.	50	Stanley to Port Howard & return	302	M.E. The Governor	£-. 5. -- A.F.
11.	11.	50	Stanley to Teal Inlet	303	Mr. A.G. Barton	£-. 5. -- A.F.
11.	11.	50	Port San Carlos to Stanley	303	Mr. M. Raymer	£-. 5. -- A.F.
13.	11.	50	Stanley to Rincón Grande	304	Mrs. H.F. Pitaluga	£-. 5. -- A.F.
13.	11.	50	Stanley to Rincón Grande & return	304 284	Dr. Slessor	£-. 5. -- A.F.
13.	11.	50	Port San Carlos to Stanley	304	Mrs. Raymer	£-. 5. -- A.F.
14.	11.	50	Stanley to Port Howard	305	Mr. G. Harrison	£-. 5. -- N.F.
14.	11.	50	Spring Point to Stanley	305 285	Mr. R. Holloway	£-. 5. -- N.F.
14.	11.	50	Stanley to West Point	305	Mr. & Miss Clements	£-. 10. -- N.F.
14.	11.	50	Stanley to Saunders Island	305	Mrs. T. Pole-Evans	£-. 5. -- N.F.
14.	11.	50	Stanley to Saunders Island	305	Mrs. C. Harrison	£-. 5. -- N.F.
14.	11.	50	Stanley to Saunders Island	305	Miss McKay	£-. 5. -- N.F.
14.	11.	50	Stanley to Hill Cove & return	305 285	Mr. Livermore	£-. 5. -- N.F.

<u>Date</u>			<u>Trip</u>	<u>Flight No.</u>	<u>Passenger</u>	<u>Insurance</u>			
14.	11.	50	Stanley to Hill Cove & return	285	Mr. Cawkell	8-	5.	-	N.F.
14.	11.	50	Ajax Bay to Stanley	285	Mr. P. Barrett	8-	5.	-	N.F.
15.	11.	50	Stanley to Douglas Station	286	Miss J. Peck	8-	5.	-	A.L.
17.	11.	50	Stanley to Port San Carlos	287	Mr. C. Andreason	8-	5.	-	A.F.
17.	11.	50	Speedwell Island to Stanley	287	Mr. R. Hills	8-	5.	-	A.F.
17.	11.	50	Stanley to Goose Green & return	288	Dr. Hamilton	8-	5.	-	A.F.
28.	11.	50	Stanley to Chartres	290	Mr. P.C. Davies	8-	4.	-	A.F.
28.	11.	50	Chartres to Stanley	310	Mrs. W. Luxton	8-	4.	-	A.F.
1.	12.	50	Stanley to Hill Cove	311	Dr. & Mrs. Hamilton	8-	8.	-	A.F.
2.	12.	50	Stanley to Port San Carlos	312	Dr. Hamilton	8-	4.	-	A.F.
3.	12.	50	Stanley to Hill Cove	313	Mrs. J. Hansen	8-	4.	-	A.F.
3.	12.	50	Hill Cove to Pebble Island	313	Dr. Kotowski	8-	4.	-	A.F.
4.	12.	50	Stanley to Carcass Island	314	Mrs. C. Betts & child	8-	8.	-	A.F.
4.	12.	50	Saunders Island to Stanley	314	Mrs. Pole-Evans & child	8-	8.	-	A.F.
5.	12.	50	Stanley to Chartres	315	Mr. K. Luxton	8-	4.	-	L.A.
5.	12.	50	Port San Carlos to Stanley	315	Dr. Hamilton	8-	4.	-	L.A.
6.	12.	50	Stanley to Roy Cove	316	Mrs. S. Miller	8-	4.	-	L.A.
7.	12.	50	Stanley to Chartres	317	Mr. Mrs. G. Dean	8-	8.	-	A.F.
7.	12.	50	Chartres to Stanley	317	Mrs. L. Biggs	8-	4.	-	A.F.
8.	12.	50	Stanley to Fox Bay	318	Mrs. T. Hardy & child	8-	8.	-	A.F.
8.	12.	50	Fox Bay to Stanley	318	Mr. W.H. Clement	8-	4.	-	A.F.
8.	12.	50	Stanley to Hill Cove	319	Mr. & Mrs. Blake	8-	8.	-	A.F.
8.	12.	50	Ajax Bay to Stanley	319	Mr. G. Sornsen	8-	4.	-	A.F.
14.	12.	50	Stanley to Fox Bay	320	Mr. W.H. Clement	8-	4.	-	A.F.
14.	12.	50	Chartres to Pebble Island	320	Mr. & Mrs. G. Dean	8-	8.	-	A.F.
14.	12.	50	Chartres to Stanley	320	Mr. K. Luxton	8-	4.	-	A.F.
15.	12.	50	Stanley to Hill Cove	321	Mr. J.P. Oliver	8-	4.	-	N.F.
15.	12.	50	Stanley to Hill Cove	321	Rev. F. McMan	8-	4.	-	N.F.
15.	12.	50	Hill Cove to Stanley	321	Mr. S. Stone	8-	4.	-	N.F.
16.	12.	50	Stanley to Saunders Island	322	Mrs. Pole-Evans & child	8-	8.	-	A.F.
19.	12.	50	Stanley to Elephant Beach	323	Mr. T. Short	8-	4.	-	A.F.
19.	12.	50	Port San Carlos to Stanley	323	Miss O. Buse	8-	4.	-	A.F.
20.	12.	50	Stanley to Port San Carlos	324	Miss O. Buse	8-	4.	-	A.F.
20.	12.	50	Stanley to Port San Carlos	324	Master G. Brechin	8-	4.	-	A.F.
20.	12.	50	Ajax Bay to Stanley	324	Mr. Metcalfe	8-	4.	-	A.F.

<u>Date</u>			<u>Trip</u>	<u>Flight No</u>	<u>Passenger</u>	<u>Insurance</u>		
21.	12.	50	Stanley to Douglas Station	325	Mrs. McMullen	8-	4.	- A.F.
21.	12.	50	Douglas Station to Stanley	325	Miss J. Peck	8-	4.	- A.F.
23.	12.	50	Stanley to Chartres	326	Mr. E. & Mrs. W. Luxton	8-	8.	- A.F.
24.	12.	50	Stanley to Goose Green	327	Mr. T. Gilruth	8-	4.	- N.F.
24.	12.	50	Pebble Island to Port Howard	327	Mr. & Mrs. G. Dean	8-	8.	- N.F.
24.	12.	50	Pebble Island to Stanley	327	Mr. G. Betts	8-	4.	- N.F.
24.	12.	50	Pebble Island to Stanley	327	Mr. W. Pearson	8-	4.	- N.F.
29.	12.	50	Stanley to Lively Island, Goose Green & return	328	Dr. Hamilton	8-	4.	- A.F.
29.	12.	50	Stanley to Ajax Bay	329	Mr. R. Cable	8-	4.	- N.F.
29.	12.	50	Hill Cove to Stanley	329	Master K. Betts	8-	4.	- N.F.
29.	12.	50	Hill Cove to Stanley	329	Mrs. K. Betts	8-	4.	- N.F.
4.	1.	51	Stanley to Port San Carlos	330	Mr. C. Andreasson	8-	4.	- N.F.
4.	1.	51	Stanley to Port San Carlos	330	Mr. Mrs. L. Berntsen & 2 children	8-	16.	- N.F.
4.	1.	51	Stanley to Port San Carlos	330	Mr. D. Keenlyside	8-	4.	- N.F.
4.	1.	51	Stanley to Port San Carlos	330	Mr. A. Alazia	8-	4.	- N.F.
4.	1.	51	Stanley to Port San Carlos & return	330	Dr. Slessor	8-	4.	- N.F.
6.	1.	51	Stanley to North Arm	331	Mr. T. Gilruth	8-	4.	- N.F.
6.	1.	51	Stanley to North Arm	331	Miss D. & Miss E. McLeod	8-	8.	- N.F.
6.	1.	51	North Arm to Stanley	331	Mrs. E. Morrison	8-	4.	- N.F.
6.	1.	51	Stanley to Ajax Bay	331	Mr. & Mrs. P. Barrett & child	8-	12.	- N.F.
6.	1.	51	Teal Inlet to Stanley	331	Mr. H. Johnson	8-	4.	- N.F.
6.	1.	51	Stanley to North Arm and return via Teal Inlet	331	Dr. Slessor	8-	4.	- N.F.
8.	1.	51	Stanley to Port Howard	332	Mrs. G. Harrison & 2 children	8-	12.	- N.F.
8.	1.	51	Stanley to Port Howard	332	Miss S. Williams	8-	4.	- N.F.
8.	1.	51	Stanley to Port Howard	332	Miss E. McCarthy	8-	4.	- N.F.
8.	1.	51	Stanley to Hill Cove	332	Miss M. Riggs	8-	4.	- N.F.
8.	1.	51	Hill Cove to Stanley	332	Mr. & Mrs. Blake	8-	8.	- N.F.
8.	1.	51	Hill Cove to Stanley	332	Mrs. D. Desborough	8-	4.	- N.F.
8.	1.	51	Hill Cove to Stanley	332	Mrs. P. Craig	8-	4.	- N.F.
8.	1.	51	Hill Cove to Stanley	332	Mrs. E. Johnson	8-	4.	- N.F.
8.	1.	51	Chartres to Stanley	332	Mrs. W. Luxton	8-	4.	- N.F.
10.	1.	51	Stanley to Pituroy	333	Mr. P. Dixon	8-	4.	- N.F.
10.	1.	51	Stanley to Goose Green	333	Mr. & Mrs. Blake	8-	8.	- N.F.
10.	1.	51	Stanley to Goose Green	333	Mrs. P. Dixon and child	8-	8.	- N.F.

<u>Date</u>			<u>Trip</u>	<u>Flight No</u>	<u>Passenger</u>	<u>Insurance</u>		
10.	1.	51	Stanley to Goose Green	333	Mrs. M. Morrison	8-	4.	- N.F.
10.	1.	51	Stanley to Goose Green	333	Master I. McLeod	8-	4.	- N.F.
10.	1.	51	Goose Green to Stanley	333	Mrs. J. Middleton	8-	4.	- N.F.
10.	1.	51	Goose Green to Stanley	333	Mr. H. Cartmell	8-	4.	- N.F.
10.	1.	51	Stanley to Ajax Bay	333	Mr. C. Skilling	8-	4.	- N.F.
10.	1.	51	Stanley to Goose Green & return	333	Dr. Slessor	8-	4.	- N.F.
13.	1.	51	Fox Bay to Stanley	334	Mr. W. Clement	8-	4.	- A.F.
13.	1.	51	Port Howard to Stanley	335	Mr. A. Ilamasa	8-	4.	- A.F.
17.	1.	51	Stanley to Fox Bay	336	Mr. W. Clement	8-	4.	- N.F.
17.	1.	51	Stanley to Chartres	336	Mrs. W. Luxton & son	8-	8.	- N.F.
17.	1.	51	Stanley to Chartres	336	Master N. Miller	8-	4.	- N.F.
17.	1.	51	Port Howard to Stanley	336	Mr. M. Lloyd	8-	4.	- N.F.
17.	1.	51	Port Stephens to Stanley	337	Mr. Grieve	8-	4.	- A.F.
17.	1.	51	Port Stephens to Fox Bay East	337	Messrs. Holloway & Broughton	8-	8.	- A.F.
17.	1.	51	Stanley to Fox Bay East	337	Mr. T. Marshall	8-	4.	- A.F.
21.	1.	51	Stanley to Port Howard	338	Mr. Muirhead	8-	4.	- A.F.
21.	1.	51	Port Howard to Stanley	338	Mr. V. Summers	8-	4.	- A.F.
23.	1.	51	Stanley to Pebble Island	339	Master M. Curran	8-	4.	- A.F.
23.	1.	51	Stanley to Douglas Station	339	Mrs. W. Smith	8-	4.	- A.F.
23.	1.	51	Douglas Station to Stanley	339	Mr. A. Hardy	8-	4.	- A.F.
23.	1.	51	Douglas Station to Stanley	339	Mr. V. Atkins	8-	4.	- A.F.
23.	1.	51	Stanley to Teal Inlet	340	Mr. E. Evans	8-	4.	- A.F.
23.	1.	51	Teal Inlet to Stanley	340	Mr. & Mrs. Blake	8-	8.	- A.F.
24.	1.	51	Stanley to San Carlos, Douglas Station & return	341	Dr. Slessor	8-	4.	- A.F.
24.	1.	51	Stanley to Port Howard	342	Mr. Hardcastle	8-	4.	- A.F.
25.	1.	51	Stanley to Teal Inlet	343	Miss J. Anderson	8-	4.	- A.F.
27.	1.	51	Stanley to Speedwell Island	344	Mr. C. Clifton	8-	4.	- A.F.
27.	1.	51	Stanley to Speedwell Island	344	Miss H. Jaffery	8-	4.	- A.F.
29.	1.	51	Stanley to Port Howard	345	Mr. Sorrel	8-	4.	- A.F.
29.	1.	51	Ajax Bay to Stanley	345	Mr. E. N. Biggs	8-	4.	- A.F.
2.	2.	51	Stanley to Saunders Island	346	Mrs. D. E. Betts	8-	4.	- A.F.
2.	2.	51	Stanley to Saunders Island	346	Master Betts	8-	4.	- A.F.
2.	2.	51	Salvador to Stanley	346	Miss H. & Miss C. Pitaluga	8-	8.	- A.F.
2.	2.	51	Stanley to Goose Green	347	Mr. Young	8-	4.	- A.F.

