

S E C R E T A R I A T.

TRN/LAN/5#01

No. 1641/A/III.

Subject.

LAND COMMUNICATIONS IN THE FAIRLAND ISLANDS.



INDENT No. _____

SUBJECT.

C. A. Requisition No.

291

JOHN FOWLER & CO (LEEDS) LTD

ENGINEERS

Established 1890

HUNSLET, LEEDS 10, ENGLAND

TELEPHONE LEEDS 4010 LINES - CABLES & GRAMS FOWLER LEEDS 10

Members of the Marshall Organisation, Gainsborough, England

OUR REF: FT/EF/BL

YOUR REF: EC2/Falkland Islands 7204

28th May, 1956.

The Crown Agents for Overseas Governments &
Administrations,
4 Millbank,
London, S.W.1.

Dear Sirs,

We thank you for your letter dated 28th May regarding telegram you received from the Falkland Islands requesting specifications and quotations of heavy hydraulic bulldozers approximately 50-100 B.H.P. We have pleasure, therefore, in enclosing our quotations in duplicate covering the supply of our Fowler Challenger 2 and Challenger 3 British Diesel Crawler tractors with appropriate ancillary equipment and all relative publications.

We are not represented for the sale of our diesel crawler tractors in the Falkland Islands and therefore it will be necessary for a selection of spare parts to be shipped with any machines ordered. For the time being we are not submitting our detailed recommendations but suggest you work on an approximate figure of say 15% of the f.o.b. value of any tractors and equipment ordered. At the time of placing your order we will be very pleased to submit our itemised quotations in respect of recommended spares based on the quantity of tractors and combinations of ancillary equipment required. In view of this fact we have, therefore, allowed you the following discounts as shown in our quotation, namely:

Challenger 2 tractor

Tractor	7 1/2%
All Equipment	5%

Challenger 3 tractor

Tractor	12 1/2%
All Equipment.	7 1/2%

We would draw your attention to the availability of a pusher type fan which can be fitted at no extra cost in lieu of the standard suction type, to the Challenger 3 tractor only, and we would ask you to state your preference clearly when ordering. When a pusher type fan is fitted the cooling air is drawn from the engine side of the radiator and blown through it to the front of the tractor, the reverse in fact of the normal air flow with a suction fan. The chief advantages of this reversed air flow are as follows:

1. When working in dusty conditions air is drawn from the area having the lowest dust concentration and therefore a minimum of foreign matter is deposited on the radiator gills.
2. Warm dust laden air is not blown on to the engine or on to the operator.

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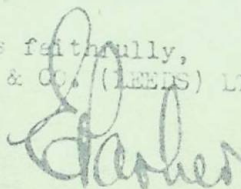
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Also in connection with the Challenger 3 tractor you will note in our quotation that we have shown the extra charge for the supply of Nife Nickel Cadmium Alkaline Batteries which can be supplied in lieu of the standard lead acid type and whilst we appreciate that these Nife batteries are more expensive they do possess a number of advantages over the lead acid. We therefore strongly recommend the use of the Nife type battery in tropical climates in view of its long life under extremely arduous conditions.

Our offer is based on the assumption that you will allow us to use stock diesel engines, angledozers and cable control units where necessary for the production of these tractors and that you will be agreeable to inspection and tests as for machines of our manufacture previously supplied to you.

We trust you will find everything in order and look forward to hearing favourably from you in the near future. Should you have any further queries please do not hesitate to communicate with us when the matter will receive our best attention.

Yours faithfully,
(For JOHN FOWLER & CO. (LEEDS) LTD.



F. Turner)
SALES MANAGER



JOHN FOWLER & Co. (LEEDS) LTD.

LEEDS 10

Phone : LEEDS 30731 (10 lines)

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FT/EP/BH.

SPECIFICATION AND QUOTATION

28th May, 1956.

FOR

To

ONE FOWLER CHALLENGER 2 BRITISH DIESEL CRAWLER TRACTOR AND ANCILLARY EQUIPMENT.

The Crown Agents for Oversea Governments
& Administrations,
4 Millbank,
London S.W.1.

Ref. EC2/Falkland Islands 7204.

ONE - FOWLER CHALLENGER 2 BRITISH DIESEL CRAWLER TRACTOR, generally in accordance with Publication No. 2953 and powered by a Leyland six cylinder four stroke Diesel Engine developing 65 B.H.P. at 1700 R.P.M. Fitted with electric starting.

Price, delivered ex Works, Leeds. £2,730. 0. Od. less 7½%

- fitted with -

ONE - BRAY HYDRAULICALLY OPERATED ANGLEDZOZER/BULLDOZER, generally in accordance with Publication No. 2942.

Price, delivered ex Works, Leeds. £895. 0. Od. less 5%

Partial packing for shipment (top boxed) and delivery F.O.B. for tractor and angledzozer.

(a) Liverpool. £48. 0. Od. " "

(b) London. £70. 0. Od. " "

Full packing for shipment and delivery

F.O.B. for tractor and angledzozer.

(a) Liverpool. £96. 0. Od. Each Nett.

(b) London. £120. 0. Od. " "

APPROXIMATE SHIPPING SPECIFICATION.

Challenger 2 Tractor with Bray hydraulic angledzozer/bulldozer.
Partially packed.

Tractor on tracks.	11'-4" x 5'-10" x 6'-1".	Gross weight	138 Cwts.
Angledozer Blade.	10'-3" x 3'-1" x 1'-6".	"	" 9 "
Angledozer frame.	9'-9" x 7'-8" x 1'-2".	"	" 8 "

Fully packed.

1 Case.	11'-4" x 6'-3" x 6'-4".	Gross weight	146 Cwts.
Angledozer blade.	10'-3" x 3'-1" x 1'-6".	"	" 9 "
Angledozer frame.	9'-9" x 7'-8" x 1'-2".	"	" 8 "

Cont'd..../2.

SPECIFICATION AND QUOTATION

CONDITIONS OF SALE AND CONTRACT

1. **GENERAL.** The acceptance of our quotation or of all orders placed with us includes the acceptance of the following terms and conditions.
2. **VALIDITY.** Unless previously withdrawn, this quotation is open for acceptance within thirty days from date hereof for the British Isles and three months for Overseas and is subject to written confirmation by us of such acceptance.
3. **ACCEPTANCE.** The acceptance of our quotation must be accompanied by sufficient information to enable us to proceed with the order forthwith, otherwise any increase in cost attributable to the Buyers' neglect to conform hereto will be charged extra. The customer, upon placing an Order with us, is deemed to have satisfied himself as to the contents and provisions of the specification and that the Machinery and Equipment which forms the subject of the quotation are suitable for his requirements.
4. **PACKING.** Cases and any packing indicated on our invoice as returnable but not returned at date of settlement must be paid for. An official credit note will be passed for such packing returned when received at our Works in good condition, carriage paid.
5. **DELIVERY.** The time for the execution of the order is to date from receipt by us of a written order to proceed, together with all necessary information and drawings to enable us to put the work in hand. We will use our best endeavours to deliver by the time indicated but will accept no liability for failure to do so. Should delivery be delayed or hindered by your instructions or lack of instructions, or by any cause whatsoever beyond our control including strikes, lock-outs, war, fire, force majeure, accidents or defective material, a reasonable extension of time shall be granted.
6. **EXTRA COST.** In the event of work on the order being suspended by your instructions or lack of instructions the contract price shall be increased to cover any extra expenses incurred by us due thereto.
7. **CANCELLATION.** No order shall be subject to cancellation either in whole or part without our written consent. Delay in delivery or annulment of orders received by our customers cannot be accepted as sufficient reason for termination of the contract.
8. **DAMAGE IN TRANSIT.** When the price quoted includes delivery, we will repair or replace free of charge, goods damaged in transit, provided the carriers and ourselves receive written notification of such damage, within three days of delivery, but not otherwise.
9. **GUARANTEE.** It is an express condition of this quotation that only goods of our own manufacture are guaranteed against defect or faulty workmanship (fair wear and tear excepted) and our obligation under the guarantee is limited to free replacement or repairs (where practicable) at our Works of any part or parts which within a period of six months or 1,000 hours operation (whichever shall occur earlier) from the date of invoice shall be returned to us carriage paid, and which upon examination shall disclose to have been defective, this guarantee being expressly in lieu of all other guarantees expressed or implied and of all other obligations and liabilities on our part and especially excluding consequential damage. All parts supplied by us not of our manufacture are not covered by the above guarantee and are subject only to the warranty (if any) of the makers.
10. **TERMS OF PAYMENT.** The terms of payment named in the contract are to be strictly adhered to and no deviation therefrom shall be made without our written consent previously obtained.
11. **ARBITRATION.** Any dispute arising out of this contract to be settled by arbitration within the meaning of the Arbitration Act 1889 (or the Arbitration (Scotland) Act, 1894) or any statutory modification thereof.
12. **LIABILITY.** When work of any kind is being carried out by us on customers' or their contractors' premises, unless customers or their contractors inform us of any special hazards or perils attaching to the premises or imported into them owing to the nature or methods of the work being done, or from any other cause whatsoever, we shall not be liable for any loss or damage occasioned to the customers, their contractors, or their employees arising from any cause connected in any way with such special hazards or perils.
13. **FRUSTRATION.** If the Contract is frustrated and/or the goods in respect thereof cannot be delivered from any cause whatsoever, it is expressly agreed that:
 - (a) If any sum has been paid on account to us by the purchaser and is repayable to him by operation of law, we shall be entitled to deduct therefrom all expenses incurred by us in connection with the said contract, and
 - (b) If no sum has been paid on account, the purchaser shall be bound to pay to us all expenses so incurred in connection with the contract.
14. **TEST.** Machines of our manufacture are carefully inspected and where practicable, submitted to our standard tests at our Works before despatch. If special tests or other than standard tests in your presence are required, these, unless otherwise agreed, must be made at our Works and will be charged for extra and in the event of any delay on your part in attending such tests after seven days' notice that we are ready, the tests will proceed in your absence and shall be deemed to have been made in your presence.
15. **PRICES.** All quotations are tendered without engagement. In the event of wages, materials, transport charges, insurances, etc., being increased during the execution of the work, we reserve the right to invoice at the prices ruling at the date of despatch.
16. **PATENTS.** In the event of any claim being made or action being brought against you in respect of infringements of patents by the manufacture or sale by us of goods supplied to you hereunder, you are to notify us immediately, and we shall be at liberty with your assistance if required, but at our expense, to conduct all negotiations for the settlement of the same or any litigation that may arise therefrom: subject to such notification and provided that no such goods, or any part thereof, shall be used for any purpose other than that for which we supply them, we will indemnify you in respect of any such claims.
17. **ILLUSTRATION, ETC.** Photographs and other illustrations or advertisement matter supplied represent generally the goods specified herein, but shall not be taken as necessarily representing the goods the subject of the Contract, and shall not form part thereof.
18. **CAPACITY OF PLANT.** Figures given for performance of plant vary in every case according to the conditions. Any particulars of capacity or consumption given either in our catalogues or in correspondence must always be taken as approximate only and not in any way as a guarantee unless there is a specific undertaking to that effect.
19. **CHANGE OF DESIGN.** The manufacturer reserves the right to make any modification in the design or equipment of the Machines or Goods specified herein or to make improvements or alterations at any time.
20. **LEGAL CONSTRUCTION.** The contract shall in all respects be construed and operate as an English contract and in conformity with English law.
21. **CUSTOMERS' CONDITIONS.** In the event of customers' official order forms containing special printed conditions, it is understood that such conditions are only binding in so far as they are not at variance with the terms and conditions mentioned above.



