

C. S. O.

TRN/LAN/4#4

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1
9
7

(Formerly)

SUBJECT :

~~PAGE LIBRE S~~

CONDITION OF ROAD TO R.N. W/T STATION.

CONNECTED FILES.

NUMBER AND YEAR.

EE.
for notes by
Abe
11/3

FROM.... The Naval Officer in Charge, Falkland Islands.

DATE..... March. 5th. 1947.

No. F.2/68/41

TO..... Colonial Secretary, Falkland Islands.



During the last winter the paling between the gate and the passe-libre at one of the fences on the road to the W/T. Station got hit several times by passing traffic skidding in the snow.

The owner of the fence has now replaced the paling by a large concrete emplacement. This is, I agree, a very natural thing to do, but human nature being, alas, what it is, you will agree, I trust, that I am not being captious if I extend the meaning of 'natural' in this case to include selfish and short-sighted. For in this case these two adjectives apply most literally. If the owner of the fence concerned has indeed observed the neighbouring passe-libre, he does not seem to have pondered as to why it remains untouched while his has suffered.

Endeavouring to observe this matter unnaturally - from a cold impersonal scientific point of view - it seems to me that there is some latent fault in the roadway into the passe-libre which under winter conditions becomes dangerous to traffic thus causing the accidents and the damage to the palings. The fence-owner, instead of seeking to remove the cause, has replaced the paling with concrete so that the future accidents will cause damage not to his palings, but to the vehicles.

The fact that any damage to the vehicles is likely to be far more costly than any damage to the palings is again naturally, no concern of the fence-owner.

Had the money expended on the concrete emplacement been spent on improving the approaches to the passe-libre, then ;-

See 4. (b)

(a). Future damage to the palings would be avoided

(b). Risk of expensive damage to local vehicles would be avoided.

(c). A quantity of valuable building material could have been saved for better uses.

As I am responsible for the W/T Station vehicles, one of the principal users of this road, I am, again naturally, much concerned with this present state of affairs and I would greatly appreciate your advice and help in this matter. I would also be obliged if you could inform me who is the fence-owner concerned and whether he is liable for the upkeep of the detour to the passe-libre.

P.W.D. vehicles are also frequent users of this road so I hope that I may be supported, again naturally, by the Executive Engineer in seeking to ameliorate this present state of affairs before the coming winter.



Commander, R.N.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

20th. May

19⁴⁷

3

From The Executive Engineer.

To The Honourable
The Colonial Secretary.

Stanley, Falkland Islands.

I regret that I have not had time to report on the enclosed minute earlier mainly owing to its confused and verbose nature.

2-3

2. As stated therein the short fence dividing the passee-libre from the road was replaced with a concrete emplacement and with the selfish motives alleged, although from the point of view of Government it could be argued that the Navy were selfish in wanting something they can knock down without injury to their own vehicles.

3. I cannot agree that the risk is from skidding in the snow, but rather from endeavouring to take the passee-libre at a speed that is too great for safety. Any skid that occurred in the slight variation of course in order to pass would be away from the south side as centrifugal force would act when the turn back on to the road was commenced.

4. I am having the road patched on either side of the crossing and this coupled with more careful driving will meet all needs I hope.

Austin Woodgate
Executive Engineer.

E.E.

Thank you. I felt this up here has inspected the site.

2. What is the answer to x on 2 p.?

3. As to the points on 2:-

(a) keep the question

(b) " " "

(c) " " "

for it is arguable that the 'irreversible'

4

Cannon. base' must ultimately ponder
up the 'immovable post'.

(a)

CBE
26.5

Immovable Colonial Secretary

The answer to x on 2 is the Government.

W. E.
27.5.47.

(b)

No. 0197

M I N U T E .

Copy to Executive Engineer for inf.

29th May, 47.

Naval Officer-in-Charge

The Colonial Secretary.

Stanley.

Passe Libres.

1.