<u>Date</u>			<u>Trip</u>	<u>Flight No</u>	<u>Passenger</u>	<u>Insurance</u>		
3.	2.	51	Stanley to Hill Cove	348	Mrs. A. & Miss B. Johnson	8-.	8.	- A.F.
3.	2.	51	Port Howard to Stanley	348	Miss S. Williams	8-.	4.	- A.F.
3.	2.	51	Port Howard to Stanley	348	Miss M. McCarthy	8-.	4.	- A.F.
3.	2.	51	Stanley to Seal Inlet	349	H.E. The Governor	8-.	4.	- A.F.
3.	2.	51	Seal Inlet to Stanley	349	Miss J. Anderson	8-.	4.	- A.F.
8.	2.	51	San Carlos to Ajax Bay & return	350	H.E. The Governor & Mr. J.F. Oliver	8-.	8.	- A.F.
8.	2.	51	Port San Carlos to Stanley	350	Mrs. S.E. Cameron	8-.	4.	- A.F.
8.	2.	51	Port San Carlos to Stanley	350	Master C. Brechin	8-.	4.	- A.F.
9.	2.	51	North Arm to Stanley	351	Miss S. & Miss B. McLeod	8-.	8.	- A.F.
9.	2.	51	Stanley to Seal Inlet	352	Mr. H. Johnson	8-.	4.	- A.F.
10.	2.	51	M.V. "Philadel" to Stanley	352	H.E. The Governor & Mr. S.E. Cameron	8-.	8.	- A.F.
11.	2.	51	Stanley to Port Howard	353	Mr. A. Lamasa	8-.	4.	- A.F.
11.	2.	51	Port San Carlos to Stanley	353	Miss O. Buse	8-.	4.	- A.F.
11.	2.	51	Port San Carlos to Stanley	353	Miss R. McLaren	8-.	4.	- A.F.
17.	2.	51	Stanley to Port San Carlos	356	Mrs. H.E. Cameron	8-.	4.	- A.F.
17.	2.	51	Stanley to Port San Carlos	356	Mr. H.E. Cameron	8-.	4.	- A.F.
17.	2.	51	Port Howard to Stanley	357	Mrs. V. Summers	8-.	4.	- A.F.
17.	2.	51	Port Howard to Stanley	357	Mrs. W.A. Johnson	8-.	4.	- A.F.
19.	2.	51	Stanley to Salvador	358	Miss R. Pitaluga	8-.	4.	- A.F.
19.	2.	51	Goose Green to Stanley	358	Miss A. Morrison	8-.	4.	- A.F.
20.	2.	51	Stanley to Goose Green	359	Mr. A.G. Barton	8-.	4.	- A.F.
20.	2.	51	Stanley to Ajax Bay	359	Mr. A.S. Mills	8-.	4.	- A.F.
20.	2.	51	Ajax Bay to Stanley	359	Rev. Lloyd Jones	8-.	4.	- A.F.
20.	2.	51	Stanley to Port San Carlos	360	Miss O. Buse	8-.	4.	- A.F.
20.	2.	51	Stanley to Port San Carlos	360	Dr. Blesser	8-.	4.	- A.F.
			San Carlos & return					
21.	2.	51	Stanley to North Arm	361	Mrs. E. Morrison	8-.	4.	- A.F.
21.	2.	51	Stanley to Douglas Station	362	Mr. E. Biggs	8-.	4.	- A.F.
21.	2.	51	Douglas Station to Stanley	362	Mrs. J. McMillen & Daughter	8-.	8.	- A.F.
23.	2.	51	Stanley to Port San Carlos	363	Miss R. McLaren	8-.	4.	- A.F.
23.	2.	51	Stanley to West Point Island	363	Mrs. C. Bertrand	8-.	4.	- A.F.
23.	2.	51	Saunders Island to Stanley	363	Mr. J. Elyth	8-.	4.	- A.F.
23.	2.	51	Saunders Island to Stanley	363	Miss R. McKay	8-.	4.	- A.F.
24.	2.	51	Stanley to Seal Cove	364	Mr. Cartmell	8-.	4.	- A.F.
27.	2.	51	Stanley to Speedwell Island	365	Mrs. Jaffery	8-.	4.	- A.F.
27.	2.	51	Albemarle to Stanley	365	Mr. J. Pettersson	8-.	4.	- A.F.

<u>Date</u>			<u>Trip</u>	<u>Flight No</u>	<u>Passenger</u>	<u>Insurance</u>		
25.	2.	51.	Stanley to Port Howard	366	Mr. J. Peck.	8-	4.	-- A.F. ✓
26.	2.	51.	Stanley to Port Howard	366	Mr. J. Sarney.	8-	4.	-- A.F. ✓
26.	2.	51.	Rincon Grande to Stanley	366	Mr. J. Huckle.	8-	4.	-- A.F. ✓
26.	2.	51.	Stanley to Port Howard.	367	Mrs. F.W. Johnson.	8-	4.	-- A.F. ✓
26.	2.	51.	Stanley to Port Howard	367	Mr. C. Pearson.	8-	4.	-- A.F. ✓
26.	2.	51.	Port Howard to Ajax Bay	367	Mr. Mcirhead.	8-	4.	-- A.F. ✓
28.	2.	51.	Ajax Bay to Stanley	367	Mr. C. White.	8-	4.	-- A.F. ✓
4.	3.	51.	Stanley to Ajax Bay	368	Mr. A.S. Mills.	8-	4.	-- A.F. ✓
4.	3.	51.	Goose Green to Stanley	368	Mr. J. Bollen.	8-	4.	-- A.F. ✓
5.	3.	51.	Stanley to Weddell, New Island return Stanley via Beaver Island.	369	H.E. The Governor.	8-	4.	-- A.F. ✓
6.	3.	51.	Hill Cove to Stanley	370	Mr. H. Dart.	8-	4.	-- A.F. ✓
9.	3.	51.	Stanley to Lively Island	371	Mr. D. McKenzie.	8-	4.	-- A.F. ✓
9.	3.	51.	Stanley to Lively Island	371	Mrs. R. Morrison & child.	8-	8.	-- A.F. ✓
9.	3.	51.	Darwin to Stanley	371	Mr. T. Gilruth.	8-	4.	-- A.F. ✓
10.	3.	51.	Stanley to Fox Bay & return.	372	Dr. & Mrs. Szeley.	8-	8.	-- A.F. ✓
13.	3.	51.	Stanley to Goose Green	374	Miss. Bell.	8-	4.	-- A.F. ✓
13.	3.	51.	Port San Carlos to Stanley	374	Master O. Bernisen.	8-	4.	-- A.F. ✓
13.	3.	51.	Salvador to Stanley	374	Mr. E. Hansen.	8-	4.	-- A.F. ✓
13.	3.	51.	Stanley to Goose Green	375	Mr. Gilruth.	8-	4.	-- A.F. ✓
14.	3.	51.	Stanley to Salvador	376	Mrs. A. Pitaluga.	8-	8.	-- A.F. ✓
14.	3.	51.	Salvador to Stanley	376	Mrs. J. May & child.	8-	8.	-- A.F. ✓
14.	3.	51.	Stanley to S. Camp & return.	377	Mr. J. Huckle.	8-	4.	-- A.F. ✓
14.	3.	51.	Stanley - Local Area	378	Captain White.	8-	4.	-- A.F. ✓
16.	3.	51.	Stanley to Teal Inlet	379	Mr. A.C. Barton.	8-	4.	-- A.F. ✓
17.	3.	51.	Hill Cove to Stanley	380	Mrs. Hawkins.	8-	4.	-- A.F. ✓
19.	3.	51.	Stanley to Barron Island via Speedwell Island	381	Mr. R. Mills.	8-	4.	-- A.F. ✓
19.	3.	51.	Goose Green to Stanley	381	Mr. C. Cahill.	8-	4.	-- A.F. ✓
19.	3.	51.	Goose Green to Stanley	381	Mr. Raymer.	8-	4.	-- A.F. ✓
20.	3.	51.	Stanley to Fox Bay East	382	Mr. P. Robertson.	8-	4.	-- A.F. ✓
20.	3.	51.	Chartres to Stanley	382	Mrs. W. Faice & child.	8-	8.	-- A.F. ✓
21.	3.	51.	Stanley to Salvador	383	Mrs. J. May & child.	8-	8.	-- A.F. ✓
21.	3.	51.	Stanley to Lively Island	384	Miss. M. Jaffary.	8-	4.	-- A.F. ✓
21.	3.	51.	Stanley to Lively Island	384	Mr. H. McLeod.	8-	4.	-- A.F. ✓
22.	3.	51.	Stanley to San Carlos	385	Mr. Gawkell.	8-	4.	-- A.F. ✓
22.	3.	51.	Ajax Bay to Stanley	385	Mr. A.S. Mills.	8-	4.	-- A.F. ✓
22.	3.	51.	Stanley to Lorenzo & return	385	Mr. S. Stewart.	8-	4.	-- A.F. ✓

98

<u>Date</u>			<u>Trip</u>	<u>Flight No</u>	<u>Passenger</u>	<u>Insurance</u>		
24.	3.	51.	Stanley to Fox Bay	387	Dr. & Mrs. Szeley.	8--	8.	-- A.P.
24.	3.	51.	Fox Bay to North Arm	387	Mr. J. Wielding.	8--	4.	-- A.P.
24.	3.	51.	Teal Inlet to Stanley	387	Mrs. R. Alazia.	8--	4.	-- A.P.
27.	3.	51.	Stanley to Rincon Grande	388	Mrs. E. J. Pitaluga.	8--	4.	-- A.P.
29.	3.	51.	Stanley to San Carlos and return	389	Dr. Slessor.	8--	4.	-- H.P.
29.	3.	51.	Stanley to Port Howard	389	Mr. & Mrs. V. Summers & child.	8--	12.	-- H.P.
29.	3.	51.	Stanley to Roy Cove	389	Mrs. E. Miller & child.	8--	8.	-- H.P.
29.	3.	51.	Stanley to Hill Cove	389	Mr. J. Pitaluga.	8--	4.	-- H.P.
29.	3.	51.	Stanley to Hill Cove	389	Mrs. Hawkins.	8--	4.	-- H.P.
29.	3.	51.	Saunders Island to Stanley	389	Mrs. C. Harrison.	8--	4.	-- H.P.
29.	3.	51.	Saunders Island to Stanley	389	Mrs. A. Hole-Evans & 2 children.	8--	12.	-- H.P.
29.	3.	51.	Port San Carlos to Stanley	389	Mr. Cawkell.	8--	4.	-- H.P.
30.	3.	51.	Stanley to Goose Green	390	Mr. & Mrs. H. Finlayson.	8--	8.	-- H.P.
30.	3.	51.	Stanley to Fox Bay	390	Miss. U. Sedgwick.	8--	4.	-- H.P.
31.	3.	51.	Stanley to Teal Inlet and return	391	Mr. Mitchell.	8--	4.	-- A.P.