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JOHN FOWLER & Co. (LEEDS) LTD.

LEEDS 10

Phone : LEEDS 30731 (10 lines)

FT/EP/BH.

28th May, 1956.

SPECIFICATION AND QUOTATION

FOR

- 2 -

To

**The Crown Agents for Oversea Governments
& Administrations,**

**4 Millbank,
London S.W.1.**

EXTRA EQUIPMENT (if required) Ex Works.

**Street Plate Equipment (bolt-on type), comprising
one plate for each alternate track shoe. £14. 15. Od. less 5%**

Electric Lighting Equipment (including 2 headlamps) £16. 0. Od. less 5%

TIME OF DELIVERY.

**Commence 4/6 weeks from receipt of order subject to confirmation at
the time of placing the order.**

TERMS OF PAYMENT.

Nett cash as usual.

For JOHN FOWLER & CO. (LEEDS) LTD.

[Signature]
for (F. Turner)
SALES MANAGER.

SPECIFICATION AND QUOTATION

REV

CONDITIONS OF SALE AND CONTRACT

1. **GENERAL.** The acceptance of our quotation or of all orders placed with us includes the acceptance of the following terms and conditions.
2. **VALIDITY.** Unless previously withdrawn, this quotation is open for acceptance within thirty days from date hereof for the British Isles and three months for Overseas and is subject to written confirmation by us of such acceptance.
3. **ACCEPTANCE.** The acceptance of our quotation must be accompanied by sufficient information to enable us to proceed with the order, forthwith, otherwise any increase in cost attributable to the Buyers' neglect to conform hereto will be charged extra. The customer, upon placing an Order with us, is deemed to have satisfied himself as to the contents and provisions of the specification and that the Machinery and Equipment which forms the subject of the quotation are suitable for his requirements.
4. **PACKING.** Cases and any packing indicated on our invoice as returnable but not returned at date of settlement must be paid for. An official credit note will be passed for such packing returned when received at our Works in good condition, carriage paid.
5. **DELIVERY.** The time for the execution of the order is to date from receipt by us of a written order to proceed, together with all necessary information and drawings to enable us to put the work in hand. We will use our best endeavours to deliver by the time indicated but will accept no liability for failure to do so. Should delivery be delayed or hindered by your instructions or lack of instructions, or by any cause whatsoever beyond our control including strikes, lock-outs, war, fire, force majeure, accidents or defective material, a reasonable extension of time shall be granted.
6. **EXTRA COST.** In the event of work on the order being suspended by your instructions or lack of instructions the contract price shall be increased to cover any extra expenses incurred by us due thereto.
7. **CANCELLATION.** No order shall be subject to cancellation either in whole or part without our written consent. Delay in delivery or annulment of orders received by our customers cannot be accepted as sufficient reason for termination of the contract.
8. **DAMAGE IN TRANSIT.** When the price quoted includes delivery, we will repair or replace free of charge, goods damaged in transit, provided the carriers and ourselves receive written notification of such damage, within three days of delivery, but not otherwise.
9. **GUARANTEE.** It is an express condition of this quotation that only goods of our own manufacture are guaranteed against defect or faulty workmanship (fair wear and tear excepted) and our obligation under the guarantee is limited to free replacement or repairs (where practicable) at our Works of any part or parts which within a period of six months or 1,000 hours operation (whichever shall occur earlier) from the date of invoice shall be returned to us carriage paid, and which upon examination shall disclose to have been defective, this guarantee being expressly in lieu of all other guarantees expressed or implied and of all other obligations and liabilities on our part and especially excluding consequential damage. All parts supplied by us not of our manufacture are not covered by the above guarantee and are subject only to the warranty (if any) of the makers.
10. **TERMS OF PAYMENT.** The terms of payment named in the contract are to be strictly adhered to and no deviation therefrom shall be made without our written consent previously obtained.
11. **ARBITRATION.** Any dispute arising out of this contract to be settled by arbitration within the meaning of the Arbitration Act 1889 (or the Arbitration (Scotland) Act, 1894) or any statutory modification thereof.
12. **LIABILITY.** When work of any kind is being carried out by us on customers' or their contractors' premises, unless customers or their contractors inform us of any special hazards or perils attaching to the premises or imported into them owing to the nature or methods of the work being done, or from any other cause whatsoever, we shall not be liable for any loss or damage occasioned to the customers, their contractors, or their employees arising from any cause connected in any way with such special hazards or perils.
13. **FRUSTRATION.** If the Contract is frustrated and/or the goods in respect thereof cannot be delivered from any cause whatsoever, it is expressly agreed that:
 - (a) If any sum has been paid on account to us by the purchaser and is repayable to him by operation of law, we shall be entitled to deduct therefrom all expenses incurred by us in connection with the said contract, and
 - (b) If no sum has been paid on account, the purchaser shall be bound to pay to us all expenses so incurred in connection with the contract.
14. **TEST.** Machines of our manufacture are carefully inspected and where practicable, submitted to our standard tests at our Works before despatch. If special tests or other than standard tests in your presence are required, these, unless otherwise agreed, must be made at our Works and will be charged for extra and in the event of any delay on your part in attending such tests after seven days' notice that we are ready, the tests will proceed in your absence and shall be deemed to have been made in your presence.
15. **PRICES.** All quotations are tendered without engagement. In the event of wages, materials, transport charges, insurances, etc., being increased during the execution of the work, we reserve the right to invoice at the prices ruling at the date of despatch.
16. **PATENTS.** In the event of any claim being made or action being brought against you in respect of infringements of patents by the manufacture or sale by us of goods supplied to you hereunder, you are to notify us immediately, and we shall be at liberty with your assistance if required, but at our expense, to conduct all negotiations for the settlement of the same or any litigation that may arise therefrom: subject to such notification and provided that no such goods, or any part thereof, shall be used for any purpose other than that for which we supply them, we will indemnify you in respect of any such claims.
17. **ILLUSTRATION, ETC.** Photographs and other illustrations or advertisement matter supplied represent generally the goods specified herein, but shall not be taken as necessarily representing the goods the subject of the Contract, and shall not form part thereof.
18. **CAPACITY OF PLANT.** Figures given for performance of plant vary in every case according to the conditions. Any particulars of capacity or consumption given either in our catalogues or in correspondence must always be taken as approximate only and not in any way as a guarantee unless there is a specific undertaking to that effect.
19. **CHANGE OF DESIGN.** The manufacturer reserves the right to make any modification in the design or equipment of the Machines or Goods specified herein or to make improvements or alterations at any time.
20. **LEGAL CONSTRUCTION.** The contract shall in all respects be construed and operate as an English contract and in conformity with English law.
21. **CUSTOMERS' CONDITIONS.** In the event of customers' official order forms containing special printed conditions, it is understood that such conditions are only binding in so far as they are not at variance with the terms and conditions mentioned above.

FT/EP/GAH

SPECIFICATION AND QUOTATION

28th May 1956.

FOR

ONE FOWLER CHALLENGER 3 BRITISH DIESEL CRAWLER TRACTOR & ANCILLARY EQUIPMENT.

To The Crown Agents for Oversea Governments & Administrations,
4, Millbank,
London. S.W.1.

ONE - FOWLER CHALLENGER 3 BRITISH DIESEL CRAWLER TRACTOR,
generally in accordance with Publications No. 2892
& 2893 and powered by a Leyland or Meadows 6-cylinder
4 stroke Diesel Engine, developing 95 B.H.P. at 1550
R.P.M. Fitted with electric starting. Ex. Works. £5,115. 0. Od. less 12½%

-fitted with-

ONE - BRAY HYDRAULICALLY OPERATED DIRECT ACTING RAM
ANGEDOZER/BULLDOZER ATTACHMENTS, generally in
accordance with Publication No. 2756. Ex. Works. 1,050. 0. Od. less 7½%

Partial packing for shipment and delivery F.O.B.

(a) Liverpool.	94. 10. Od. Nett.
(b) London.	126. 0. Od. Nett.

Full packing for shipment and delivery F.O.B.

(a) Liverpool.	162. 15. Od. Nett.
(b) London.	199. 10. Od. Nett.

APPROXIMATE SHIPPING SPECIFICATION.

Tractor with Bray hydraulic angledozer/bulldozer.

Partially packed (top boxed).

Tractor with part'dozer equipment	14'3" x 7'7" x 6'10"	Gross Weight 252 Cwts.
Dozer frame (unpacked).	12'9" x 9'1" x 1'5"	14 "
Dozer Blade (unpacked).	11'10" x 3'9" x 2'0"	21 "

Fully packed.

Case, tractor etc.	14'9" x 8'0" x 7'4"	Gross weight 265 Cwts.
Dozer Frame (unpacked)	12'9" x 9'1" x 1'5"	Gross weight 14 cwts.
Dozer Blade (unpacked)	11'10" x 3'9" x 2'0"	Gross weight 21 cwts.

-or alternatively -

ONE - FOWLER CHALLENGER 3 BRITISH DIESEL CRAWLER TRACTOR,
as described above, ex. Works.

£5,115. 0. Od. less
12½%.

-fitted with-

ONE - BLAW KNOX HYDRAULICALLY OPERATED ANGLEDZOZER/BULLDOZER
ATTACHMENT, generally in accordance with Publication
No. 2854, ex. Works.

£972. 0. Od. less
7½%.