With reference to your Minute of the 5th of March, 1947, I am directed by the Governor to say that steps are being taken to patch the road on either side of the crossing and it is hoped that this will make it less awkward.

2. I am to add that the concrete emplacement must be regarded as a fait accompli: whose negotiation however should not trouble careful drivers, more particularly as any centrifugal force would be away from it.

(Sgd.) A. B. MATHEWS

Colonial Secretary.

VP.

Reply at 5

PA.
26.5



0197

5.

FROM.....The Naval-Officer-in-Charge, Falkland Islands.
DATE..... June.2nd.1947. *F. 2 / 68 / 41*
TO.....The Colonial Secretary, Falkland Islands.

PASSE - LIBRES.

4b.

In replying to your minute of 29th.May, may I first comment on your para.2.

(a) There was no attempt on my part to regard the passe-libre's concrete emplacement as an abstraction. I do regard it as a too solid fact. What I intend is its demolition.

(b) Again, the point has been missed with regard to "careful drivers". Why I am worrying is precisely because when the careful driver says to his better half "my dear, I don't think it's a wise thing to try and go to the Tompkins' tonight." and remains thankfully by his own fireside, my drivers still have to go out to carry a load of tired men back to their beds.

(c) Lastly, if I may so express it, you are crossing your passe-libre before you have got to it. The trouble occurs when approaching and endeavouring to deviate to the passe-libre and the relevant dynamical principle is Newton's First Law of Motion.

2. I am forced to take an extremely serious view of this matter as any injury to my transport is liable to cause a major dislocation to my work and routines. Hence I make the following proposals;-

(a) I will demolish the fait accompli and replace it with wooden palings as heretofore.

(b) I will then accept the responsibility for maintaining the said palings in the event of any damage to them.

3. In the event of your agreeing to the proposals in para.2., I would enquire as to whether you would consider changing the position of the passe-libre and the gate at the same time as I am demolishing.

[Handwritten Signature]
Commander, R.N.

Reply at ~~52~~ R.7.

E.E.

4, 5 for your remarks, pl.

ABSt
2/6

Honourable Colonial Secretary.

I have nothing to add to my 3, except that the extreme verbosity of 1-2 & 5 make me wonder whether the whole matter is not a "leg-pull"

AW.F.
3. VI. 47

E.E.

The fact remains that N.O.I.C. cannot run unnecessary risk of having his loves de combat.

2. Loves for agree to 5 §2 ?

3. 5 §3 I am less sure of this because with a more direct passage the drivers will be more tempted to lose the paran. libon & speed.

4. I don't think the N.O.I.C. is shar has serious intention.

ABSt
4.6

Honourable Colonial Secretary.

I agree 5 para. 2 if you do.

para. 3 of 5, 3 above I quite agree it is asking for speeding & would also I submit mean an unqualifiable expenditure by Govt. of quite a considerable sum.

AW.F. 5. VI. 47

(It is requested that, in any reference to this minute the above Number and the date may be quoted.)

5th June 19 47.

To Naval Officer-in-Charge,

Stanley.

From The Colonial Secretary,

Stanley, Falkland Islands.

Passe - Libres.

- I am directed by the Governor to say that the arrangements proposed in
5. your Minute of the 2nd of June, 1947, paragraph 2 is accepted ~~by your successor~~
 5. accept the suggestion in your paragraph 3.

(Sgd.) A. B. MATHEWS

Colonial Secretary.

EE.

h. abs

5.6

hord. CW. E. 7. vi. 47.

PA abs
7.6

28 JUN 1947 8

FROM.. THE NAVAL OFFICER-IN-CHARGE,
FALKLAND ISLANDS.

DATE.. 28th. June, 1947. No. F.2/68/49.

TO.... THE HON. THE COLONIAL SECRETARY,
FALKLAND ISLANDS.

ENQUIRY INTO ACCIDENT OF JUMP

A copy of the report of the investigation into the accident outside the Control Station on the night of 5th. June, 1947 is attached herewith for any observations you may wish to make on paragraph 9, before I forward the report to the Commander-in-Chief, America and West Indies.