SUMMARY

Sheet 1	£ 10. 5. 0.
Sheet 2	£ 8. 18. 0.
Sheet 3	£ 9. 8. 0.
Sheet 4	£ 7. 12. 0.
Sheet 5	8. 0. 0.
Sheet 6	8. 4. 0.
Sheet 7	4. 8. 0.

Total	£ 56. 15. 0.
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25th April,

51.

Gentlemen,

Passenger Flight Insurance

I am directed to refer to your letter S.6/271/19 of 25th January, 1950, and to forward herewith in triplicate copies of certified extracts from the flight register of the Government Air Service for the months of November to March, 1951, showing that insurance premiums amounting to £ 56. 15. 0. are due. I should be grateful if you would arrange for this amount to be paid to the Underwriters, debiting the account of this Colony in the usual manner.

I am,

Gentlemen,

Your obedient servant,

(Sgd) MICHAEL R. RAYMER,
Colonial Secretary.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

102

ACS
You will approve 93 pl? OK
27.12.55

ACS
Yes. We want removal of 40, 41 & 43
(NOT 42). all changeable to Colony

1/2.

OK
6/5/56.

Note: 41 to be removed to end of December only.

OK
6/5/56.

DECODE.

X
TELEGRAM.

103

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : 2nd May, 1951. Time : 1610

Received : 3rd May, 1951. Time : 1030

Grateful early reply our telegram 17th April renewal
insurance land and float planes.

SECRET.

W. H.

Reply at 104

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				4.5.51.
To	CROWN LONDON			

YOUR TELEGRAM 17TH APRIL STOP AIRCRAFT AND THIRD PARTY INSURANCE STOP
 PARAGRAPH 2 PLEASE RENEW INSURANCE FOR FURTHER 12 MONTHS WITH EXCEPTION
 OF POLICY FOR V. H. SPENCER PILOT WHICH SHOULD BE RENEWED UP TO 31ST
 DECEMBER 1951 ONLY

COLONIAL SECRETARY

Time 11.11 A.M.

105
A.
A.C.S.

Please:

1. Issue telegram to Morice, Tozer & Beck as in draft at cover. ✓
2. Have 100 copies of pages 88-89 roneoed. ✓
3. Fair and issue Public Notice as in draft at cover. ✓
4. Page 90. Adjustments as in paras 2 & 3 to be effected and information asked for in paras 4 & 5 to be obtained.

U.
7.5.51.

B.

A.C.S.

Have completed paragraphs 1-3. Mr. Spencer to complete paragraph 4 please. M. D. Ken.
11/5/51.

106

GOVERNMENT TELEGRAPH SERVICE.
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

7.5.51.

To

W. H. H. H. H.

82

YOUR LETTER 1500 FEBRUARY BRACKET GE BRIDGE II BRACKET AIR PASSENGER
INSURANCE STOP TRAFFIC CONTRACT IS ASSIGNABLE AND SO IS TRAFFIC OTHER STOP
POLICY SHOULD BE ISSUED IN NAME OF GOVT GOVERNMENT OF THE FALKLAND ISLANDS
UNQUOTE STOP PARAGRAPH 2 REFERENCE CANCELLATION IN RESPECT OF WAR ETC RISKS
AGREE QUOTE BY TELEGRAPH UNQUOTE IN PLACE OF QUOTE BY ORDINARY POST UNQUOTE
STOP PARAGRAPH 3 REFERENCE MEMORANDUM A MOTHER PLANTS ARE OWNED AND OPERATED
BY FALKLAND ISLANDS GOVERNMENT STOP NORSEMAN IS OWNED BY FALKLAND ISLANDS
DEPENDENCIES GOVERNMENT BUT HIRED AND OPERATED BY FALKLAND ISLANDS GOVERNMENT

CHIEF CLERK

Time
MAMA.

PUBLIC NOTICE

AIR PASSENGER FLIGHT INSURANCE

A new contract for the automatic insurance of passengers for £ 1,000 has just been concluded with the Alliance Assurance Company. The new contract is similar to the former one, but there are one or two variations which should be noted. These are:-

1) Children

£500?

No child under the age of 14 shall be insured for a scale of benefits based on a capital sum insured in excess of £ 5,000.

The death benefit payable in respect of any such child shall be limited to

£ 100 for a child under ten, or,
£ 500 for a child between ten and fourteen or such lesser sum as may be specified by law subject otherwise to the terms, exceptions and conditions of the Policy.

2) It is hereby agreed and declared that subject to the Terms Exceptions and Conditions and Endorsements of the Policy the Company will pay to the Insured the compensation stated in the Schedule in respect of Death or Bodily Injury happening to any Insured Person

(a) caused by Exposure resulting from an accident to the aircraft in which he is travelling as a passenger

or

(b) while he is on an established airport for the purposes of the journey caused by being run down or struck by an aircraft which is landing taking-off or taxi-ing or by the moving propeller of any aircraft.

3) The capital sum insured per passenger may be increased to £ 5,000 in all by the issue of a Certificate to the passenger as provided in the policy, subject to the payment of premium at the rate of 4/- per £ 1,000 per passenger per flight per day.

It is a condition of the Insurance provided under the policy that the total liability of the Company in respect of all passengers travelling together in the same aircraft shall not exceed the sum of £ 25,000 in all.

COLONIAL SECRETARY.

Colonial Secretary's Office,
Stanley, Falkland Islands.
8th May, 1951.

*Copies sent to all farm managers.
1 to Broadcast
2 to Notice Board.
Copy to Manager: F. I. G.
Copy to Manager: E. L. W.*

MAMA.

DECODE.

TELEGRAM.

From TOZER LONDON.

To THE COLONIAL SECRETARY.

Despatched : 8th May, 1954 Time : 1838

Received : 9th May, 1954 Time : 900

106 YOUR TELEGRAM 8TH RECEIVED WITH THANKS FOR AGREEMENT TO
VARIOUS POINTS WE CONFIRM CONTRACT NOW IN FORCE ON THESE
TERMS POLICY WILL FOLLOW.

TOZER.

109

Mr. Spencer

105-A

para 12. Will you please

advise

W. J. Lee

Mar. 15. 1951

1). Flight No. 227.

[Passengers on this flight were:-

Mr. & Mrs. Lee & 4 children to Speedwell.

Mr. & Mrs. Beatty to Pt. Stephens.

Mrs. F. McKay and W. Hardy to Fox Bay.

Mr. W.H. Clement from Fox Bay to Stanley.

Mr. J. Beutson from Pt. Stephens to Stanley.

Mr. & Mrs. Blake, Mr. S. Miller, & Mr. F. Whitney from Hill
Cove to Stanley.]

All on S.O.L. Charter.

2) Flights 231, 232, & 245.

[These charters were by Mr. Smith, Mr. Bell, &

Mr. Paley Evans. As the flights were made on a charter basis,

I kept no record in my logbook of the passengers
names, as it did not seem necessary at the time.

Office

VAS.

Reply to 90 as on 105 and above, pl.

14/1/55

18th June 1951

Gentlemen,

90

I am directed to refer to your letter 36/271/19 dated 29th March 1951 regarding extracts from the flight register of the Government Air Service, and to inform you as follows:-

2. Flights Nos. 260 & 268

Amendments made accordingly.

3. Flight No. 247 Passengers on this flight were:-

Mr. & Mrs. Lee and four children to Speedwell Is.
Mr. & Mrs. Beatty to Port Stephens.
Messrs F. McRae and W. Hardy to Fox Bay
Mr. W. H. Clement from Fox Bay to Stanley.
Mr. J. Berntsen from Pt. Stephens to Stanley.
Mr. & Mrs. Blake, Mr. S. Miller and Mr. F. Whitney from
Hill Cove to Stanley.

3. Flights Nos. 231, 232 and 245

These were charter flights on behalf of Messrs. Smith, Beatts and Pole-Evans, and it is regretted that no record of the names of passengers was kept.

I have the honour to be,

Sirs,

Your obedient servant,

Controller of Civil Aviation.

To:- The Crown Agents for the Colonies,
4, Millbank,
London S.W.1.



112

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

4, MILLBANK,

LONDON, S.W.1.

S6/271/19

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

AIR MAIL

8 JUL 1951

29 MAY 1951

Sir,

We have the honour to refer to your telegram of the 4th May, regarding the insurance of Falkland Islands Aircraft, and to inform you that, as instructed we have insured the four Aircraft for a further period of 12 months from the 6th and 20th May, and the pilot for the period 6th May to 31st December, inclusive.

We have paid to our Insurance Brokers a total premium of £184.19.11 as per the attached copies of debit notes, and this sum will be found debited in our Falkland Islands account in due course.

We have the honour to be,
Sir,
Your obedient servants,

for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

HEM.

HVC.

56/271/19

auth: Col. Secs. taken 9/4/51.

MORICE, TOZER & BECK, LTD.

INCORPORATING
MILSTEAD COTTON & CO.

INSURANCE BROKERS

TELEGRAMS (INLAND, TOZER, CANNON, LONDON)
TELEPHONE (FOREIGN, TOZER, LONDON)
MANSION HOUSE 9132 (10 LINES)

10

Advice

No. 84367/51

Renewal of No. 74310/50

113
TRIPLICATE

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C. 4.

AND AT LLOYDS

9/c - FALKLAND ISLANDS

The Crown Agents for the Colonies,
4 MILLBANK,
LONDON. S.W.1.

8 JUL 1951
FALKLAND ISLANDS
15th May 19 51.

In accordance with your instructions we have effected Insurance for your account as follows, and we debit you as below:

100% AIRCRAFT INSURANCE Lloyds Form. No Proposal.

12 months @ 6. 5. 51 inclusive.

In respect of : Auster Aircraft
VP-F.A.A. and
VP. F.A.B.
(2 Passenger seats each).

Geographical Limitations: Falkland Isles.

Assured: Crown Agents for the Colonies..

Third Party Limit £5,000 per aircraft.

Premium: £ 7. 10. 0d in full per aircraft.

Legal Liability to Passengers - Limit £2,500 per seat.
4 seats @ £10 per seat - £ 40. 0. 0d.

PREMIUM

Insured with :-

Lloyds

2 @ £7. 10. 0d each	-	£ 15. 0. 0d
4 @ £10. 0. 0d each	-	40. 0. 0d
Policy & Stamp Duty	-	<u>1. 6d</u>
		£ 55. 1. 6d

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration

56/271/19

MORICE, TOZER & BECK, LTD.

Col Secs. taken of 4/5/51

INCORPORATING
MILSTEAD COTTON & CO.