/Cont'd....2

SPECIFICATION AND QUOTATION

1/11/58

CONDITIONS OF SALE AND CONTRACT

1. **GENERAL.** The acceptance of our quotation or of all orders placed with us includes the acceptance of the following terms and conditions.
2. **VALIDITY.** Unless previously withdrawn, this quotation is open for acceptance within thirty days from date hereof for the British Isles and three months for Overseas and is subject to written confirmation by us of such acceptance.
3. **ACCEPTANCE.** The acceptance of our quotation must be accompanied by sufficient information to enable us to proceed with the order forthwith, otherwise any increase in cost attributable to the Buyers' neglect to conform hereto will be charged extra. The customer, upon placing an Order with us, is deemed to have satisfied himself as to the contents and provisions of the specification and that the Machinery and Equipment which forms the subject of the quotation are suitable for his requirements.
4. **PACKING.** Cases and any packing indicated on our invoice as returnable, but not returned at date of settlement must be paid for. An official credit note will be passed for such packing returned when received at our Works in good condition, carriage paid.
5. **DELIVERY.** The time for the execution of the order is to date from receipt by us of a written order to proceed, together with all necessary information and drawings to enable us to put the work in hand. We will use our best endeavours to deliver by the time indicated but will accept no liability for failure to do so. Should delivery be delayed or hindered by your instructions or lack of instructions, or by any cause whatsoever beyond our control including strikes, lock-outs, war, fire, force majeure, accidents or defective material, a reasonable extension of time shall be granted.
6. **EXTRA COST.** In the event of work on the order being suspended by your instructions or lack of instructions the contract price shall be increased to cover any extra expenses incurred by us due thereto.
7. **CANCELLATION.** No order shall be subject to cancellation either in whole or part without our written consent. Delay in delivery or annulment of orders received by our customers cannot be accepted as sufficient reason for termination of the contract.
8. **DAMAGE IN TRANSIT.** When the price quoted includes delivery, we will repair or replace, free of charge, goods damaged in transit, provided the carriers and ourselves receive written notification of such damage, within three days of delivery, but not otherwise.
9. **GUARANTEE.** It is an express condition of this quotation that only goods of our own manufacture are guaranteed against defect or faulty workmanship (fair wear and tear excepted) and our obligation under the guarantee is limited to free replacement or repairs (where practicable) at our Works of any part or parts which within a period of six months or 1,000 hours operation (whichever shall occur earlier) from the date of invoice shall be returned to us carriage paid, and which upon examination shall disclose to have been defective, this guarantee being expressly in lieu of all other guarantees expressed or implied and of all other obligations and liabilities on our part and, especially, excluding consequential damage. All parts supplied by us not of our manufacture are not covered by the above guarantee and are subject only to the warranty (if any) of the makers.
10. **TERMS OF PAYMENT.** The terms of payment named in the contract are to be strictly adhered to and no deviation therefrom shall be made without our written consent previously obtained.
11. **ARBITRATION.** Any dispute arising out of this contract to be settled by arbitration within the meaning of the Arbitration Act 1889 (or the Arbitration (Scotland) Act, 1894) or any statutory modification thereof.
12. **LIABILITY.** When work of any kind is being carried out by us on customers' or their contractors' premises, unless customers or their contractors inform us of any special hazards or perils attaching to the premises or imported into them owing to the nature or methods of the work being done, or from any other cause whatsoever, we shall not be liable for any loss or damage occasioned to the customers, their contractors, or their employees arising from any cause connected in any way with such special hazards or perils.
13. **FRUSTRATION.** If the Contract is frustrated and/or the goods in respect thereof cannot be delivered from any cause whatsoever, it is expressly agreed that:
 - (a) If any sum has been paid on account to us by the purchaser and is repayable to him by operation of law, we shall be entitled to deduct therefrom all expenses incurred by us in connection with the said contract, and
 - (b) If no sum has been paid on account, the purchaser shall be bound to pay to us all expenses so incurred in connection with the contract.
14. **TEST.** Machines of our manufacture are carefully inspected and where practicable, submitted to our standard tests at our Works before despatch. If special tests or other than standard tests in your presence are required, these, unless otherwise agreed, must be made at our Works and will be charged for extra and in the event of any delay on your part in attending such tests after seven days' notice that we are ready, the tests will proceed in your absence and shall be deemed to have been made in your presence.
15. **PRICES.** All quotations are tendered without engagement. In the event of wages, materials, transport charges, insurances, etc., being increased during the execution of the work, we reserve the right to invoice at the prices ruling at the date of despatch.
16. **PATENTS.** In the event of any claim being made or action being brought against you in respect of infringements of patents by the manufacture or sale by us of goods supplied to you hereunder, you are to notify us immediately, and we shall be at liberty with your assistance if required, but at our expense, to conduct all negotiations for the settlement of the same or any litigation that may arise therefrom: subject to such notification and provided that no such goods, or any part thereof, shall be used for any purpose other than that for which we supply them, we will indemnify you in respect of any such claims.
17. **ILLUSTRATION, ETC.** Photographs and other illustrations or advertisement matter supplied represent generally the goods specified herein, but shall not be taken as necessarily representing the goods the subject of the Contract, and shall not form part thereof.
18. **CAPACITY OF PLANT.** Figures given for performance of plant vary in every case according to the conditions. Any particulars of capacity or consumption given either in our catalogues or in correspondence must always be taken as approximate only and not in any way as a guarantee unless there is a specific undertaking to that effect.
19. **CHANGE OF DESIGN.** The manufacturer reserves the right to make any modification in the design or equipment of the Machines or Goods specified herein or to make improvements or alterations at any time.
20. **LEGAL CONSTRUCTION.** The contract shall in all respects be construed and operate as an English contract and in conformity with English law.
21. **CUSTOMERS' CONDITIONS.** In the event of customers' official order forms containing special printed conditions, it is understood that such conditions are only binding in so far as they are not at variance with the terms and conditions mentioned above.



JOHN FOWLER & Co. (LEEDS) LTD.

LEEDS 10

Phone : LEEDS 30731 (10 lines)

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FT/EP/GAF

SPECIFICATION AND QUOTATION

28th May 1956.

FOR

Sheet -2-

To The Crown Agents for Oversea Governments & Administrations,
4, Millbank,
London. S.W.1.

Partial packing for shipment and delivery F.O.B.

(a) Liverpool.	94. 10. Od. Nett.
(b) London.	126. 0. Od. "

Full packing for shipment and delivery F.O.B.

(a) Liverpool.	162. 15. Od. Nett.
(b) London.	199. 10. Od. "

APPROXIMATE SHIPPING SPECIFICATION.

Partially packed (top boxed).

Tractor with part dozer equipment	14'2" x 7'7" x 6'11".	Gross weight 249 Cwts.
Dozer Frame (unpacked).	12'0" x 8'11" x 1'5".	" " " 16½ "
Dozer Blade (unpacked).	12'1¼" x 3'1" x 1'6".	" " " 15 "

Fully packed.

Case, tractor etc.	14'8" x 8'0" x 7'7".	Gross Weight 263 cwts.
Dozer Frame (unpacked).	12'0" x 8'11" x 1'5".	" " " 16½ cwts.
Dozer Blade (unpacked).	12'1¼" x 3'1" x 1'6".	" " " 15 cwts.

-or alternatively-

ONE - FOWLER CHALLENGER 3 BRITISH DIESEL CRAWLER

as described above, ex. Works. £5,115. 0. Od. Less 12½%.

-fitted with-

ONE - BLAW KNOX CABLE OPERATED ANGLEDOZER/BULLDOZER

generally in accordance with Publication No.2872.

Ex. Works.

£698. 0. Od. Less 7½%.

-and-

ONE - BLAW KNOX DOUBLE DRUM POWER CONTROL UNIT TYPE 'F'

generally in accordance with Publication No.2895.

Ex. Works.

£532. 0. Od. Less 7½%.

Partial packing for shipment and delivery F.O.B.

(a) Liverpool.	£96. 12. Od. Nett.
(b) London.	£129. 3. Od. Nett.

Full packing for shipment and delivery F.O.B.

(a) Liverpool.	£173. 3. Od. Nett.
(b) London.	£210. 0. Od. Nett.

/Cont'd...3.

SPECIFICATION AND QUOTATION

CONDITIONS OF SALE AND CONTRACT

1. **GENERAL.** The acceptance of our quotation or of all orders placed with us includes the acceptance of the following terms and conditions.
2. **VALIDITY.** Unless previously withdrawn, this quotation is open for acceptance within thirty days from date hereof for the British Isles and three months for Overseas and is subject to written confirmation by us of such acceptance.
3. **ACCEPTANCE.** The acceptance of our quotation must be accompanied by sufficient information to enable us to proceed with the order forthwith, otherwise any increase in cost attributable to the Buyers' neglect to conform hereto will be charged extra. The customer, upon placing an Order with us, is deemed to have satisfied himself as to the contents and provisions of the specification and that the Machinery and Equipment which forms the subject of the quotation are suitable for his requirements.
4. **PACKING.** Cases and any packing indicated on our invoice as returnable but not returned at date of settlement must be paid for. An official credit note will be passed for such packing returned when received at our Works in good condition, carriage paid.
5. **DELIVERY.** The time for the execution of the order is to date from receipt by us of a written order to proceed, together with all necessary information and drawings to enable us to put the work in hand. We will use our best endeavours to deliver by the time indicated but will accept no liability for failure to do so. Should delivery be delayed or hindered by your instructions or lack of instructions, or by any cause whatsoever beyond our control including strikes, lock-outs, war, fire, force majeure, accidents or defective material, a reasonable extension of time shall be granted.
6. **EXTRA COST.** In the event of work on the order being suspended by your instructions or lack of instructions the contract price shall be increased to cover any extra expenses incurred by us due thereto.
7. **CANCELLATION.** No order shall be subject to cancellation either in whole or part without our written consent. Delay in delivery or annulment of orders received by our customers cannot be accepted as sufficient reason for termination of the contract.
8. **DAMAGE IN TRANSIT.** When the price quoted includes delivery, we will repair or replace free of charge, goods damaged in transit, provided the carriers and ourselves receive written notification of such damage, within three days of delivery, but not otherwise.
9. **GUARANTEE.** It is an express condition of this quotation that only goods of our own manufacture are guaranteed against defect or faulty workmanship (fair wear and tear excepted) and our obligation under the guarantee is limited to free replacement or repairs (where practicable) at our Works of any part or parts which within a period of six months or 1,000 hours operation (whichever shall occur earlier) from the date of invoice shall be returned to us carriage paid, and which upon examination shall disclose to have been defective, this guarantee being expressly in lieu of all other guarantees expressed or implied and of all other obligations and liabilities on our part and especially excluding consequential damage. All parts supplied by us not of our manufacture are not covered by the above guarantee and are subject only to the warranty (if any) of the makers.
10. **TERMS OF PAYMENT.** The terms of payment named in the contract are to be strictly adhered to and no deviation therefrom shall be made without our written consent previously obtained.
11. **ARBITRATION.** Any dispute arising out of this contract to be settled by arbitration within the meaning of the Arbitration Act 1889 (or the Arbitration (Scotland) Act, 1894) or any statutory modification thereof.
12. **LIABILITY.** When work of any kind is being carried out by us on customers' or their contractors' premises, unless customers or their contractors inform us of any special hazards or perils attaching to the premises or imported into them owing to the nature or methods of the work being done, or from any other cause whatsoever, we shall not be liable for any loss or damage occasioned to the customers, their contractors, or their employees arising from any cause connected in any way with such special hazards or perils.
13. **FRUSTRATION.** If the Contract is frustrated and/or the goods in respect thereof cannot be delivered from any cause whatsoever, it is expressly agreed that:
 - (a) If any sum has been paid on account to us by the purchaser and is repayable to him by operation of law, we shall be entitled to deduct therefrom all expenses incurred by us in connection with the said contract, and
 - (b) If no sum has been paid on account, the purchaser shall be bound to pay to us all expenses so incurred in connection with the contract.
14. **TEST.** Machines of our manufacture are carefully inspected and where practicable, submitted to our standard tests at our Works before despatch. If special tests or other than standard tests in your presence are required, these, unless otherwise agreed, must be made at our Works and will be charged for extra and in the event of any delay on your part in attending such tests after seven days' notice that we are ready, the tests will proceed in your absence and shall be deemed to have been made in your presence.
15. **PRICES.** All quotations are tendered without engagement. In the event of wages, materials, transport charges, insurances, etc., being increased during the execution of the work, we reserve the right to invoice at the prices ruling at the date of despatch.
16. **PATENTS.** In the event of any claim being made or action being brought against you in respect of infringements of patents by the manufacture or sale by us of goods supplied to you hereunder, you are to notify us immediately, and we shall be at liberty with your assistance if required, but at our expense, to conduct all negotiations for the settlement of the same or any litigation that may arise therefrom: subject to such notification and provided that no such goods, or any part thereof, shall be used for any purpose other than that for which we supply them, we will indemnify you in respect of any such claims.
17. **ILLUSTRATION, ETC.** Photographs and other illustrations or advertisement matter supplied represent generally the goods specified herein, but shall not be taken as necessarily representing the goods the subject of the Contract, and shall not form part thereof.
18. **CAPACITY OF PLANT.** Figures given for performance of plant vary in every case according to the conditions. Any particulars of capacity or consumption given either in our catalogues or in correspondence must always be taken as approximate only and not in any way as a guarantee unless there is a specific undertaking to that effect.
19. **CHANGE OF DESIGN.** The manufacturer reserves the right to make any modification in the design or equipment of the Machines or Goods specified herein or to make improvements or alterations at any time.
20. **LEGAL CONSTRUCTION.** The contract shall in all respects be construed and operate as an English contract and in conformity with English law.
21. **CUSTOMERS' CONDITIONS.** In the event of customers' official order forms containing special printed conditions, it is understood that such conditions are only binding in so far as they are not at variance with the terms and conditions mentioned above.