2. Return of report is requested, please.

Attached

COLONIAL SECRETARY'S OFFICE
28 JUN 1947
FALKLAND ISLANDS

[Signature]
COMMANDER, R.N.

Mr. [Signature]
28/6

Reply at 11

Stanley, Falkland Islands.

27th June, 1947.

Sir,

We have the honour to submit that, in accordance with your verbal instructions, we have held a full and careful investigation into the accident on the night of Thursday 5th June, 1947, in which the W/T Station Jeep, No. H.M. 16646 was involved.

2. The car left the W/T Station for Stanley sometime after 2300 with a driver (Petty Officer Telegraphist (Ty) H.B. Deen, D/JK. 147967) and two gas engers. The latter had been ordered into town to act as an escort for a rating under arrest.

3. We have interrogated all material witnesses and have examined the scene of the accident.

4. As far as we can ascertain the car, when it left the W/T Station, was in an efficient running condition with its engine working normally and lights, steering gear and tyres in good order.

5. We find that the immediate cause of the accident was due to the car leaving the road owing to the front off-side wheel striking a pot-hole (probably the right hand edge) while the driver was engaged in changing up from second gear to top and only had one hand on the wheel. This caused the wheel to be wrenched from his hand and took the car onto the verge on the left hand side of the road. The driver then proceeded to try and bring the car back onto the road.

6. The principal cause of the accident was due to the car striking a pile of stones about 15 yards further on and, becoming out of control, falling down onto a rubbish heap about 20 feet to the left and below the pile of stones.

7. The ground to the left of the road consists of a wide verge of rough and very uneven grassland which slopes sharply down to the embankment wall.

8. We consider that the driver should have declutched and brought the car to a halt immediately he left the road and that he was guilty of an error of judgment in trying to bring the car back onto the road without having done so.

9. We wish to state that the road between the W/T Station and Stanley is in a disgraceful state of repair and that until it is considerably improved there is every chance of other cars leaving the road, especially at night.

10. Copies of the evidence taken at our investigation are attached herewith.

We have the honour to be,

Sir,

Your obedient servants,



Lieutenant (S), R.N.

Y.L. Dore

Commissioned Telegraphist, R.N.

The Commanding Officer,

H.M.S. "Pursuivant".

Reply at 11

EE.

Do you wish to comment on 9
 §9? I am not prepared to accept
 'disgraceful state of repair': after
 30 years of driving experience I con-
 sider the first reasonable car -
 no 'speeding' the road is not a
 dangerous one: except in ice con-
 ditions. And here it is less
 dangerous than many U.K. roads.

ABE
 38%

Known at Colonial Sunday.

I entirely agree with your above minute.
~~It is just~~ There is an old adage that bad workmen
 eh. eh. it applies in this instance & also I believe.

W.S. E.
 30. VI. 47.

0197

No.

MINUTE.

1st July, 19

47.

(It is requested that, in any reference to this minute the above Number and the date may be quoted.)

To Naval Officer-in-Charge,

From The Colonial Secretary,

Stanley.

Stanley, Falkland Islands.

Enquiry into Accident of Jeep.

I am directed by the Governor to refer to your Minute of the 28th of June, 1947, and to say that your courtesy in enclosing a copy of the report is appreciated. Unfortunately, it has been filed in this office and I am therefore unable to return it. Should you desire it, I will have a fresh copy prepared which would of course require the signatures of the officers concerned.

2. With reference to paragraph 9 I am to say that Government agrees that the road (which is used almost exclusively by Royal Naval transport) is in a poor state of repair, but is unable to accept the description of it as disgraceful. The latter part of this paragraph is an expression of opinion upon which Government is not ~~expected~~ to comment.

(Sgd.) A. B. MATHEWS

Colonial Secretary.

EE

k: Ash 3.7

Thank you. MS. EE 3. VII. 47.

PA Ash 47