INSURANCE BROKERS

13

TELEGRAMS (INLAND, TOZER, CANNON, LONDON
FOREIGN, TOZER, LONDON
TELEPHONE MANSION HOUSE 9132 (10 LINES)

Renewal of No.

No. 84368/51

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C. 4.

AND AT LLOYDS

The Crown Agents for the Colonies,

4 Millbank,

S.W.1.

10th May 19 51

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

£1500

ACCIDENT K.3.A. Form No proposal.

Including 100% Permanent Total Disablement.

Excluding War.

Including Flying.

6. 5. 51 - 31. 12. 51 both days inclusive.

In respect of: -

Victor Henry Spencer Esq., (Pilot).

of Auster Aircraft VP-F.A.A.

or Auster Aircraft VP-F.A.B.

or Auster " VP-F.A.C.

or Norseman " VP-F.A.D.

Assured: Crown Agents for the Colonies.

Geographical Limitations: Falkland Isles.

Presumption of Death Clause (W.T.B. wording).

Insured with:-

Lloyds

	PREMIUM
£1500 @ pro rata $1\frac{1}{2}\%$	£14. 15. 11

6.5.51 - 31.12.51

both days inclusive.

Policy & stamp duty

	1. 0
	£14. 16. 11

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration

56/27/19

MORICE, TOZER & BECK, LTD.

Col. Secs. *tel. 9/4/51*

MILSTEAD COTTON & CO.

INSURANCE BROKERS 13

TELEGRAMS INLAND, TOZER, CANNON, LONDON
FOREIGN, TOZER, LONDON
TELEPHONE MANSION HOUSE 9132 (10 LINES)

Advice

115
F
TRIPLICATE

27, CLEMENT'S LANE,

LOMBARD STREET,

LONDON, E.C. 4.

AND AT LLOYDS

No. 84366/51

Renewal of No. 75425/50

A/c ~~FALKLAND ISLANDS~~

The Crown Agents for the Colonies,

4 Millbank,

S.W.1.

15th May 19 51.

In accordance with your instructions we have effected Insurance for your account as follows,
and we debit you as below:

100% AIRCRAFT INSURANCE. Lloyd's Form No proposal.

12 months @ 20. 5. 51 inclusive.

Auster Float Plane- Marks V.P. - F.A.C. (2 passengers)

Norseman Float Plane- Marks V.P. - F.A.D. (8 passengers)

Geographical Limitations: Falkland Isles.

ASSURED: Crown Agents for the Colonies.

Third Party Limit £5,000 per aircraft.

Premium: £7. 10. 0. in full per aircraft.

Legal Liability to passengers.

Limit £2,500 per seat.

10 seats @ £10 per seat - £100.0.0.

PREMIUM

2 @ £7. 10. 0. each	£15. 0. 0.
10 @ £10. 0. 0. each	100. 0. 0.
Policy & stamp duty	1. 6.
	<u>£115. 1. 6.</u>

Insured with:-

Lloyds

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration

TELEGRAMS:
INLAND, TOZER, CANNON, LONDON.
FOREIGN: TOZER, LONDON.

TELEPHONE: MANSION HOUSE 9132.

CODES:
A.B.C. 5TH BENTLEY'S
& BENTLEY'S SECOND.

MORICE, TOZER & BECK LTD

INCORPORATING
MILSTED, COTTON & CO.

INSURANCE BROKERS.

AND AT LLOYDS.

27, Clements Lane,

Lombard Street,

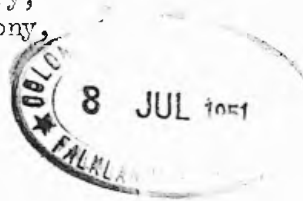
London, E.C. 4.

GM/IL

Air Mail

The Colonial Secretary,
Falkland Islands Colony,
Stanley,
Falkland Islands.

9th May, 1951.



Dear Sir,

We duly received your telegram reading as follows :-

"YOUR LETTER 15TH FEBRUARY BRACKET GM OBLIQUE IL BRACKET AIR PASSENGER INSURANCE STOP DRAFT CONTRACT IS AGREEABLE AND SO IS DRAFT COUPON STOP POLICY SHOULD BE ISSUED IN NAME OF QUOTE GOVERNMENT OF THE FALKLAND ISLANDS UNQUOTE STOP PARAGRAPH 2 REFERENCE CANCELLATION IS RESPECT OF WAR ETC RISKS AGREE QUOTE BY TELEGRAPH UNQUOTE IN PLACE OF QUOTE BY ORDINARY POST UNQUOTE STOP PARAGRAPH 3 REFERENCE MEMORANDUM K AUSTER PLANES ARE OWNED AND OPERATED BY FALKLAND ISLANDS GOVERNMENT STOP NORSEMAN IS OWNED BY FALKLAND ISLANDS DEPENDENCIES GOVERNMENT BUT HIRED AND OPERATED BY FALKLAND ISLANDS GOVERNMENT."

to which we replied as per copy enclosed.

You will understand from this that we are now proceeding with the preparation of the policy which will be sent to you in due course.

At the same time we will deal with the various amendments to the coupon and write you further as soon as possible.

Yours faithfully,
for MORICE, TOZER & BECK LTD.,

W. Mills
Director.

Enc.

*Quintessence letter to 101 P.
encs. at bank cross P.
free copy will be time
on 22.5.*

21st July, 51.

Gentlemen,

Passenger Flight Insurance.

I am directed to refer to your letter S.6/271/19 of the 25th of January, 1950, and to forward herewith in triplicate copies of certified extracts from the Flight register of the Government Air Service for the months April to June, 1951, showing that insurance premiums amounting to £46.16.0. are due. I should be grateful if you would arrange for this amount to be paid to the Underwriters, debiting the account of this Colony in the usual manner.

I am,
Gentlemen,
Your obedient servant,

(Sgd) ~~Michael R. Paymer~~
R. W. ALDRIDGE.

for COLONIAL SECRETARY.

Reply at 118.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W. 1.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



118

S6/271/19

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

29 OCT 1951

4, MILLBANK,

LONDON, S.W.1.

- 4 SEP 1951

Sir,

117 We have the honour to refer to your letter No. FIGAS/9 of the 21st July, enclosing copies of extracts from the flight register of the Government Air Service for the months of April to June, 1951 and to advise you the following amendment has been made:-

<u>Date</u>	<u>Journey</u>	<u>Flight No.</u>
9th June 1951	Albermarle to Stanley	417

The premium for this flight made by Messrs. Kidell, Detleff, Rowlands and Summers is 16/- not £1 (i.e. Four flights each at premium for one day of 4/-).

We have, therefore, paid to our Insurance Brokers the amended sum of £46.12. - and this amount will be found debited in our Falkland Islands account in due course.

We have the honour to be,
Sir,
Your obedient servants,

for the Crown Agents.

The Colonial Secretary,
Stanley,
Falkland Islands.

HEM.

WW.

TELEGRAMS:
INLAND, TOZER, CANNON, LONDON.
FOREIGN, TOZER, LONDON.

TELEPHONE,
MANSION HOUSE 9132

119.
CODES
A.B.C. 5TH, BENTLEY'S
& BENTLEY'S SECOND

From

MORICE, TOZER & BECK, LTD.,
INSURANCE BROKERS.
27, CLEMENTS LANE, LOMBARD STREET.
LONDON. E.C.4
AND AT LLOYD'S.

To

The Colonial Secretary,
Government of the Falkland Islands,
Stanley,
Falkland Islands.
AIRMAIL

Our Reference

GT/IL

Your Reference

Date

12th October, 1951.

Dear Sir,

We now have pleasure in enclosing the accident insurance
contract which has been arranged with the Alliance Co., and trust you
will find this in order.

Yours faithfully,
for MORICE, TOZER & BECK LIMITED,

for Director.



Enc.

11/17

Am
118-119 f y 2 pl. v to std policy at cover. 119A
L. J. S.
8/11/57

<u>Date</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>Insurance</u>		<u>d.</u>
					<u>£.</u>	<u>s.</u>	
1. 7. 51	A.F.	Ajax Bay to Stanley	426	Mr.W.Brown		4.	-
3. 7. 51	A.F.	Stanley to Douglas Station	427	Dr.Kotowski		4.	-
3. 7. 51	A.F.	Albermarle to Stanley	427	Mr.R.McGill		4.	-
5. 7. 51	A.F.	Douglas Station to Stanley	428	Dr.Kotowski		4.	-
5. 7. 51	A.F.	Salvador to Stanley	428	Mr.A.Pitaluga		4.	-
7. 7. 51	N.F.	Stanley to Port San Carlos	429	Messrs R.King, A.Berntsen		8.	-
7. 7. 51	N.F.	Port San Carlos to Stanley	429	Messrs A.Alazia, H.Faria		8.	-
10.7. 51	A.F.	Stanley to Chartres	430	Mr.H.Barnes		4.	-
13.7. 51	N.F.	Stanley to Fox Bay	431	Mrs.Szeley, Messrs Gray, May, Forbes & Porter	1.	-	-
16.7. 51	N.F.	Stanley to Teal Inlet	432	Miss Duncan		4.	-
16.7. 51	N.F.	Stanley to Salvador	432	Mrs.May		4.	-
16.7. 51	N.F.	Salvador to Stanley	432	Mr.R, Miss C, & Miss N.Pitaluga, Mr.A.Barnes		16.	-
16.7. 51	N.F.	Stanley to Douglas Station	432	Mr.V.Atkins		4.	-
16.7. 51	N.F.	Douglas Station to Stanley	432	Mrs.M.Lewis		4.	-
18.7.51	N.F.	Pebble Island to Stanley	433	Miss A.Hargreaves		4.	-
18.7. 51	N.F.	Pebble Island to Teal Inlet	433	Mr.&Mrs.A, Mr.D, Master D & Miss H.Berntsen			
				Messrs McPhee, Reive & Miss McCallum	1.	12.	-
18.7. 51	N.F.	Port San Carlos to Stanley	433	Mr.R.King		4.	-
18.7. 51	N.F.	Ajax Bay to Stanley	433	Miss Venters, Messrs Venters, Swindell, Taylor, Pead and Woodley	1.	4.	-
20.7. 51	N.F.	Stanley to North Arm	434	Mr.&Mrs.W.Ford and two children		16.	-
20.7.51	N.F.	Stanley to North Arm	434	Miss B.&Mr.R.Morrison, Messrs D & R.Larsen		16.	-
20.7. 51	N.F.	North Arm to Stanley	434	Mr.C.Jennings		4.	-
20.7. 51	N.F.	Bleaker Island to Stanley	434	Mrs Burgess and son		8.	-
20.7. 51	N.F.	Stanley to Lively Island	434	Miss M.Couts		4.	-
20.7. 51	A.F.	Stanley to Rincon Grande	435	Miss Y.Jennings		4.	-
20.7.51	A.F.	Rincon Grande to Stanley	435	Mr.G.Parrin		4.	-
21.7 51	A.F.	Stanley to Salvador	436	Mr.A.Barnes		4.	-
24.7. 51	A.F.	Stanley to Johnsons Harbour	437	Miss N.Smith		4.	-
25.7. 51	N.F.	Stanley to Goose Green	438	Mr.&Mrs.Cartmell & child, Mrs.Morrison, C.Johnson	1.	-	-
25.7. 51	N.F.	Goose Green to Stanley	438	Messrs Gilruth, Robertson, Monk, McPherson, McLeod, Mr.&Mrs.J.Ford	1.	8.	-
31.7. 51	N.F.	Stanley to Port Howard	439	Messrs.F.Less, T.Lee & A.Lang		12.	-
31.7. 51	N.F.	Port Howard to Stanley	439	Messrs D.Pole-Evans, F.Johnson, Mr.&Mrs.Craig		16.	-
31.7. 51	N.F.	Chartres to Stanley	439	Messrs K.Luxton, J.Berntsen		8.	-
31.7. 51	N.F.	Stanley to Chartres	439	Messrs M.McGill, W.Etheridge		8.	-
1. 8. 51	N.F.	Ray Cove to Stanley	440	Mr.S.Miller		4.	-
1. 8. 51	N.F.	Stanley to New Island	440	Miss H.Browning, Mrs.W.Biggs, Mrs.Davis & 2 children			
				Mrs.R.Kiddle and child	1.	8.	-
1. 8. 51	N.F.	Port Stephens to Stanley	440	Mr.T.Beaty, Mrs.T.Felton		8.	-