FT/EP/GAH

SPECIFICATION AND QUOTATION

28th May 1956.

FOR

Sheet -3-

To

The Crown Agents for Oversea Governments & Administrations,
4, Millbank,
London. S.W.1.

APPROXIMATE SHIPPING SPECIFICATION.

Partially packed (top boxed).

Tractor on own tracks with part'dozer and P.C.U.

14'3" x 7'7" x 6'10". Gross weight 258 cwts.

Dozer Frame (unpacked). 12'0" x 8'11" x 1'5". Gross " 16 cwts.

Dozer Blade (unpacked). 12'11" x 3'1" x 1'6". " " 15 cwts.

Fully packed.

Case, tractor etc., 14'8½" x 8'1" x 7'6". Gross weight 270 cwts.

Dozer frame (unpacked). 12'0" x 8'11" x 1'5" Gross weight 16 cwts.

Dozer blade (unpacked). 12'11" x 3'1" x 1'6". " " 15 cwts.

EXTRA EQUIPMENT. (if required) Ex. Works.

Nife Nickel Cadmium Alkaline Batteries in lieu of
lead acid type.

£168. 0. Od. less 7½%.

Electric lighting equipment, comprising 2 headlamps,
1 tail lamp and interconnecting wiring.

£16. 0. Od. less 7½%.

Street Plate equipment, comprising one plate for
each alternate track shoe.

£42. 5. Od. less 7½%.

Waterproof Cover.

£13. 0. Od. less 7½%.

Track shoes 22" wide in lieu of standard 20".

£8. 0. Od. less 7½%.

Track shoes 24" wide in lieu of standard 20".

£16. 0. Od. less 7½%.

TIME OF DELIVERY:

3/4 working weeks from receipt of order, subject to confirmation at the time of
placing the order.

TERMS OF PAYMENT:

Nett cash as usual.

for JOHN FOWLER & CO. (LEEDS) LIMITED

F. Turner
for (F. Turner)
SALES MANAGER.

SPECIFICATION AND QUOTATION

201

CONDITIONS OF SALE AND CONTRACT

1. **GENERAL.** The acceptance of our quotation or of all orders placed with us includes the acceptance of the following terms and conditions.
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4. **PACKING.** Cases and any packing indicated on our invoice as returnable but not returned at date of settlement must be paid for. An official credit note will be passed for such packing returned when received at our Works in good condition, carriage paid.
5. **DELIVERY.** The time for the execution of the order is to date from receipt by us of a written order to proceed, together with all necessary information and drawings to enable us to put the work in hand. We will use our best endeavours to deliver by the time indicated but will accept no liability for failure to do so. Should delivery be delayed or hindered by your instructions or lack of instructions, or by any cause whatsoever beyond our control including strikes, lock-outs, war, fire, force majeure, accidents or defective material, a reasonable extension of time shall be granted.
6. **EXTRA COST.** In the event of work on the order being suspended by your instructions or lack of instructions the contract price shall be increased to cover any extra expenses incurred by us due thereto.
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9. **GUARANTEE.** It is an express condition of this quotation that only goods of our own manufacture are guaranteed against defect or faulty workmanship (fair wear and tear excepted) and our obligation under the guarantee is limited to free replacement or repairs (where practicable) at our Works of any part or parts which within a period of six months or 1,000 hours operation (whichever shall occur earlier) from the date of invoice shall be returned to us carriage paid, and which upon examination shall disclose to have been defective, this guarantee being expressly in lieu of all other guarantees expressed or implied and of all other obligations and liabilities on our part and especially excluding consequential damage. All parts supplied by us not of our manufacture are not covered by the above guarantee and are subject only to the warranty (if any) of the makers.
10. **TERMS OF PAYMENT.** The terms of payment named in the contract are to be strictly adhered to and no deviation therefrom shall be made without our written consent previously obtained.
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12. **LIABILITY.** When work of any kind is being carried out by us on customers' or their contractors' premises, unless customers or their contractors inform us of any special hazards or perils attaching to the premises or imported into them owing to the nature or methods of the work being done, or from any other cause whatsoever, we shall not be liable for any loss or damage occasioned to the customers, their contractors, or their employees arising from any cause connected in any way with such special hazards or perils.
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 - (b) If no sum has been paid on account, the purchaser shall be bound to pay to us all expenses so incurred in connection with the contract.
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15. **PRICES.** All quotations are tendered without engagement. In the event of wages, materials, transport charges, insurances, etc., being increased during the execution of the work, we reserve the right to invoice at the prices ruling at the date of despatch.
16. **PATENTS.** In the event of any claim being made or action being brought against you in respect of infringements of patents by the manufacture or sale by us of goods supplied to you hereunder, you are to notify us immediately, and we shall be at liberty with your assistance if required, but at our expense, to conduct all negotiations for the settlement of the same or any litigation that may arise therefrom: subject to such notification and provided that no such goods, or any part thereof, shall be used for any purpose other than that for which we supply them, we will indemnify you in respect of any such claims.
17. **ILLUSTRATION, ETC.** Photographs and other illustrations or advertisement matter supplied represent generally the goods specified herein, but shall not be taken as necessarily representing the goods the subject of the Contract, and shall not form part thereof.
18. **CAPACITY OF PLANT.** Figures given for performance of plant vary in every case according to the conditions. Any particulars of capacity or consumption given either in our catalogues or in correspondence must always be taken as approximate only and not in any way as a guarantee unless there is a specific undertaking to that effect.
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21. **CUSTOMERS' CONDITIONS.** In the event of customers' official order forms containing special printed conditions, it is understood that such conditions are only binding in so far as they are not at variance with the terms and conditions mentioned above.

INVOICE



301

INTERNATIONAL HARVESTER COMPANY OF GREAT BRITAIN LTD.

HARVESTER HOUSE - 259 CITY ROAD - LONDON, - E.C.1

INVOICE DATE

INVOICE No. PROFORMA.

CUSTOMER'S ORDER No. & DATE

WORKS OR TRANSFER

DATE

BRANCH ORDER No

EC2/Falkland 7204

DONCASTER

28/3/56

HOW SHIP
ROAD / RAIL

FREIGHT
YES / NO

PREPAID
YES / NO

ROUTING

SHIP TO

ALL GOODS SOLD ARE SUBJECT TO OUR GENERAL CONDITIONS OF SALE. NO CLAIM FOR SHORTAGE ALLOWED UNLESS MADE IMMEDIATELY UPON RECEIPT OF GOODS OR WITHIN 7 DAYS OF INVOICE. GOODS RETURNED WITHOUT OUR SANCTION WILL BE REFUSED WHEN TENDERED AND NO RESPONSIBILITY ACCEPTED.

EX WORKS.

TERMS—

NETT CASH - MONTHLY ACCOUNT.

ACCOUNT OF

Crown Agents for Overseas Governments.

4, Millbank

LONDON. S.W.1.

ZONE REF.

FROM

WAGON No. & INITIALS

ACTUAL WEIGHT

DATE SHIPPED

No. OF
PACKAGES

E. & O. E.

QTY.

KIND

CODE

DESCRIPTION

DISCT.

PRICE

AMOUNT

INTERNATIONAL CRAWLER TRACTOR.

1	4750	7	International Crawler Tractor - New
1		2001	BTD6 Diesel - less track shoes.
1		2022	Track Shoes - 14" Clipped Corners.
1		2023	Equalizer Spring - Heavy Duty.
1		2031	Track Roller Shield - Heavy Duty.
1		2032	Air Pre-cleaner.
1		2032	Exhaust Muffler.
1		2041	Electric Lighting.
1		2042	Service Meter.
1		2051	Front Power Take Off Coupling.
1		2061	Crankcase Guard.)
1		2062	Front Pull Hook)
1		2077	Front Idler Weights.
1		2078	Sprocket Housing Rockshield.

1547. 2. 0.

10. 16. 0.

13. 10. 0.

24. 6. 0.

1595. 14. 0. 1595. 14. 0.
13. 10. 0.

1609. 4. 0.

Export Packing.

Certified Correct.
INTERNATIONAL HARVESTER COMPANY
OF GREAT BRITAIN, LIMITED.

Accounting Department.

EXPORT PACKING.

PROFORMA INVOICE IS FOR QUOTATION
PURPOSES: PRICES AND TERMS APPLICABLE
TO AN ACCEPTED ORDER WILL BE IN FORCE
IN EFFECT AT DATE OF DESPATCH FROM
OUR WORKS.

Mail from 289.

1087
302

See

The tractor quotations you requested
at 266 in Vol. II are from 290 onwards

Drumford
15/8/56

N.F.H. per Com. H.E. is going into this question
while in the U.K.

B.G. 1.10.56.

B.G.
28.8.56



INTERNATIONAL HARVESTER COMPANY
OF GREAT BRITAIN LTD

HARVESTER HOUSE
259 CITY ROAD, LONDON, E.C.1

TELEPHONE: CLERKENWELL 8422, CABLES: INTHARCO BARR, LONDON

MS. 5/29

The Crown Agents for Oversea Governments
and Administrations,

4, Millbank,
London. S.W.1.

RECEIVED
30 MAY 1956

29th May 1956

Your reference: EC2/Falkland Islands 78043 W.I.

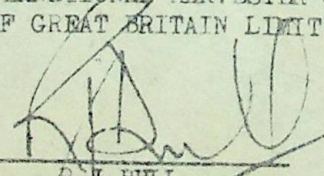
Dear Sirs,

We acknowledge with thanks receipt of your letter of the 23rd May, requesting quotations for tractors and bullgraders between 50 and 100 h.p.

We are pleased to enclose herewith our pro forma invoices covering the STD6 Crawler Tractor and the International B6 G4 Bullgrader, and would advise you that the estimated inland freight and charges to F.O.B. steamer for the tractor is £20 and for the bullgrader £9.

We are pleased to advise you that these machines could be made available for shipment within approximately 14 days from receipt of your order.

Yours truly,
INTERNATIONAL HARVESTER COMPANY
OF GREAT BRITAIN LIMITED


R.J. BULL
Machine Distribution

298

Director
General Manager
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.

DAVID BROWN
INDUSTRIES LIMITED
INDUSTRIAL TRACTOR DIVISION
HANWORTH PARK FELTHAM
MIDDLESEX

Director
General Manager
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.
Mr. A. J. B. B. B.

Our Ref: COM/IND/INT/P

BROWN AGENTS
5 JUN 1956
& MILLBANK

The Crown Agents,
4, Millbank,
LONDON. S.W.1.

4th June, 1956.

Dear Sirs,

We have for acknowledgement your letter reference EC2/Pal Land Islands 7/54 dated 23rd May and have pleasure in enclosing herewith our quotation in duplicate covering the supply of a David Brown 50 H.P. Industrial Track Type Tractor, lighting equipment and fitted with hydraulically operated angle dozer.

Delivery at present is 4-6 weeks for single units but if a quantity should be required special production arrangements would be made to enable us to improve on this position.

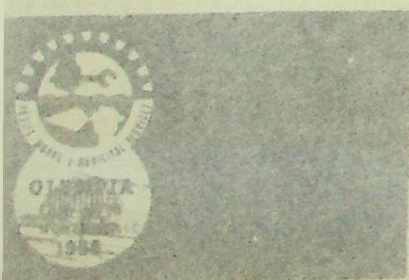
Relative literature and specifications are enclosed as requested.

We trust that this will meet with your approval and assure you of our fullest co-operation.

Yours faithfully,
DAVID BROWN INDUSTRIES LIMITED.

L. K. Hunter

L. K. Hunter,
Export Superintendent,
INDUSTRIAL TRACTOR DIVISION.



Encl.

Directors
DAVID BROWN
(Chairman and Managing)
A. AVISON
DAVID BROWN, Jr.
G. L. HANCOCK
J. WHITEHEAD
A. D. WORTON

DAVID BROWN INDUSTRIES LIMITED

INDUSTRIAL TRACTOR DIVISION
HANWORTH PARK FELTHAM
MIDDLESEX

299
Telephone
FELTHAM 5271
Telegrams
INDTRAC FELTHAM

Q U O T A T I O N

4th June, 1956.

The Crown Agents,
4, Millbank,
London. S.W. 1.

Supply of one (1) David Brown
Industrial Type Track Tractor,
lighting equipment and fitted
with hydraulically operated
Angledozer complete as per
specifications.

£2,075. 0. 0.

F.O.B. Charges 25. 0. 0.

£2,098. 0. 0.

287

PACKE BROS. & COMPANY, LIMITED.

Directors: ~~W. H. Luxton~~, H. C. Harding, K. W. Luxton, A. G. Barton, C. Luxton.

U.K. REGISTERED OFFICE: 120, Pall Mall BENTLEY'S CODE
87, MOUNT PLEASANT ROAD,
TUNBRIDGE WELLS. London.

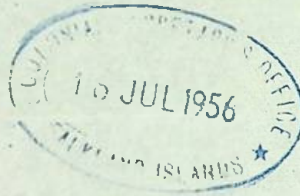
Telegrams: "Dunnosead, Tunbridge Wells."

Telephone: Tunbridge Wells 526

FALKLAND ISLANDS,
SOUTH AMERICA.

Telegrams: "PACKE, FOX BAY"

12th. July, 1956.



Sir,

288 - ~~1~~ I have enclosed to you W. Carlyle's account for the quarter ending 30th. June, 1956.

I have the honour to be,

Sir,

Your obedient servant,

M. H. Clement

Manager.

*Ack'd
16/7*

The Hon. The Colonial Secretary,
The Colonial Secretary's Office,
Stanley.

Sept. P. 60.

For checking and settlement of.

64/1 17. 7. 56.

*Hon lcl sec
account settled*

*SP
for 3w
7/8/56*

288

W. CARLYLE IN AC/. WITH PACKE BROS. & CO. LTD.

1956.

DR.

1956.

CR.

Apr.	7	To	Trans.G.Porter	a/c.	£	19	0	Apr.	1	By	Balance	£	211	12	9
	"	"	W.F.Sports	"		2	8	0	30	"	44 Hrs. (1 Wk)	£12.	12	0	0
	20	"	F.B.West	"		18	14	6	"	"	44 " C.L.Bonus	8d.	1	9	4
June	30	"	Cash	"		12	8	0	"	"	140 " 5/5½d.		38	4	2
	"	"	Store	"		81	14	8	"	"	140 " C.L.Bonus	8d.	4	13	4
	"	"	Balance			321	10	8	"	"	61 " O/Time	8/2¼d.	24	19	5
									"	"	61 " C.L.Bonus	8d.	2	0	8
									May	30	"	80 " 5/5½d.	21	16	8
									"	"	80 " C.L.Bonus	8d.	2	13	4
									"	"	1 Wk.& 3 Days	£12.	18	11	0
									"	"	68 Hrs.	8d.	2	5	9
									"	"	46 " O/Time	8/2¼d.	18	16	8
									"	"	46 " C.L.Bonus	8d.	1	10	8
									June	30	"	188 " 5/5½d.	51	6	2
									"	"	188 " C.L.Bonus	8d.	6	5	4
									"	"	44 " O/Time	8/2¼d.	18	0	3
									"	"	44 " C.L.Bonus	8d.	1	9	4

H. L. Clement

PACKE BROS. & Co. LTD.

12/7/56.

W5/EC3 Falkland Islands 7205

All communications to be addressed to
the Crown Agents, the above reference
and the date of this letter being quoted.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS,

4 MILLBANK,

LONDON, S.W.1.

19



Sir,

I am directed to append a report in connection with the
indent or other communication referred to hereon.

I am, Sir,

Your obedient servant,

The Colonial Secretary,
Stanley,
Falkland Islands.

ITEM No.

SUBJECT

REMARKS

Proposed Bridge
for Rocky Inlet
Chartres, W.Falkland

An approximate estimate is being
prepared and will be telegraphed to
you as soon as possible.

/IB

W5/EC2/Falkland Islands 7204.

All communications to be addressed to
the Crown Agents, the above reference
and the date of this letter being quoted.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS.

4 MILLBANK,

LONDON, S.W.1.

Letter { No.Col. Sec's Telgm.

Date 18.5.56.

No.

Indent { Date

Department :—

The Colonial Secretary,
Falkland Islands.

Sir,

I am directed to append a report in connection with the
indent or other communication referred to hereon.

I am, Sir,

Your obedient servant,

ITEM No.

SUBJECT

REMARKS

Quotations for
Heavy Hydraulic
Bulldozers.

291-301

291-297

298-299

300-301

With reference to your above-mentioned
telegram, enclosed for your consideration
are copies of quotations, covering letters
and relevant literature received from
the following firms:—

Messrs. John Fowler & Co.(Leeds)Ltd.

" David Brown Industries Ltd.

" International Harvester Company of
Great Britain Ltd.

In the event of any further
correspondence or the submission of an
indent for these items, it would be
appreciated if you would quote the above
reference number.

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
his letter being quoted.



303
4, MILLBANK,
LONDON, S.W.1.

EC3 Falk. Is. 7205

TELEGRAMS { INLAND: "CROWN, SOWEST. LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.



14th August, 1956.

Sir,

286.m
1st II
I am directed refer to your letter No. 1641/A/11 dated 10th July, 1956, regarding the proposed Rocky Inlet Bridge.

2. When an estimate of cost or design work is undertaken in this Office and an Indent does not follow for the supply of the materials, it is customary to charge for the draughtsman's time spent on the work at the rate of 10s per hour. The number of hours spent in preparing the approximate design and estimate of the cost of the proposed bridge was $22\frac{1}{2}$ and you are requested therefore to reply, stating whether you would be willing to accept the charge of £11-5s 0 for services rendered.

I am, Sir,

Your obedient servant,

[Signature]

Reply at 318

Sec 317.

The Colonial Secretary,
FALKLAND ISLANDS.

RH

EHG

Please forward to 1

Applemore Hill.
Dibden.
Southampton.

307

The Crown Agents.
4, Millbank.
London S.W.1.

Sept. 12th. 1956.

Your ref. P/Misc Falk Is. I. (25th July 1956)

13 SEP 1956

Dear Sirs,

I refer to your letter dated 25th July in reply to mine of 14th July.

I have made the journey required by The Falkland Islands Government to Biggar in Scotland, having travelled by British European Airways on Monday and Tuesday of this week.

The expenses of the entire journey from here and return are as follows:-

Return Air Passage.....	£12.	10.	0.
Insurance.....	2.	0.	0.
Road journey Dibden to London			
Airport & return.....	1.	12.	8.
	<hr/>		
	£ 16.	2.	8.

There were no expenses in Scotland worth recording.

I would be obliged if you would credit my account with the National Provincial Bank Ltd, at St. Austell, Cornwall before the end of September.

Yours faithfully,

Robert Miller

308

Sir

Will you confirm that action
was taken on 303? May file
be returned early for reply to
be sent to Crown Agents re 303.

Shumford
24/10/56

HCB

No action has been taken by me
as I knew nothing about this.

ASH

24/10/56

Sir

My mistake I meant 304.

Shum
27/10/56



305

Chartres
West Falklands
14th September, 1956

Sir,

I am advised by Carlisle the the following Sandt Point timber will be necessary for the track making equipment to make a sled for the welding plant, the present road wheels being unsuitable for towing it on soft ground

2 pieces 20' x 12" x 6".
4 " 15' x 3" x 9"
4 " 12' x 3" x 9"
40' Flat Iron 1" x 6"
36' Round " 2" or 1 1/2"
48 Bolts & Nuts 13" x 3/8"

From the time he starts on the track from here to Port Howard he will not be near a telephone line until he arrives at our Green Hill and Saddle shepherd houses and from the Saddle to the Port Howard shepherd houses of Warrah and Plain there is no telephone at all. I would suggest that if possible he be supplied with an R/T set for that period at least. He has facilities for charging batteries.

I am, Sir

Yours faithfully

H. L. L.

The Hon. Colonial Secretary

Stanley

21/9/56

*ack'd
26/9/56*

S/45

*to you pl - you have the
main file*

30/9
Hee I will arrange to ship 1st available opportunity

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

304

Number	Office of Origin	Words	Handed in at	Date
2	Chartres etat	97	1330	18/9/56

To Colonial Secretary, Stanley

TWO BEARINGS NUMBER 368A/362A ONE COMPLETE SET OF ALLENS KEYS ONE HYDRAULIC JACK 10 TONS ONE DITTO 2 TONS ONE SCREW JACK 2 TONS TO REPLACE THE ONE I HAVE BROKEN BELONGING TO CHARTRES BY AIR AS SOON AS POSSIBLE SEND TO FOX BAY BY FITZROY NEXT TRIP SPARE CLUTCH PARTS STOCK AND DIE SET SOCKET SPANNER SET 5 GALLONS ENGINE OIL FOR BUFFALO 6 TINS UNERGOL GREASE ORDER FROM J A CUTHBERTS LTD ONE CENTRE IDLER WHEEL COMPLETE WITH BEARINGS DISTANCE PIECE AND OIL SEALS BY AIR AS URGENTLY REQUIRED.

W. J. CARLYLE.

S.W. Jo you for early action pl
S.W.
19/9/56

Time

JRW/

Communications to be addressed to
THE CROWN AGENTS
SEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



306
4, MILLBANK,

LONDON, S.W.1.

P/Misc.Falk.Islands 1.

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

20th September 1956.

Sir,

272 in Vol. II
307.
With reference to your letter No. 1641/A/II dated 1st June 1956, I am directed to enclose a copy of the account in respect of the visit to Scotland by Mr. S. Miller. It will be seen that the journey was made by air, and not by rail as authorised, but to avoid delay in payment the sum of £16.2.8d. has been paid without prior reference to you and it is trusted that the action meets with your approval.

I am, Sir,

Your obedient servant,

F. C. Z...

The Colonial Secretary,
Stanley,
Falkland Islands.

HMS.

FR.

TELEPHONES
BIGGAR TO & BIGGAR 4
TELEGRAMS
MECHADRAIN, BIGGAR

Cuthbertson

DIRECTORS:
SIR ROY DORSON, C.B.E., F.R.A.S.E., A.P. H. W. A. JACKSON
JAMES A. CUTHBERTSON, O.B.E. E. C. MACDONALD

JAMES A. CUTHBERTSON LTD. • BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./F. 18th October, 1956.

O.R. Arthur, Esq.,
Governor of The Falkland Islands,
S T A N L E Y.
Falkland Islands.

PERSONAL.