<u>Date</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>£.</u>	<u>s.</u>	<u>d.</u>
1. 8. 51	N.F.	Albermarle to Stanley	440	Messrs P. Tilbury, F. Thompson, L. Goodwin R. Goodwin, W. Coutes	1.	-	-
14. 8. 51	N.F.	Stanley to Ajax Bay & return	441	Dr. J. Kotowski, Mr. T. Biggs		8.	-
14. 8. 51	N.F.	Stanley to Ajax Bay	441	Mr. A. Alazia		4.	-
14. 8. 51	N.F.	Ajax Bay to Stanley	441	Messrs M. Feeney, J. McMillan, Miss Ferguson	12.	-	-
18. 8. 51	N.F.	Pebble Island to Stanley	443	Mr. S. Betts		4.	-
18. 8. 51	N.F.	Stanley to Saunders Island	443	Mr. & Mrs. D. McKay and child	12.	-	-
18. 8. 51	N.F.	Port San Carlos to Stanley	443	Mr. N. Cameron		4.	-
18. 8. 51	N.F.	San Carlos to Stanley	443	Mrs. S. McGill, Miss A. Luxton		8.	-
18. 8. 51	N.F.	Stanley to Ajax Bay	443	Miss V. Ferguson, Miss W. Venters		8.	-
19. 8. 51	N.F.	Stanley to Fox Bay	444	Mr. & Mrs. Clement & 2 children, Mr. & Mrs. Robertson, Misses B. McKay, V. Halket, Mrs. Binnie and child	2.	-	-
19. 8. 51	N.F.	Stanley to Chartres	444	Mr. K. Luxton		4.	-
19. 8. 51	N.F.	Fox Bay to Stanley	444	Mr. C. Reive		4.	-
19. 8. 51	N.F.	Chartres to Stanley	444	Mr. W. Etheridge		4.	-
19. 8. 51	N.F.	Port Howard to Stanley	444	Messrs V. Summers, P. Craig, D. Pole-Evans	12.	-	-
24. 8. 51	N.F.	Stanley to Port San Carlos	445	Mr. N. Cameron		4.	-
24. 8. 51	N.F.	Stanley to Pt. San Carlos & ret.	445	Dr. Hillenbrand		4.	-
24. 8. 51	N.F.	Stanley to Ajax Bay	445	Messrs M. Feeney, J. McMillan		8.	-
24. 8. 51	N.F.	Ajax Bay to Stanley	445	Messrs Swindell, Elliott, Price, Ikin, Mrs. Venters, Mrs. Harrison	1.	4.	-
27. 8. 51	N.F.	Stanley to Ajax Bay	446	Mrs. Venters, Mr. Proce		8.	-
27. 8. 51	N.F.	Stanley to Ajax Bay and return	446	Mr. J. Miller		4.	-
27. 8. 51	N.F.	Ajax Bay to Stanley	446	Messrs Lennon, Jess, Lawrence, Malloy & Braithwaite	1.	-	-
28. 8. 51	A.F.	Stanley to Douglas Station	447	Mrs. M. Lewis		4.	-
30. 8. 51	A.F.	Stanley to Port M. Louis	448	Messrs P. Anderson, H. Blythe		8.	-
1. 9. 51	N.F.	Stanley to Teal Inlet	449	Mrs. A. Middleton and child		8.	-
1. 9. 51	N.F.	Stanley to Port San Carlos	449	Miss A. Luxton		4.	-
1. 9. 51	N.F.	Stanley to Ajax Bay	449	Messrs Lennon, Jess, Braithwaite and Malloy	16.	-	-
1. 9. 51	N.F.	Stanley to Ajax Bay and return	449	Dr. Kotowski		4.	-
1. 9. 51	N.F.	Ajax Bay to Stanley	449	Mr. P. Woodley		4.	-
6. 9. 51	N.F.	Stanley to Goose Green	450	Mr. & Mrs. Ford, Miss P. McLeod	12.	-	-
6. 9. 51	N.F.	Goose Green to Fox Bay	450	Mr. P. Robertson		4.	-
6. 9. 51	N.F.	Stanley to Port Howard	450	Mr. D. Pole-Evans		4.	-
6. 9. 51	N.F.	Stanley to Port Stephens	450	Mrs. T. Beaty		4.	-
7. 9. 51	A.F.	Stanley to Johnsons Harbour	451	Mrs. G. McGill		4.	-
7. 9. 51	A.F.	Stanley to Teal Inlet	451	Mrs. R. Alazia		4.	-
10. 9. 51	A.F.	Stanley to Ajax Bay and return	452	H. E. the Governor and Mr. Livermore		8.	-
17. 9. 51	N.F.	Ajax Bay to Stanley	453	Misses W. Venters, I. Rumbolds, Messrs Keenleyside, and Hilliard		16.	-

<u>Date</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>£.</u>	<u>s.</u>	<u>d.</u>
17.9. 51	N.F.	Stanley to Port San Carlos	453	Mr.R.McRae		4.	-
17.9. 51	N.F.	Port San Carlos to Stanley	453	Messrs C.Andreason, J.Sheddan, T.Short, Miss O. Buse		16.	-
17. 9. 51	N.F.	Stanley to Rincon Grande	454	Mr.G.Parrin		4.	-
17. 9. 51	N.F.	Teal Inlet to Stanley	454	Mrs.Middleton and child		8.	-
17. 9. 51	N.F.	Stanley to Douglas Station	454	Messrs B.Smith, F.Burns		8.	-
18. 9. 51	N.F.	Stanley to North Arm	455	Miss Morrison, Messrs Chiswick & Barnes		12.	-
18. 9. 51	N.F.	North Arm to Stanley	455	Mrs.A.Blackley		4.	-
18. 9. 51	N.F.	Weddell Island to Stanley	455	Mr.B.Hardy		4.	-
18. 9. 51	N.F.	Beaver Island to Stanley	455	Mrs.A.Davis		4.	-
18. 9. 51	N.F.	Stanley to Goose Green	455	Mr.C.Packe		4.	-
18. 9. 51	N.F.	Goose Green to Stanley	455	Messrs H.Curran, A Pearson		8.	-
18. 9. 51	A.F.	Stanley to Fitzroy	456	Messrs P.Dixon, M.Evans		8.	-
22. 9. 51	A.F.	Hill Cove to Stanley	457	Mrs.T.Aldridge		4.	-
25. 9. 51	N.F.	Stanley to Ajax Bay	458	Mr.F.Williard		4.	-
25. 9. 51	N.F.	Ajax Bay to Stanley	458	Messrs D.Peck, P.McCarthy O'Hay		8.	-
25. 9. 51	N.F.	Port Howard to Pebble Island	458	Mr.E.F.Berntsen		4.	-
25. 9. 51	N.F.	Stanley to Port Howard	458	Mr.V.Summers		4.	-
25. 9. 51	N.F.	Stanley to Pebble Island	458	Messrs S.Betts, J.Goss, Miss N.Biggs, Master Biggs		16.	-
25. 9. 51	N.F.	Pebble Island to Stanley	458	Mrs.W.Betts, Mrs.May & three children	1.	-	-
25. 9. 51	A.F.	Fitzroy to Stanley	459	Messrs P.Dixon, M.Evans		8.	-
26. 9. 51	A.F.	Stanley to Teal Inlet	460	Mr.B.Hardy		4.	-
26. 9. 51	A.F.	Salvador to Stanley	460	Mrs.D.W.Stewart		4.	-
26. 9. 51	A.F.	Horse Shoe Bay to Stanley	460	Mr.J.McMillan and child		8.	-
27. 9. 51	A.F.	Stanley to Port Louis	461	Mr.M.Robson		4.	-
27. 9. 51	A.F.	Fitzroy to Stanley	461	Miss A.Hargreaves		4.	-
27. 9. 51	A.F.	Ajax Bay to Stanley	462	Mr.Basiley		4.	-
27. 9. 51	A.F.	Stanley to North Arm	463	Mrs.A.Blakely		4.	-
27. 9. 51	A.F.	Goose Green to Stanley	463	Mr.S.Smith		4.	-

SUMMARY

Sheet 1		\$17. 12. -	
Sheet 2		\$16. - -	
Sheet 3		\$ 9. 8. -	
Total		\$43. - -	

16 November,

51.

Gentlemen,

I am directed to refer to your letter S.6/271/19 of the 25th of January, 1950, and to forward herewith in triplicate copies of certified extracts from the flight register of the Government Air Service for the months July to September, 1951, showing that insurance premiums amounting to £43 are due. I should be grateful if you would arrange for this amount to be paid to the Underwriters, debiting the account of this Colony in the usual manner.

I am,

Gentlemen,

Your obedient servant,

(Sgd) Michael R. Baymer

COLONIAL SECRETARY.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

TELEGRAMS:
INLAND, TOZER, CANNON, LONDON.
FOREIGN, TOZER, LONDON.

TELEPHONE:
MANSION HOUSE 9132

127
CODE
A.B.C. 5TH, BENTLEY'S
& BENTLEY'S SECOND

From

MORICE, TOZER & BECK, LTD.,
INSURANCE BROKERS
27, CLEMENTS LANE, LOMBARD STREET,
LONDON, E.C.4

AND AT LLOYD'S.

To

The Colonial Secretary,
The Government of the Falkland Islands,
Stanley,
Falkland Islands.

Our Reference

GM/IL

Your Reference

AIRMAIL

Date

28th November, 1951.

18 DEC 1951

FALKLAND ISLANDS

Dear Sirs,

Personal Accident Insurance Contract

We would advise you that the above Contract falls due for renewal on the 31st December and for the sake of good order, we shall be glad if you will confirm that this is to be continued for a further 12 months on the same terms and conditions.

Yours faithfully,
for MORICE, TOZER & BECK LTD.,

W. H. Mills
Director.

Alan

He should confirm, please?

W. H. Mills

Reply at 129

H.C.S. I think so: H.E. did say 21/12/51
that we ought to carry on our own insurance but if we do my department
alone would be committed to covering £70,000 which is an awful lot -
this policy which costs as nothing covers £25,000 of that. 22.12.51

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

129

Number	Office of Origin	Words	Handed in at	Date
				28.12.51.
To				
TOZER LONDON				HOA/C

127 YOUR LETTER ON OBLIQUE SMOKE IL OF 28TH NOVEMBER STOP PERSONAL
 ACCIDENT INCUR NOE BENEFITARY CONTRACT STOP PLEASE RENEW FOR FURTHER
 PERIOD OF TWELVE MONTHS.

COLONIAL SECRETARY

Time

[Handwritten signature and date 21/12/51]

DECODE.

130

TELEGRAM.

From Tozer, London.

To The Colonial Secretary

Despatched : 29th December, 1951 Time : 1305.

Received : 30th December, 1951 Time : 0845

129 Your telegram 28th Confirm Personal Accident Insurance renewed further twelve months.

TOZER.

(Intld)M.R.R.
31/12/51

P/L.
SS

Flight returns now due to 31/12/51

31/12/51

TELEGRAMS:
INLAND. TOZER, CANNON, LONDON.
FOREIGN. TOZER, LONDON.