Dear Mr. Arthur,

I write to confirm a number of points which we discussed during your visit to Biggar, and also various matters which were the subject of discussion during the recent visit of Mr. Miller. I am pleased to advise you that we are now in the course of manufacturing the bulldozer blades for use on the Water Buffalo Tractors, and we hope to have these completed and ready for despatch within the course of the next few weeks. We have completed the conversation parts for the existing Grader Blades, and these are to be shipped on the 'MARTIN S', which is now loading in London. Several other items and spare parts are also being forwarded on this ship.

We have recently had some correspondence with Albion Motors Ltd., and the Crown Agents, regarding the order which was placed some time ago, for four rear axles for the Water Buffalo Tractors, and it appears that no definite decision has yet been reached in this correspondence. It does appear that some misunderstanding regarding the order has arisen, as the material ordered is, in fact, sufficient to give you two complete rear axle units on hand as spares for each of your tractors. As these units are most expensive items, it appears to be a considerable waste of funds, and I would suggest that you take up this question with the Crown Agents, and instruct them to amend this order to cover 2 rear axle units only, i.e. one for each tractor being operated by you. I am sure that this will be quite sufficient for your purpose, as we have not had any difficulty whatever with the heavy rear axle unit fitted in this machine, and I feel it is incurring a great deal more expense on your work than is necessary. If you agree, perhaps you will amend this order accordingly, and in the meantime, we are arranging to send the two rear axle units only.

A/

D E S I G N E R S O F A G R I C U L T U R A L M A C H I N E R Y

For
Crown Agents
by Mr.
Baines

/A further matter which I think will interest you is that we have noticed that several orders are coming through via the Crown Agents office in London for track spares and it would appear that you are having difficulty with your tracks. We have made a modification to our track design by fitting 5 idlers in place of the original three idlers on the front carriage of the track mechanism. This has eliminated a great deal of the track wear, and I would recommend that you make this modification. The parts required by you for your tractors will be 4 front rocker arms to take 5 idlers, and these rocker arms will cost in the regions of £50. ea. i.e. £200. complete. You will also require 8 additional idlers complete with oil seals and bearings at a cost of £25. each, which will also amount to £200. in total. I think it would be to your advantage to use part of the money saved on the rear axles by purchasing this equipment, and perhaps you will let me know your views on this matter in due course.

Within the past few days we have received an urgent demand from the Crown Agents for spare tracks for your tractors, and it has been specifically mentioned that track type No 2 should be supplied. This is now an old type of track, and I would not recommend that you obtain this material. I would prefer to supply you with track type No 6, which is considerably strengthened, and which will give you better performances.

See
H7 in
1/26/55

Perhaps you will cable your instructions direct on the foregoing points in order that no delay in passing the information through the Crown Agents office will occur.

What
Shipping
is available

You will recall that during your visit you invited me to visit the Falkland Islands towards the beginning of January, and I now wish to confirm that I shall be very pleased to accept your invitation. I would prefer to fly to Montevideo and from there, travel by one of the ships which you mentioned was being used in connection with the visit of H.R.H. The Duke of Edinburgh. As I shall require to make my plans very shortly in connection with this visit, I would appreciate if you could advise me if the necessary arrangements have been made for a passage from Montevideo, and give me the exact dates on which it will be necessary to be on hand. On receipt of your information, I shall make the necessary reservations in regard to the flight from this country.

Discuss with
the FIC

You mentioned that you intended to take this matter up with the authorities concerned, and there was also some question of a fee being paid to me during this time. On reconsidering this matter, I shall be pleased to waive any question of a fee for my services during the visit, and would be quite happy if the Authorities would be prepared to cover the cost of travelling and incidental expenses.

-3-

/I hope that it will be possible for me to make this visit, as I am particularly interested in the work which is being undertaken and I shall look forward with pleasure to meeting you again.

Kindest regards,

Yours sincerely,

James A. Cuthbertson
mtd.

C.E.

Re. report early on Cuthbertson's comments
re rear axle units, additional idlers and
spare tracks.

If you require a little time to consider
the matter, please return this file not later
than Thursday, 15th Nov for the action.

[Signature] 15/11

Hon. C.S.

See 47/11 and spare parts for 1 more. I agree with Cuthbertson's suggestion ^{except} that I only should
m I 367/55 be supplied and will amend original indent accordingly (see memo)
Additional Idlers - This would be better left for discussion with C.
when he comes here.

See 47/11 Spare Track: Type 6. - Ditto ditto but existing
m I 367/55 order with Crown Agents for spare tracks should be held in
obeyance (see my memo).

[Signature] 14/11

0604/IV

308a.

EXTRACT FROM TELEGRAM FROM H.E. THE GOVERNOR, AT FOX BAY,
TO H.H. THE GOVERNOR'S DEPUTY of 22.10.56.

(Original passed to F.I.D.S.)

Copy filed
in 1220/c
Int. Air Mail
Service.

.....
2. Can aircraft which comes for me bring Chartres
air mail also following for buffalo

(1) Diesel fuel pipe

(2) Shims

(3) 100' $\frac{1}{4}$ " steel rope for joining tracks.

Propose request pilot drop these articles Chartres.

3. Shall assume aircraft will call for me as
arranged Wednesday 24th unless informed to contrary.

P/L: MF

GOVERNOR.

16411/A/II
DECODE.

3001
TELEGRAM.

From LUXTON CHARTERS.

To COLONIAL SECRETARY

Despatched : 31st October, 19 56 Time : 0900

Received : 31st October, 19 56 Time : 0230

Hope to see Carlyle this morning will advise
you by R/T this afternoon when he can go to Stanley.

LUXTON.

P/L:ME

W/EC2/Falkland

be addressed
the Crown Agents and the
above reference quoted



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

TELEGRAMS: INLAND: "CROWN SOWEST LONDON."
OVERSEA: "CROWN LONDON."
TELEPHONE: ABBEY 7780.



12 NOV 1956

Sir,

I am directed to forward herewith particulars of an
Advice of order placed. order placed in pursuance of the authority quoted.

No copy.
328
in connection with this matter
Mr. S. Miller's letter to the
Governor of the 12th September refers,
and further thereto enclosed for
information is a copy of Messrs.
Cuthbertsons' letter of the 11th October.

I am, Sir,

Your obedient servant,

Copy passed to CE

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed In at	Date
28	BIGGAR	49	1545	20.11.56.

To

LT O R ARTHUR GOVERNOR STANLEY F.I.

GLAD ADVISE YOU ALL ARRANGEMENTS IN ORDER FOR VISIT STOP LEAVING FOR CANADA 23rd NOVEMBER STOP WILL FLY MONTEVIDEO TO SUIT YOUR ARRANGEMENTS EARLY JANUARY STOP CAN YOU ADVISE ARRANGEMENTS FOR JOURNEY FROM MONTEVIDEO AND IF PASSAGE AVAILABLE ON SUITABLE VESSEL REGARDS

CUTHBERTSON.

CS.

PC. speak

MAG

I. I. I. will pay
one-third passage costs
WA 23/11

Time

RB

Reply at 315

F.I. Co. asking H.O. re passage cost. Only pay
 if he visits Darwin. S.O.A. will not pay
 anything.

Passages can be taken on the following vessels -

SOUTHBOUND.

"Fitzroy" from Montevideo 26 Jan.

" " P/Arenas about 11 Feb.

NORTHBOUND.

2nd Charter vessel from Stanley 8 Feb.

"Fitzroy" " " 18 "

3rd charter " " date unknown, possibly end March or

"Fitzroy" to Montevideo 12 March already over booked. early April.

323

TELEPHONES:
BIGGAR 20 & BIGGAR 2
TELEGRAMS:
"MPCHADRAIN, BIGGAR"

Cuthbertson

DIRECTORS:
SIR ROY DOBSON, C.B.E., F.R.A.E.S., J.P.
JAMES A. CUTHBERTSON, O.B.E.
H. W. A. JACOBSEN
J. C. MACGREGOR

JAMES A. CUTHBERTSON LTD. • BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./F. 21st Nov., 1956.

O.R. Arthur, Esq.,
Governor of the Falkland Islands,
STANLEY.
Falkland Islands.

Dear Mr. Arthur,

I now write to confirm the arrangements which have been made for my visit to Canada and the Falkland Islands, and I trust that these arrangements will be convenient to you. I leave on 23rd November on the Queen Mary, arriving at New York on 28th November, and I shall then travel to Canada, where I expect to stay for some 4 weeks. On completion of my business in Canada, I have arranged to fly to Barbados and then on to Trinidad, staying a day or two in both places to see the conditions in which our machinery is operating, and whether further equipment is required.

See 315
From Trinidad I shall fly to Montevideo, and I shall look forward to hearing from you as to the exact date on which I should be in Montevideo to sail for the Falklands.

The dates on which I shall make the journeys mentioned above have not yet been decided, as my travel arrangements will depend on the exact date on which I can obtain a suitable ship from Montevideo, and I understand that ordinary sailings are rather infrequent.

Perhaps you would get in touch with this office as soon as you are in a position to let me know this information, and the information will then be passed on to me in Canada. I shall, of course, get in touch with you regarding the date of my arrival etc.

I am happy to tell you that we have now completed the design and manufacture of the Bulldozer blade and during the initial tests of this equipment, the performances were most satisfactory. We have now applied for shipping instructions for this equipment, and I hope that it will arrive in the Falklands prior to my/

DESIGNERS OF AGRICULTURAL MACHINERY

324

-2-

/my visit.

I look forward with pleasure to meeting you again, and also to seeing our equipment in operation in your conditions.

With kindest regards,

I am,

Yours sincerely,

James A. Southerton
per ES.

ES

320 & 321. We have not received Mr. C's
L.T.A. M.V. as yet - we can only contact him
now through his home office
W/31/12

P.C.S

Pl. try and get confirmation of his L.T.A.
through his head office. We should
refer to our previous telephone to ensure
he has had them

ES/MG.

ES

31.12.56.

KIV 322

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

315

Number	Office of Origin	Words	Handed in at	Date
				26/11/56
To				
CUTHBERTSON, MECHADRAIN, BIGGAR, SCOTLAND.				HOA/C

We are booking you on Fitzroy leaving Montevideo for Stanley on 26th January and suggest we book you on return Fitzroy leaving Stanley for Montevideo on 18th February stop Government will meet the cost of travelling and incidental expenses stop Regret owing to my transfer to Bahamas I shall miss seeing you regards ARTHUR.

Time ADT/MF

See 316. See 325.
Passes Booked 26/11/56

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

316.

Number

Office of Origin

Words

Handed In at

Date

27.11.56.

To

CUTHBERTSON MECHADRAIN, BIGGAR, SCOTLAND.

H.O. Acct.

315.

MY TELEGRAM 26th NOVEMBER GRATEFUL TO LEARN WHEN YOU
EXPECT ARRIVE MONTEVIDEO AND IF YOU WISH ME TO BOOK
ACCOMMODATION THERE FOR YOU

ARTHUR

Reply at 319

See 325.

ie

H/VH

310

With reference to Mr. Cuthbertson's letter of 18th October, 1956. The position was discussed with Civil Engineer on the 27th November, 1956. It is as follows:-

- 1) The conversion parts for the existing Grader Blades which were shipped on the "MARTIN S" have now arrived.
- 2) Cuthbertson's advice with regard to rear axle units should be accepted subject to the modification that we should order 1 rear axle unit complete and spares for one rear axle unit. This has been done on folio 47 of Indent 367/55 on which the original order for 4 rear axle units has also been cancelled.
- 3) It was agreed that the question of additional idlers should be left for discussion between the Civil Engineer and Mr. Cuthbertson when the latter comes out in January. No further action protem here.
- 4) It was agreed that we should hold over the order for 4 complete 2ft. 6ins. tracks and discuss with Cuthbertson when he arrives. The point here is whether we are to order track type No.2 or track type No.6. It is probable that we shall accept Cuthbertson's advice and order track type No.6 provided they are 2ft. 6ins. and not 3 ft. in width. In the meantime the Civil Engineer will check on the drawings to see whether there are any specifications of the new track type No.6. If he has in fact got specifications and if they are 2ft. 6in. tracks then it should be left to his discretion to reinstate the order.

64/1
C.S.

27.11.56.

311 BU 12/12/56 H

H.S.L.

303 has, I fear, hung fire. We must accept?

Draft re S.F.C.P.

W/H 3/12

See 322

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

318

Number	Office of Origin	Words	Handed in at	Date
				3.12.56
To				
	CROWN LONDON.			HOA/C

30³ YOUR LETTER EC3 FALKLANDISLANDS 7205 OF 14TH AUGUST, 1956 STOP
 CHARGE OF £11. 5s. -d. ^{FOR} DRAUGHTSMAN'S TIME ACCEPTED.

SECRETARY.

Bu 12/12/56

Time WIL/ME

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

319

Number	Office of Origin	Words	Handed In at	Date
61	OTTAWA ONT	38	1527	5.12.56

To

LT O R ARTHUR ESQ GOVERNOR OF THE FALKLAND ISLANDS FORT STANLEY

WILL ARRIVE AT MONTEVIDEO IN TIME TO GET BOAT PLEASE ARRANGE
TRANSPORT AND HOTELS SORRY WONT BE ABLE TO SEE YOU PLEASE
SEND INFORMATION TO BIGGAR CUTHBERTSON

Ref 316.

On file early pl. 15/6/12

SJS

See 316 Reply at 320.

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

7.12.56

To

CUTHBERTSON, MECHABRAIN, BIGGAR SCOTLAND.

HQA/C

319 Your telegram of 5th December stop All arrangements made stop
Grateful learn date of arrival Montevideo early.

ARTHUR.

See 325.

Time

SGT/MR

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Original filed in 1759. 321

Number

Office of Origin

Words

Handed in at

Date

7.12.56

To

MACSTAPLE

MONTEVIDEO

HOA/C

Cuthbertson arriving Montevideo to connect ~~quote~~ Fitzroy ~~unquote~~
26th January stop Grateful you arrange to meet him at air port
and book accommodation at Victoria Plaza Hotel stop He will be
returning on 23rd February and should be accommodated at same
hotel. Paragraph 2 Will telegraph ETA Montevideo in due
course

Time

VM/MF

Secretary.

D.O. 18/12/56

No. _____

MEMORANDUM.

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



11th December, 19 56.

To:- Hon. Act. Colonial Secretary,
Stanley.

From:- Civil Engineer.

Stanley, Falkland Islands.

SUBJECT :-

Camp Tracks.

317

Reference 317 in file 1641/A/111 section (4) have checked on track type 6 and find that this is the type required not type 2.

~~2~~ 367/55 Have there fore ordered by telegram ~~for one tractor~~,
4 No. Complete sets of tracks for one tractor 30 inches wide Type 6, repeat 6.

A handwritten signature in dark ink, appearing to be "A. [unclear]", written over a horizontal line.

Civil Engineer.

Mail?

BU 22/12/56
BU 22/12/56

BU 18/12/56
BU 18/12/56

W/ EC2/Falkland Islands 7321/1

Item No. C.O.'s minute
or Authority WAF.207/550/
C1, of 17.9.56.

Dept.

To:-

THE CROWN AGENTS
for Overseas Governments and Administrations
4, MILLBANK, LONDON, S.W.1
GENTLEMEN

Cuthbertson, Ltd.,
Biggar,
Scotland.

ADVICE OF ORDER PLACED

22 DEC 1956

Order Dated:-

15 OCT 1956

URGENT

We accept this order placed for and on behalf of the Government of Falkland Islands

and agree to supply, on the terms stipulated, **Buffalo Grader Parts**,
specified below, in accordance with the Crown Agents' General Conditions of Contract dated March, 1951, and, where
applicable, Special Conditions of Contract dated March, 1951.

Signature Elizabeth A. H. Sakoda

Address

Dated this 19th day of October 1956

Station Road,
Biggar, Lanarkshire

This order is subject to inspection by No Inspection

before despatch.

REQN. NO.	FIRM	DEPT.	DATE DUE	ACTION DUE											
				JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
7321/1	Cuthbertson, Ltd.														
ITEM NO.	QUANTITY	DETAILED DESCRIPTION OF ARTICLES ORDERED			ESTIMATED COST		RATE		AMOUNT						
1	2 sets	Modification and conversion parts for Buffalo graders - as agreed Mr. J. Cuthbertson/Mr. S. Miller.			37	10 -			15	-					
2	2 No.	Bulldozers for graders			350	-			700	-					
		Supply is most urgently required.													
		Item 1 (Conversion parts) to be shipped via the Falkland Island Co. charter vessel "MARTIN (S)" loading in London between 17th/24th October.													
		Despatch instructions can be obtained from the Crown Agents shipping Department Telephone Mansion House 2016. (Mr. Shipp or Mr. Dorrington). Telephone conversation Mr. H. Lock/Mr. J. Cuthbertson of 15th October refers.													
		Item 2 to follow at earliest.													
		HCL/SK													

If economy can be effected by so doing, firm should quote for despatch by Parcel Post, sub-divided if necessary. Firms may offer delivery at ports other than Liverpool or London if by so doing they can deliver f.o.b. more cheaply. For delivery f.o.b. London price must include port rates.

DISCOUNTS AND TRADE ALLOWANCES

NET AMOUNT PAYABLE (including all charges) on London

Bills of Lading

for the goods delivered f.o.b. Glasgow

P.O. Cert. of Posting

by post to

POSTAL ADDRESS

Reqn.

C ↑ A

Ind. No.

SHIPPING MARK

Reqn.

7321

C ↑ A

No.

Gross Weight

Ind. No.

O.A.G.

K. STANLEY

FOR USE IN CROWN AGENTS' OFFICE

Checked by

Delivery Due

24.12.56

Entered & Copies Distributed

S X

WFO CE

Copy passed to CG

38

Small
pink stamp

Small
pink stamp

Copyright

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Copyright

Copyright

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PANAIR DO BRASIL, S.A.

PBL/261 - 4th

ASSOCIATED WITH
PAN AMERICAN WORLD AIRWAYS SYSTEM

AIR WAYBILL

(AIR CONSIGNMENT NOTE)

ISSUED BY: **PANAIR DO BRASIL, S.A.**
SANTOS DUMONT AIRPORT, RIO DE JANEIRO, BRAZIL

111 27629

DESTINATION (AIRPORT OF)
MONTVIDEO

MEMBER OF INTERNATIONAL
AIR TRANSPORT ASSOCIATION

DEPARTURE (AIRPORT OF)
LONDON

CONSIGNEE TO: **Chief Secretary Falkland Is. Officer, Stanley, Falkland Is.**
Street Address: **Officer, Stanley, Falkland Is.**
City & Country: **Montevideo, 193, MONTVIDEO.**

MA ANI NUM	NATURE AND QUANTITY OF GOODS COUNTRY OF ORIGIN (If Required)	DIMENSIONS OR VOLUME	WEIGHT LBS/KILOS			SHIPPER'S DECLARED VALUE (Specify Currency)	
			GROSS	LEGAL	REAL (net)	For Customs Only	For Carrier
CA 3570 3010	Water Buffalo Spares (Machine parts)		38 Kg.			£30.19.0.	N.V.D.
	Meteorological pamphlets		3 Kg.			N.C.V.	
			41 Kg. Kilos				
	Falkland Islands 7378/1 87/60						
TOTALS			IN TRANSIT TO FAULKLAND ISLANDS				

Insurance: SHIPPER REQUESTS INSURANCE: ☐ Yes ☐ No
(If neither of these is checked, shipment is NOT insured.)

If shipper has requested insurance as provided for at the left hand, shipment is insured in the amount of the shipper's declared value for carriage as stated above recovery is limited to actual loss in accordance with the provisions of Paragraph 8 on the reverse hereof. Insurance is payable to shipper unless another payee is designated in writing by the shipper.

SHIPPER'S INSTRUCTIONS IN CASE OF INABILITY TO DELIVER CONSIGNMENT AS CONSIGNED:

HOLD AND ADVISE

☐ ABANDON ☐ RETURN TO SHIPPER ☐ DELIVER TO

DOCUMENTS TO ACCOMPANY AIR WAYBILL: ☐ COMMERCIAL INVOICE ☐ CONSULAR INVOICE ☐ CERTIFICATE OF ORIGIN ☐ OTHER

METHOD OF ROUTING AND CHARGES

Agreed stopping places are those places (other than the place of destination) where the goods are to be stopped for any reason, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.

AIR CARRIAGE
LONDON

Chargeable Weight 45.0

Weight or Volume Charges

PARIS

MONTVIDEO

Carrier: **AIR FRANCE**

via **DIRECT**

Carrier: **P.A.B.**

via **PARIS**

Carrier: via

Carrier

Carrier

From To

Insurance Premium

Carrier's Cartage Charges on Departure

Charges At Departure (forwarding by Other Transportation Agencies, etc.)

CLEARANCE & HANDLING

a/c A/F

Charges

Carrier's Cartage Charges at Destination

Charges At Destination (Reforwarding by Other Transportation Agencies, etc.)

Collection of C. O. D.

SHIPPER'S C.O.D.

(Amount in Words)

APPARENT CONDITION OF THE
GOODS AND OF PACKING

GOOD OUTWARD CONDITION

The Shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON THE REVERSE HEREOF.

NAME OF SHIPPER **CROWN AGENTS FOR OVERSEA GOVTS. & ADMINISTRATIONS.**

ADDRESS **111 BANK, LONDON, S.W.1.**

SIGNATURE OF SHIPPER

BY BROKER/AGENT

[Signature]

Total **£50. 14. 8d**
(SPECIFY CURRENCY)

Executed on **3. 10. 56.** at **LONDON** PLACE

when above described goods were received for carriage SUBJECT TO THE CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

NAME AND ADDRESS OF FIRST CARRIER **PANAIR DO BRASIL S.A.**

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

NAME & ADDRESS OF ISSUING CARRIER'S AGENT

JL.

12 Copies of the Air Waybill have been completed, of which Copies 1, 2 and 3 are originals and have the same validity.

Copy No 3 - Original - FOR THE SHIPPER/CONSIGNOR
VIA No. 3 - ORIGINAL - PARA O EMBARCADOR OU CONSIGNANTE

In the case of goods not of United Kingdom manufacture the items concerned should be indicated on the invoice and the country of origin stated.

INVOICE.

(SECOND ADVICE COPY)

S G
X E
340%

THE CROWN AGENTS

Dr. to Messrs. James A. Cuthbertson, Ltd.,
of (full address) Station Road, BIGGAR, Lanarks.
Crown Agents' Reference 1/EC2/Falkland Is. 7388/1
Indent No. Sec. Teleg. 30.10.56.
Special Account (if any)
Department
Shipped by SS/MV MARTIN 'S'

Date of Invoice 30.10.56.
Contractor's Reference No. 1193
If goods have been despatched by post
Date of Posting
Post Office of Despatch
G.P.O. Serial No.