TELEPHONE:
MANSSION HOUSE 9132

131
CODES
A.D.C. 5TH. BENTLEY'S
& BENTLEY'S SECOND

MORICE, TOZER & BECK, LTD.,
INSURANCE BROKERS
27, CLEMENTS LANE, LOMBARD STREET,
LONDON, E.C.4
AND AT LLOYD'S.

To

The Colonial Secretary,
The Government of the Falkland Islands,
Stanley,
Falkland Islands.

AIRMAIL

Our Reference

GM/IL

Your Reference

Date

31st December, 1951.

Dear Sir,

129 We duly received your telegram reading as follows :

"YOUR LETTER GM OBLIQUE STROKE IL OF 28TH NOVEMBER STOP PERSONAL
ACCIDENT INSURANCE CONTRACT STOP PLEASE RENEW FOR FURTHER PERIOD OF
TWELVE MONTHS"

to which we replied as per copy enclosed.

We shall be sending you an endorsement for the Contract
noting the extension, very shortly.

Yours faithfully,
for MORICE, TOZER & BECK LTD.,

John Miller
for Director.

Enc.



29.12.51.

LE COLONIAL SECRETARY
STANLEY FALKLAND ISLANDS

YOUR TELEGRAM TWENTYEIGHTH CONFIRM PERSONAL ACCIDENT
INSURANCE RENEWED FURTHER TWELVE MONTHS
TOZER

Date	Type	Journey	Flight No.	Passengers	Insurance	d.
					£.	s.
1. 10.51	A.F.	Stanley to Horseshoe Bay	464	Mrs.McMillan and child		8.
1. 10.51	A.F.	Pt.Louis to Stanley	464	Mr.M.Robson		4.
1. 10.51	A.F.	Stanley to Goose Green	465	Mr.S.Smith		4.
3.10. 51	A.F.	Stanley to Pt.Louis and return	466	Dr.J.Kotowski		4.
8. 10.51	A.F.	Salvador to Stanley	467	Mr.F.May		4.
8. 10.51	A.F.	Johnsons Harbour to Stanley	468	Mrs.E.M., Master George & Miss Shirley Smith		12.
10.10.51	N.F.	Stanley to Pebble Island	469	Mrs.May and three children, Mrs.W.Betts	1.	-
10.10.51	N.F.	Stanley to Pebble Island	469	Mr.L.Poole, Mr.H.Smith		8.
10.10.51	N.F.	Pebble Island to Ajax Bay	469	Mr.R.McKay		4.
10.10.51	N.F.	Saunders Island to Stanley	469	Mr.J.Barney		4.
10.10.51	N.F.	Ajax Bay to Stanley	469	Lt.Hunnet, Messrs Alazia & McDonald		12.
10.10.51	A.F.	Stanley to Salvador	470	Mrs.L.A.Stewart		4.
10.10.51	A.F.	Johnsons Harbour to Stanley	470	Mr.G.D., Mater M. & Miss N.Smith		12.
10.10.51	A.F.	Stanley to San Carlos	471	Mrs.S.McGill		4.
10.10.51	A.F.	Stanley to Ajax Bay	471	Mr.Baseley		4.
15.10.51	A.F.	Stanley to Ajax Bay	472	Mr.&Miss Venters		8.
18.10.51	A.F.	Port San Carlos to Stanley	472a	Mr.H.Cameron		4.
18.10.51	A.F.	Rincon Grande to Stanley	472a	Miss D.Pitaluga		4.
20.10.51	N.F.	Stanley to Port San Carlos	473	Messrs Cameron, L.Grant, D.&B.Peck		16.
20.10.51	N.F.	Stanley to New Island	473	Mr.&Mrs. Henricksen and child		12.
20.10.51	N.F.	Fox Bay to Stanley	473	Messrs T.Carey, J.Gleadell		8.
20.10.51	N.F.	Goose Green to Stanley	473	Mrs.F.Morrison, Mr.T.Gilruth, Mr.R.Stokes		12.
20.10.51	A.F.	Stanley to Teal Inlet	474	Mrs.Alazia		4.
20.10.51	A.F.	Teal Inlet to Stanley	474	Master A.Newman		4.
22.10.51	N.F.	North Arm to Stanley	475	Mrs.H.J.Morrison		4.
23.10.51	A.F.	Stanley to Elephant Beach	476	Mr.J.Sheddan		4.
23.10.51	A.F.	Elephant Beach to Stanley	476	Mrs.Heathman and child		8.
22.10.51	A.F.	Stanley to Goose Green	477	Mr.T.Gilruth		4.
22.10.51	A.F.	Goose Green to Stanley	477	Miss M.Anderson, Mr.F.Betts		8.
24.10.51	N.F.	Stanley to Ajax Bay	478	Messrs O'Haye, Alazia, Jacobsen, Summers & McBeth	1.	-
24.10.51	N.F.	Ajax Bay to Stanley	478	Messrs Alburn, Lennon, Marshall, & Irving		16.
24.10.51	N.F.	San Carlos to Stanley	478	Master R.Dickson		4.
24.10.51	N.F.	Port Howard to Stanley	478	Messrs A. & J. Peck		8.
24.10.51	A.F.	Stanley to East Island	479	Mrs.Napier		4.
28.10.51	N.F.	Stanley to Fox Bay	480	Mr.J.Browning		4.
28.10.51	N.F.	Stanley to Hill Cove	480	Mr.&Mrs.G.Allen, Mrs.T.J.Aldridge		12.
28.10.51	N.F.	Port San Carlos to Stanley	480	Mrs.Cameron and child		8.
28.10.51	A.F.	Stanley to Teal Inlet	481	Mr.A.Newman		4.
28.10.51	A.F.	Stanley to Douglas Station	481	Mrs.D.McGill		4.
28.10.51	A.F.	Goose Green to Stanley	481	Mr.J.McPherson		4.
29.10.51	N.F.	Stanley to North Arm	482	Mr.&Mrs.Vincent		8.
29.10.51	N.F.	Stanley to North Arm	482	Mrs.Downs		4.

(2)

Date	Type	Journey	Flight No.	Passengers	Insurance
29.10.51	N.F.	Albermarle to Stanley	482	Mr.J.Rowlands, F.Jeffery,McLennon, Short	16.X2. -
29.10.51	N.F.	Albermarle to Stanley	482	Messrs D.Tait,G.Osborne, A.Clifton	12. -
29.10.51	A.F.	Stanley to Fitzroy	483-484	Mr.&Mrs.J.Clement and three children	El. -
29.10.51	A.F.	Stanley to San Carlos	485	Mr.R.Dickson	4. -
29.10.51	A.F.	Rincon Grande to Stanley	485	Mrs.H.J.Pitaluga	4. -
5.11.51	N.F.	Stanley to Hill Cove	488	Mr.&Mrs.Blake,Mrs.Halliday and 2 children	1. -
5.11.51	N.F.	Stanley to Bebble Island	488	Mr.R.Walmsley	4. -
5.11.51	N.F.	Port San Carlos to Stanley	488	Messrs F.Berntsen and H.Faria	8. -
5.11.51	N.F.	Stanley to Ajax Bay	488	Mrs.C.Harrison	4. -
5.11.51	N.F.	Ajax Bay to Stanley	488	Messrs.Kirk,Gooding,Bing,Venters,Burns,Hilliard	1. 4. -
9.11.51	N.F.	Stanley to Goose Green	490	Mr.C.Jennings	4. -
9.11.51	N.F.	Goose Green to Fox Bay and return	490	Mr.T.Gilruth	4. -
9.11.51	N.F.	Stanley to Ajax Bay	490	Messrs Venters, Keenleyside, McDonald	12. -
9.11.51	N.F.	Fox Bay to Stanley	490	Mrs.Clark, Mrs.Stokes and child	12. -
9.11.51	N.F.	Stanley-Ajax Bay-Fox Bay-Stanley	490	H.E.the Governor and Mr.Livermore	8. -
9.11.51	N.F.	Stanley to Fox Bay and return	490	Mr.A.C.Barton	4. -
9.11.51	A.F.	North Arm to Stanley	491	Mrs.C.Blakely	4. -
11.11.51	A.F.	Fotzroy to Stanley	493	Dr.Latterman	4. -
16.11.51	N.F.	Stanley to Port Stephens	494	Messrs Ogg,Ramsay,McDonald,Shand,Hutchkinson	1. -
16.11.51	N.F.	Port Stephens to Stanley	494	Messrs Skilling and Campbell	8. -
16.11.51	N.F.	Stanley to Beaver Island	494	Mrs.A.Davis	4. -
16.11.51	A.F.	Stanley to Ajax Bay and return	495	Mr.A.S.Mills	4. -
16.11.51	A.F.	Stanley to Ajax Bay	495	Chief Constable	4. -
18.11.51	N.F.	Stanley to Hill Cove	496	Messrs Blackman, Brown, Bunce	12. -
18.11.51	N.F.	Hill Cove to Stanley	496	Mr.R.Mitchell	4. -
18.11.51	N.F.	Stanley to Chartres	496	Mr.W.H.Luxton	4. -
18.11.51	N.F.	Port Howard to Stanley	496	Mrs.V.Peck and child	8. -
18.11.51	N.F.	Goose Green to Stanley	496	Mr.P.Reive	4. -
19.11.51	A.F.	Goose Green to Stanley	497	Mr.R.Finlayson, Miss C.Blakely	8. -
20.11.51	N.F.	Stanley to North Arm	498	Mrs.Watson, Mrs.Davis,Messrs Kane,Mackintosh	16. -
20.11.51	N.F.	North Arm to Stanley	498	Miss V.Blakely	4. -
20.11.51	N.F.	Port San Carlos to Stanley	498	Messrs Barnes,Luxton,Buse,Ashley,Summers,Jennings	1. 4. -
20.11.51	N.F.	Port San Carlos to Stanley	498	Mrs.W.McKay and child	8. -
20.11.51	A.F.	Stanley to Douglas Stn and return	499	Dr.Hillenbrand	4. -
20.11.51	A.F.	Stanley to Rincon Grande	499	Mrs.H.J.Pitaluga	4. -
20.11.51	A.F.	Teal Inlet to Stanley	499	Mrs.McCallum	4. -
24.11.51	N.F.	Stanley to Goose Green	500	Mr.&Mrs.Finlayson,Mrs.McMillan,Misses Smith and Aldridge	1. -
24.11.51	N.F.	Stanley to Ajax Bay	500	Messrs H.Faria, F.Berntsen	8. -
24.11.51	N.F.	Ajax Bay to Stanley	500	Messrs Brown,Aldridge,Summers,&C.Constable	16. -
24.11.51	A.F.	Douglas Stn to Stanley	501	Mrs.D.McGill,Mr.S.Heathmen	8. -

135

<u>Date</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>Insurance</u>		<u>d.</u>
					<u>£.</u>	<u>s.</u>	
26.11.51	N.F.	Stanley to Port San Carlos	502	Mrs.Cameron and child, MrsMcKay and child		16.	-
26.11.51	N.F.	Stanley to Port San Carlos	502	Messrs Jeffery and Jamieson		8.	-
26.11.51	N.F.	Port San Carlos to Stanley	502	Mr.R.Short		4.	-
26.11.51	N.F.	Stanley to Fox Bay and return	502	Mr.Pallini		4.	-
26.11.51	N.F.	Stanley to Albermarle	502	Mr.N.Biggs		4.	-
26.11.51	N.F.	Albermarle to Stanley	502	Mr.R.McGill		4.	-
26.11.51	N.F.	Fox Bay to Stanley	502	Dr.&Mrs.Szeley, Mrs.E.Smith		12.	-
26.11.51	A.F.	Stanley to North Arm	503	Miss V.Blakeley		4.	-
26.11.51	A.F.	Lively Island to Stanley	503	Miss M.Coutts		4.	-
27.11.51	A.F.	Stanley to Douglas Station	504	Mr.Heathman		4.	-
29.11.51	A.F.	Chartres-Goose Green-Chartres	505	Mr.K.Luxton		4.	-
29.11.51	N.F.	Stanley to Goose Green	506	Mr.P.Reive		4.	-
29.11.51	N.F.	Stanley to Fox Bay	506	Mrs E.Smith, Messrs T.Perry and Buse		12.	-
29.11.51	N.F.	Fox Bay to Stanley	506	Mr.T.Marshall		4.	-
29.11.51	N.F.	Roy Cove to Stanley	506	Mrs.M.A.Beeton		4.	-
29.11.51	N.F.	Ajax Bay to Stanley	506	Mr.J.W.McMillan		4.	-
30.11.51	N.F.	Pt.Howard to Stanley	507	Mr.T.Llamosa		4.	-
30.11.51	N.F.	Stanley to Fox Bay	507	Dr.&Mrs.Szeley		8.	-
30.11.51	N.F.	Stanley to West Point Island	507	Mrs.Napier		4.	-
10.12.51	N.F.	Stanley to Teal Inlet	509	Mrs.E.McCallum		4.	-
10.12.51	N.F.	Stanley to Salvador	509	Mr.R.Pallini, Mr.F.May		8.	-
10.12.51	N.F.	Douglas Station to Stanley	509	Mrs.Murphy and son, Mrs.W.Peck		12.	-
10.12.51	N.F.	Stanley to Ajax Bay	509	Mr.R.Short		4.	-
10.12.51	N.F.	Ajax Bay to Stanley	509	Miss I.Rumbolds, Miss E.Ferguson, Mr.F.Summers		12.	-
10.12.51	N.F.	Ajax Bay to North Arm	509	Mr.E.McLeod		4.	-
10.12.51	N.F.	Stanley to Johnsons Harbour	509	Mr.P.Allen		4.	-
11.12.51	A.F.	Stanley to Port Howard	511	Mrs.V.Peck and child		8.	-
13.12.51	N.F.	Stanley to Goose Green	512	Mr.Barton, Mrs.F.Morrison, Miss R.Middleton		12.	-
13.12.51	N.F.	Stanley to North Arm	512	Mrs.E.McLeod, Mrs.M.Morrison		8.	-
13.12.51	N.F.	North Arm to Stanley	512	Mrs.S.Andreason, Mrs.D.Watson		8.	-
13.12.51	N.F.	Stanley to Speedwell Island	512	Miss H.Jaffery		4.	-
13.12.51	N.F.	Stanley to Goose Green and return	512	Police Constable		4.	-
13.12.51	N.F.	Goose Green to Stanley	512	Messrs W.Morrison, A.Mackenzie, Miss Berntsen		12.	-
17.12.51	N.F.	Stanley to Douglas Station	513	Mrs.Murphy and child		8.	-
17.12.51	N.F.	Stanley to Port San Carlos	513	Mr.C.Andreason, Master O.Berntsen		8.	-
17.12.51	N.F.	Stanley to Ajax Bay	513	Mr.Hugh Anderson		4.	-
17.12.51	N.F.	Ajax Bay to Stanley	513	Messrs Anderson, Venters, Maydon, C.& W.Couts, Jeffery and Handley		1.	-
17.12.51	A.F.	Stanley to Lively Island	514	Master Pat Morrison		4.	-

<u>Date</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>Insurance</u>	
17.12.51	A.F.	Goose Green to Stanley	514	Mr.D.J.Morrison, Miss E.Morrison	3.	8.
18.12.51	N.F.	Stanley to Goose Green	515	Mr.W.D.Morrison		4.
18.12.51	N.F.	Ajax Bay to Stanley	515	Messrs Venters, Alazia, Grant, Jacobsen, Hills, Thomson, McCallum, Miss Luxton	1.	12.
19.12.51	N.F.	Ajax Bay to Stanley	516	Messrs Evans, Dettleff, Stewart, D.&E. Peck, A.Venters, Miss E.Venters	1.	8.
19.12.51	N.F.	Port San Carlos to Stanley	517	Messrs McGregor, H.Paria, C.Alazia		12.
19.12.51	N.F.	Stanley to Port Howard	517	Messrs B.&T.Shorey & R.Binnie		12.
19.12.51	N.F.	Port Howard to Stanley	517	Misses W.&E. Llamasa		8.
19.12.51	A.F.	Stanley to Goose Green	518	Miss A.Morrison		4.
19.12.51	A.F.	Stanley to North Arm	518	Mr.J.Milne		4.
19.12.51	A.F.	North Arm to Stanley	518	Mr.C.Chittick		4.
19.12.51	A.F.	Stanley to Fitzroy	519	Mr.P.Donald		4.
19.12.51	A.F.	Fitzroy to Stanley	519	Miss A.Hargreaves		4.
20.12.51	N.F.	Stanley to Ajax Bay	520	Messrs Venters, J.Venters, E.Maydon		12.
20.12.51	N.F.	Stanley to Hill Cove	520	Mrs.&Miss Stronach		8.
20.12.51	N.F.	Stanley to Hill Cove	520	Mr.Beveridge		4.
21.12.51	N.F.	Stanley to Chartres	521	Mrs.W.Luxton, Mr.P.Luxton, Mr.&Mrs.Raymer		16.
21.12.51	N.F.	Stanley to Fox Bay	521	Miss E.McKay		4.
21.12.51	N.F.	Fox Bay to Stanley	521	Messrs T.Perry, F.Buse		8.
29.12.51	N.F.	Stanley to Ajax Bay	523	Messrs C.Jacobsen, C.&W.Couts, J.Jeffery, Richards, and A.S.Hills	1.	4.
29.12.51	N.F.	Chartres to Stanley	523	Mr.&Mrs.Raymer		8.
31.12.51	A.F.	Stanley to Johnsons Harbour	525	Mr.D.R.Smith		4.
31.12.51	A.F.	Stanley to Johnsons Harbour	526	Mrs.H.Dettleff, Mrs.McGill		8.
31.12.51	A.F.	Johnsons Harbour to Stanley	526	Miss Nova McGill		4.

SUMMARY

			e.	s.	d.
Sheet	1		15.	8.	-
Sheet	2		18.	4.	-
Sheet	3		13.	8.	-
Sheet	4		11.	4.	-
			658.	4.	-
			))		

26 January,

. 52.

Gentlemen,

~~124-138~~
134-138

I am directed to refer to your letter S.6/271/19 of the 25th of January, 1950, and to forward herewith in triplicate copies of certified extracts from the flight register of the Government Air Service for the quarter ended the 31st of December, 1951, showing that insurance premiums amounting to £58. 4. -d. are due. I should be grateful if you would arrange for this amount to be paid to the Und rwriters, debiting the account of this Colony in the usual manner.

I am,

Gentlemen,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

BM
31/3/52



The Honourable,
The Colonial Secretary.

Medical Department,
Port Stanley.

140

7th March, 1952.

Sir,

Re Insurance Cover for Government Officials while flying on duty, I would respectfully request that consideration might be given to increasing the amount.

At present, Government Officials are automatically insured for £1,000 while flying. I do not consider that that is enough these days, and I think other Colonial Governments do give considerably more than that. It is of interest to me that the M.O. at Darwin is insured for £ 5,000 by the F.I.C. if and when he flies.

I would respectfully suggest that the Government medical officers, who probably do more flying than any other officials, might be insured for a like sum.

I am, Sir,

Your obedient servant,

R. Howard Shaw

Senior Medical Officer.

ACS
Is there a ruling or
minutes that Govt servants
above only be insured
for £1000? 14/3

ACS
By. or file.
11/3

Pl. see 107

YE.

Page 140.

I feel there is some substance in this.

As far as I can recollect, the Kenya Government insure officials for £3000 - and the danger of accidents is possibly less there. I would not have thought so.

2 It is suggested that we might find out from the Crown Agents what is the normal practice in most other colonies & then reconsider.

3 Page 107 sets out the existing figures.

As in para 2.

MC 19/iii

18/3

142

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				20.3.52.

To

CHICHESTER	HOW/C
------------	-------

AM CONSIDERING AVERAGE MONTHLY FIGURE OF ONE THOUSAND POUNDS
FOR WHICH THIS GOVERNMENT INSURES ITS OFFICIALS WHEN FLYING ON
DUTY STOP GRATEFUL ADVISE AVERAGE PRACTICE IN OTHER COUNTRIES.

GOVERNMENT SECRETARY

Reply at 143.

Deegan in
22/3.

Time

DECODE.

58.

TELEGRAM.

From Crown Agents for the Colonies.

To The Colonial Secretary,

Despatched : 21st March, 19 52 Time 17.00

Received : 22nd March, 19 52 Time : 09.10.

142. Your cable 20th March majority Administrations insure officials flying on duty for £3000. A few pay premium for larger cover.

CROWN AGENTS.

P/L VP

Y.E.

Page (143) - (141) & (142) refer.

It is suggested that we should advance to £3000 from 1st April ^{however} make additional provision in L.T.T. This may not be necessary unless the flying gets properly under weigh in the near future. I do not feel that

11/14/44 we can discriminate between officials either on a salary basis or because some are liable to fly more than others.

25/3

Please discuss at convenience.

11/15/44 25/iii

Treasurer

Paper (140)-(144)

For your comments please. H.K. feels that there must be some discrimination between officials & I think this should be based on salary rather than posts & as ^{for example} a junior Mo. draws more than some Heads of Depts.

2) Possibly some formula such as insuring (to the nearest £1,000) up to the value of 3 years basic salary with a minimum of £1,000 & a maximum of £3,000.

26/3

145
145

A

D.C.S.

Your minute at 144

Quint 10

It is impossible to ally £ s d. with death, and the only reason I can see for increasing the present amount of insurance is to afford officers equal treatment with those of other Administrations.

The present annual cost to Govt of insuring its officers is approx £10 and the proposal to increase the capital sum to £3,000 involves an additional £20 only - from a financial angle then appears little call for discrimination.

If discrimination is to take place then I suggest it can only be between 'classes' of officers; to adopt a formula based on salaries would be inequitable, for instance in the case of a young man at the lower end of a salary scale his estate would receive a smaller sum than that of an older man, whereas his potential value would be greater.

J.F.B.
3/4/52.

B.

ACP

Bv. on H's return.

4/4

C

Bv. 20/4/52

J.F.

Pre see (141 - 145)

In view of the Treasurer's minute, I would like to re-submit, for H's consideration, my original suggestion of a flat rate of £3,000 for all. This also seems to be in line with other Govts. of Kenya & Uganda.

19/4

D

E

App^d - subject to confirmation by Ex. Co.

MC. 19/iv.

ACP

K.IV. for next

Ex Co. meeting or Bv.

1 week.

19/4

Noted for Agenda B
2.11.52

EXECUTIVE COUNCIL CIRCULAR

Insurance of Government Officials when flying.

It has been the practice, since the inception of the Falkland Islands Government Air Service for Government to insure officials flying on duty for £1,000 at a premium of 4/-.

2. Representations have been made that this sum is too small and enquiries have revealed that it is the practice in most Colonies to insure their officials for £3,000. Some Colonies insure for more.

3. It is therefore proposed that all officials in the Falkland Islands should be insured for £3,000 per flight at a premium of 12/-.

4. It has been suggested that some differentiation should be made between classes of officials on a salary or seniority basis but this seems undesirable:

(a) It is not the practice elsewhere.

(b) The cost of insuring officials at the present rate is approximately £10 and the increased cover will only result in an increase of £20 in premium.

(c) It is difficult to ally £.S.D. with death.

Circulated to all members of Exco for inf. and discussion at next Meeting

23.4.52.

Ref: FICNS/a

Memorandum

MORICE, TOZER & BECK, LTD.,

27, CLEMENT'S LANE, E.C.4
AND AT LLOYD'S

The Colonial Secretary, ^{Date} 23rd January, 1952.
Government of The Falkland Islands.
Stanley.
Falkland Islands.

We enclose herewith the following documents which we trust will be found in order.

Enclosures :



for MORICE, TOZER & BECK, LTD.
A. M.J.J.

Endorsement No. 90947/52.

Alliance Assurance Co.Ltd.,

DECODE.

149

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : 30th April, 19 52 Time : 1730

Received : 1st May, 19 52 Time : 0845

Accident and third party insurance Auster land-planes and
Auster and Norseman float-planes expire 6th May and
20th May respectively. Please telegraph whether renewal
required.

CROWN.

ACS

Pse. confirm with H/M that the
answer is Yes and reply.

(Intld)C.C.
1/5.

Reply at 151

Alm. ?

P/L.
SS

H.E.S. We can save a few pounds

by allowing this policy to lapse

Confirmed reply is yes.

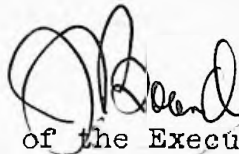
1/5

Extract from the minutes of a meeting of the Executive Council held on the 28th of April, 1952.

6. Insurance of Government Officials when Flying.

Council advised that the insurance of Government Officials when flying on duty in the Falkland Islands should be increased from £1,000 to £3,000. This to apply to all officers.

His Excellency concurred and ordered accordingly.



Ag. Clerk of the Executive Council.

GOVERNMENT TELEGRAPH SERVICE.

151

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

RECEIVED.

SENT.

Number

Office of Origin

Words

Handed in at

Date

6.5.52

To

GROWE LONDON

HGA/C

147

YOUR TELEGRAM 30th APRIL STOP PLEASE EFFECT RENEWAL ACCORDINGLY.

COLONIAL SECRETARY

See 163 or 1178/Vol II.

Time

SS

157

Hen.

To note ISO & for submission of March
Quarto Insurance Statements for Loan Agents
pl.


6.5.52

H.C.S.

Noted by. Lists being prepared


8.5.52.

No.

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

153
8th May, 1952.

To. The Hon.Col. Sec.

From. Harbour Master.

Stanley, Falkland Islands.

SUBJECT:- INSURANCE OF "SECOND MAN" IN THE NORSEMAN.

With reference 150 in this file, I raised with your predecessor the question of insuring the life of the man who flies with the pilot on Norseman flights to act as "Second Man". It is in fact essential to have this body in the plane to pick up the buoy etc, and in actual fact the risk incurred by this man is greater than anyone else flying, as he is liable to be struck by the propellor while standing on the float should the engine backfire, or of course fall off the float into the water and drown. The normal practice in the past has been for the pilot to take anyone he considers safe and suitable - either from the Government staff or from outsiders. If the latter, they were made to sign a disclaimer before leaving, so that in effect they obtained a free flight had no claim on the Government if their head was chopped off. After one or two near misses Mr Spencer informed me that he was not satisfied with the outsiders, who occasionally did the wrong thing at a critical moment, and in the end I laid down that he should always fly with a member of the Communications Department staff (or the S.M.O. who was experienced). The normal passenger insurance does not cover this man should he be killed or injured on the float, and I suggested that the

Reply at 156

154

Government should cover the man for this in the same way as the pilot is covered, i.e. carry their own insurance up to \$3000 for that and similar injury benefits. I would be grateful if you would confirm that this action is suitable, and then letters similar to 76 in FIGAS/2 can be sent to the officers concerned. I would suggest that the following officers are suitable to act as "second man".

1. The Senior Medical Officer
2. The Air Service Engineer.
3. The Air Service Mechanic.
4. The Air Service Learner Mechanic.
5. The Air Service Clerk (while Mr McPhee holds the post).
6. The Superintendent of the Power Station.

2

As regards this list of officers, Those in the Air Service obviously ought to be included: by carrying the S.M.O. as second man the aircraft's payload may be increased by one: Mr Gutteridge, who has previous flying experience, is a very useful stand-by should the mechanics and clerk be very occupied.


H.M.

8.5.52

C.T.

A

155

Ref (153)

I would be glad of your views.

- 1) My immediate reaction is that any letter sent should be addressed to the individual in person & not to him as an office holder.
- 2) Secondly if we send a circular letter as (76) in PRAS/2 it will mean that the recipients are in the fortunate position ^{of being able to} claim the benefits enumerated even when not acting as 'second man'.
- 3) I would prefer a letter to him guaranteeing the 2nd man in every case - which could be shown to whoever acts before he undertakes the job.

gls

B.

M.B.S.

My views are in accord with yours.

gls

gls

(153) & (155)

For J.E.'s covering approval of (155).

D.

17/5

App.

I don't quite follow the

reference in para 2 opp; why does it
not mention the pay-band any
more?

E

gls
Smo is the ^{most} normal regular
passenger - if he acts as No 2
then an additional passenger can
be carried.

Me. 17/5

20th May, 52.

To: Harbour Master,

From: The Colonial Secretary.

STANLEY.

INSURANCE OF "SECOND MAN" IN THE NORSEMAN.

153. I am directed to refer to your Memo of the 8th of May, 1952, and to state that Government will insure the life of the man, who flies with the pilot on the Norseman flights and acts as "Second Man" to same extent as the pilot is covered.

2. You may show this letter to chosen "Second Men" but you should not send circular letters as proposed by you, since

- a) The individual and not the office holder, is concerned, and
- b) Recipients of the letter might thereby be able to claim the additional benefits even when not acting as "Second Man".

(SGD) C. Campbell

COLONIAL SECRETARY.

157
FIGAS/9.

MEMORANDUM.

It is requested
in any refer-
ence to this memo-
rum the above
number and the
may be quoted.

30th May, 19 52.

To: All Heads of Departments,

Stanley.

From: The Colonial Secretary.

Stanley, Falkland Islands.

SUBJECT:- Insurance of Government Officials when Flying on Duty.

I am directed to inform you that in future the insurance of Government Officials when flying on duty within the Colony will be increased from the present figure of £1,000 to £3,000.

C Campbell
COLONIAL SECRETARY.

18th June, 52.

Gentlemen,

162 ?
I am directed to refer to your letter G.6/271/19 of the 25th of January, 1950, and to forward herewith in triplicate copies of certified extracts from the flight register of the Government Air Service for the quarter ended the 31st March, 1952, showing that insurance premiums amounting to £16. 8. 0. are due. I should be grateful if you would arrange for this amount to be paid to the Underwriters, debiting the account of this Colony in the usual manner.

I am,

Gentlemen,

Your obedient servant,

(Sgd) C. Campbell.

COLONIAL SECRETARY.

Brown Agents for the Colonies,
4, Millbank, LONDON, S.W.1.

SUMMARY

			£	s.	d.
Sheet	1		14	12	0
Sheet	2		1	16	0
			£16	8	0

<u>Date,</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>Insurance</u>		
					£	s.	d.
2 . 1.52	N.F.	Stanley to Ajax Bay	527	Messrs. Jones, Ingle, D. & B. Peck, Brown, Jacobsen, Thomson, Dettleff.	1	12	0
2 . 1.52	N.F.	Stanley to Port San Carlos	528	Messrs. Alazia, Mc.Gregor, Faria.		12	0
2 . 1.52	N.F.	Port San Carlos to Ajax Bay	528	Mr. N. Cameron		4	0
2 . 1.52	N.F.	Stanley to Ajax Bay	528	Messrs. Venters, Hills, Aldridge, Anderson.		16	0
5 . 1.52	A.F.	Stanley to Teal Inlet	529	Mrs. Barton		4	0
5 . 1.52	A.F.	Stanley to Salvador & Return	529	Dr. Slessor		4	0
9 . 1.52	A.F.	Stanley to Bleaker Island	530	Colin & Sheila Campbell		8.	0
9 . 1.52	A.F.	Stanley to Douglas Station	531	Miss J. Baker		4	0
9 . 1.52	A.F.	Rincon Grande to Stanley	531	Mrs. H. J. Pitaluga		4	0
14. 1.52	N.F.	Stanley to San Carlos	532	Mrs. Rutter & Daughter, Mrs. Ashley, and Mr. J. Lang		16	0
14. 1.52	N.F.	Stanley to Port Howard	532	Mr. Matthews		4	0
14. 1.52	N.F.	Port Howard to Stanley	532	Miss G. Peck		4	0
14. 1.52	N.F.	Stanley to Pebble Island	532	Mr. J. Britton		4	0
14. 1.52	N.F.	Pebble Island to Stanley	532	Miss N. Biggs and Master M. Biggs		8	0
14. 1.52	N.F.	Saunders Island to Stanley	532	Mrs. D. Harvey and Two Children		12	0
14. 1.52	N.F.	Saunders Island to Stanley	532	Mr. R. Berntsen		4	0
14. 1.52	N.F.	Stanley to Saunders Island and Return	532	Police Officer		4	0
14. 1.52	N.F.	Goose Green to Stanley	533	Messrs. Dean, Gilruth, Finlayson, and Honeyman		16	0
16. 1.52	N.F.	Stanley to Port Howard	534	Messrs. Peck, Short, Barnes, Mrs. Lee, Misses W. & E. Llamasa, Mrs T. Perry & Child	1	12	0
16. 1.52	N.F.	Port Howard to Stanley	534	Mr. Winch		4	0
18. 1.52	N.F.	Stanley to Ajax Bay	535	Messrs. Phillips, Cooper, Handley, Grant, and Mc. Callum	1	0	0
18. 1.52	N.F.	Stanley to Port Stephens	535	Miss Ferguson		4	0
18. 1.52	N.F.	Stanley to Albermarle	535	Mr. G. Johnson		4	0
18. 1.52	N.F.	Albermarle to Stanley	535	Messrs. Short, Allen, Coutts, Clifton, Pettersen, Plummer and Halliday.	1	8,	0
2. 1.52	A.F.	Stanley to Teal Inlet	536	Miss Z. Reive		4	0
2. 1.52	A.F.	Stanley to Teal Inlet	537	Masters R. Newman & G. Cheek		8	0
10. 1.52	N.F.	Stanley to Port San Carlos and Return	538	H. E. the Governor, Messrs. Raymer, Oliver, Slessor, and Aldridge	1	0	0
12. 1.52	A.F.	Stanley to Ajax Bay	539	Dr. Slessor and Mr. A. Ashley		8	0

<u>Date</u>	<u>Type</u>	<u>Journey</u>	<u>Flight No.</u>	<u>Passengers</u>	<u>Insurance</u>		
13.2.52	A.F.	Stanley, Ajax Bay, San Carlos return to Stanley	540	Dr.Slessor	£	s.	d.
13.2.52	A.F.	Stanley to Salvador and Return	541	Mr.A.Pitaluga		4	0 ✓
16.2.52	A.F.	Goose Green to Stanley	542	Mr.L Whitney and Son		4	0 ✓
21.2.52	A.F.	Stanley to Douglas Station and Return	543	Dr.Slessor		8	0 ✓
22.2.52	A.F.	Douglas Station to Stanley	543	Mr. J.Sheddan		4	0 ✓
28.2.52	A.F.	Stanley to North Arm	544	Mr. S.Summers		4	0 ✓
53.52	A.F.	Ajax Bay, Port San Carlos, San Carlos, Teal Inlet, Stanley	545	Dr.Slessor		4	0 ✓
43.52	A.F.	Stanley to Chartres	546	Mr.K.Luxton		4	0 ✓
					£1	16	0