To be filled in by Contractor

22 DEC 1956

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate	£			s.	d.
			T.	c.	q.	lb.		£	s.	d.		
4	96	Tinken Bearings					ca. 2.14.9.	262	16	-		
5	144	Assorted Shims					5.8. -	5	8	-		
							gross	268	4	-		
		Packing and Delivery						4	-	-		
								272.			4.	-.

Bu 16/1/57

bu 9/1/57

SHIPPING MARK

C. A. G.

PORT STANLEY.
VIA MONTEVIDEO.

C A A

No. 1260

Gross Weight lowt. Ours. 19lbs. m K C

[illegible]

In the case of goods not of United Kingdom manufacture the items concerned, should be indicated on the invoice as the country of origin stated.

INVOICE.

(SECOND ADVICE COPY)

THE CROWN AGENTS

Dr. to Messrs. **James A. Cuthbertson, Ltd.,**
 of (full address) **Station Road, BIGGAR.**
 Crown Agents' Reference **S/Falkland Is. 7321/1**
 Indent No. **C.O's Min. WAF 204/550/01 of 14/7/56**
 Special Account (if any)
 Department
 Shipped by **SS/MV Argentine Transport**

Date of Invoice **24th Dec., 1956.**
 Contractor's Reference No. **11907**
 If goods have been despatched by post
 Date of Posting
 Post Office of Despatch
 G.P.O. Serial No.

To be filled in by Contractor

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate						
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.
2	1	Bulldozer Blade	1	10	-	-		350	-	-			
		Packing & Delivery FOB Liverpool						8	10	-	£358.	10.	-.

O.A.C.
PT. STANLEY
VIA MONTEVIDEO.

C ↑ A

no. 1442

Gross wt. 1 ton 10 cwt

PARTICULARS OF PACKAGES

PARTICULARS OF CONTENTS

[illegible]

MAOISE:

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

325

Number

Office of Origin

Words

Handed in at

Date

2.1.57

To

GUTHBERTSON, MECHADRAON, BIGGAR, SCOTLAND.

HOA/C

315 316 320.
REFERENCE MY TELEGRAMS OF 26th 27th NOVEMBER AND 7TH

DECEMBER GRATEFUL LEARN VERY EARLY YOURS. T.A. MONTEVIDEO.

SECRETARY.

Time

Confirmatory Copy.

WIL/MF

Ph'd to W/T Station 0435 31st December, 1956.

Bu 9/1/57

W5/EC2 Falkland Is. 7321/1.

All communications to be addressed to the Crown Agents, the above reference and the date of this letter being quoted.

C.O's No. WAF.207/550/01

Letter
Minute

Date 17. 9. 56.

Indent	No.	Date

Department :—

The Colonial Secretary,
Falkland Islands.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS,

4 MILLBANK,

LONDON, S.W.1.

4 DEC 1956

.19.....

Sir,

I am directed to append a report in connection with the
incident or other communication referred to hereon.

I am, Sir,

Your obedient servant,

1641/10/1111.

My dear

[illegible]

W/G11. 150,000

7/56. P. & Co. (P) Ltd.

No. _____

MEMORANDUM.

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

14

14th January, 1957

To: Hon. Colonial Secretary,

From: Civil Engineer.

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Buffalo Tractor spares.

Please send following telegram to Mac Staple.

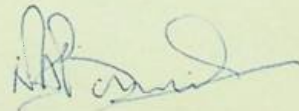
Please obtain in Monte 2 tractor wheel bearings and ship next "Fitzroy" Telegram results urgent.
Timken Bearing Nos: 2788/2720 And 14125/14274.

A.C.S.

These may be ordered from M.V.

W.H. 15/1

Yes
15/1


Civil Engineer.

1691/AF/111

GOVERNMENT TELEGRAPH SERVICE

342a

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed In at

Date

To

15.1.57

MACSTAPLE

MONTEVIDEO

HOA/C

PLEASE OBTAIN AND SHIP FITZROY TWO TRACTOR WHEEL BEARINGS
TINKER BEARINGS NOS. 2788/2720 AND 14125/13274 STOP PLEASE
ADVISE URGENTLY/AVAILABLE.

IF

SECRETARY.

Reply at 343.

Time

DRM/WF

1641/A.
DECODE.

TELEGRAM.

342

From MACSTAPLE MONTEVIDEO.

To COLONIAL SECRETARY.

Despatched : 17th January, 19 57 Time : 1930

Received : 18th January, 19 57 Time : 0400

342a. Your telegram 16th bearing going
next "Fitzroy".

MACLEAN AND STAPLETON.

P/L:MF

In the case of goods not of United Kingdom manufacture the items concerned should be indicated on the invoice and the country of origin stated.

INVOICE.

(FIRST ADVICE COPY)

THE CROWN AGENTS

Dr. to Messrs James A. Cuthbertson Ltd.,

of (full address) Station Road, Biggar, Lanarkshire.

Crown Agents' Reference / 32/Palkland Is. 22/1/57

Indent No. 30's Minute S.A.F. 207/550/01 of 1978/96.

Special Account (if any)

Department

Shipped by SS/MV "HANCIE" S.S.

Date of Invoice 22/1/57

Contractor's Reference No. 11907

If goods have been despatched by post

Date of Posting

Post Office of Despatch

G.P.O. Serial No.

To be filled in by Contractor

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate						
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.
2	1	Bulldozer for Grader	1	10	-	-	Nett	350	-	-			
		Packing & Delivery F.O.B. London						8	10	-			
								358	10	-			

361

O.A.G.
PORT STANLEY.

Gross Weight 1ton 10cwt
Ind No. 207/550

PARTICULARS OF CONTENTS

[illegible]

hydraulically
ot's seat.
hand pump
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. The engine
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etween over-
er VP-PHK

136a

Pensioners can
prepare to
before 17th of

OK

368-69

~~XXXX~~

344

17. C.S.

(i) I think we had better warn Mustapha that we have as yet had no E.T.N. from Galkhatoon (p. 321 supra). Otherwise they are left in the air and will think that we have forgotten to let them know.

Mr. Tins will try and find out something while in Shunkardis and will let us know by cable.

(ii) When then pass these papers to the Civil Engineer to let me have his recommendations on L. Galkhatoon's itinerary while in the Pashalik lands (on the assumption that he does come down on the next Friday). He should consult Mr. Buxton first on the company an interested Land Commission there is a letter saying that they will meet part of his expenses if they can have some of his time. We must bear in mind the need for getting early clearance from the Treasury for any camp trips.

Civil Engineer - having consulted Mr. Buxton - should have his proposals ready by Thursday morning at the latest and should come to see me at 9.11.

Early action on these papers please.

R.G.T.
21.1.57.

b/e

Papers to you accy. R.

Q
22/1

Received by C.E. 23/1/57

Agreed itinerary attached 25/1/57

NAR

1641/P.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

352

SENT

Number	Office of Origin	Words	Handed In at	Date
				23.1.57
To				
	MACSTAPLE MONTEVIDEO.			HO A/C

321

BY TELEGRAM 7th DECEMBER STOP REGRET STILL UNABLE GIVE
INFORMATION REGARDING E.T.A. CUTHBERTSON

SECRETARY.

Time JB/EF

No. _____

MEMORANDUM.

It is requested
that, in any refer-
ence to this memo-
randum the above
number and date
should be quoted.

25th January, 19 57

To:- Hon. Act Colonial Secretary.

From:- Civil Engineer.

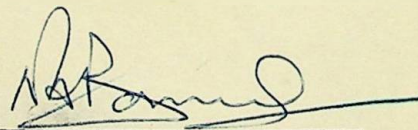
Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Itinerary Mr Cuthbertson.

346 Herewith proposed Itinerary for Mr Cuthbertson
as discussed with Act Governor.



Civil Engineer.

File pl. There is also a ltr. from Mr Jones - will LACS?
28/1

DECODE.

TELEGRAM.

348

From TREES MONTVIDEO.

To SECRETARY.

Despatched. 25th January, 19 57 Time : 1532

Received : 19 Time :

Returning "Protector" things not as Black
as they appeared. No sign of Guthbertson.

TREES.

P/L:MF

(Intld) A.G.D.T.

28/1/57

DECODE.

TELEGRAM.

349

From TREES MONTEVIDEO,

To SECRETARY.

Despatched. 26th January, 19 57 Time: 1325

Received: 19 Time:

Cuthbertson here am now sailing
"Fitzroy" with him.

TREES

P/L:MF

I have informed Mr. Barton and Mr. Barnes.
Cuthbertson will stay with Mr. Barton.

28.1.57

DECODE.

TELEGRAM.

350

From MR. TREES.

To OFFICER ADMINISTERING THE GOVERNMENT.

Despatched . 29th January, 19 57 Time : 1352

Received : 30th January, 19 57 Time :

Cuthbert. quite a lad. Unless you have
made other arrangements would like to have
himst~~y~~With us although would be grateful
if you would first clear with Margaret

regards

STAN.

P/L:MF

Reply at 351.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

357

Number	Office of Origin	Words	Handed in at	Date
				30.1.57.
To	MR. TREES, S.S. FITZROY			a/c H.O.

350 Yourtel 29th stop Have made arrangements for Guthbertson to stay with Barton

O.A.G.

Time

No.

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



MEMORANDUM.

30th January, 1957.

To:- Hon. Act, Colonial Secretary.

Stanley.

From:- Civil Engineer.

Stanley, Falkland Islands.

SUBJECT :-

Drainage Machine Operators'
Assistant.

John Charles Anderson present assistant to Wallace has resigned and I propose to engage Lawrence James Poole to take his place on exactly similar conditions.

I shall be obliged therefore if you would prepare a contract for his engagement leaving the date blank.

See 360A 

Civil Engineer.

NAB/WES.

Office
Action pl. if we do this
W.H. 3.11

P.T.O.

3520.

C.E.

Wd. you please check that no amendments are
required to 193-194 (this might save a retype).

One I note is on 194, i.e. C—E— should
replace S of W—.

Wffs.

4/2/57.

Recalled
m. 19/2/57.

7346

ITINERARY MR CUTHBERTSON.

Arrive 31st January.1957.

1st February.	<i>Friday</i>	Meeting Government House, Act Governor, Mr Barton, & Mr Barnes.
2nd February.		See Wallace & discussion. Stanley.
3rd February.		Sunday. Stanley, Travel out on Fitzroy Track.
4th February.		Monday. Fly Fox Bay. Travel up on Track to Chartres.
5th February.		Tuesday. Chartres.
6th February		Wednesday. Chartres.
7th February.		Thursday. Fly Roy Cove.
8th February.		Friday. Roy Cove.
9th February.		Saturday. Fly Darwin. F.I.C.
10th February.		Sunday. Darwin. F.I.C.
11th February.		Monday. " " " "
12th February.		Tuesday. " " " "
13th February,		Wednesday." " " "
14th February.		Thursday." " " "
15th February.		Friday. Fly Stanley.
16th February.		Saturday. Discussions Stanley Government House, Act Governor.
17th February.		Sunday. Stanley.
18th February.		Monday Depart Montevideo..

347.

WCS

HH will wish to see 346 pl.

Wt 28/1

Y.H.

6/8's proposed programme for Mr. Bartholomew
submitted pl — on reserve.

8
28/1

Mr. Barnes.

1. It now rather looks as if Friday's discussion on
off. Mrs. Fitzroy will probably make it Friday evening.

I think it will be Saturday morning for discussion
and Sunday along the Ways of Life track. But we will
play it off the cuff when we see how things work out.

2. Have you booked his air passages

3. Could you keep Friday late afternoon - say
5 pm. for a final briefing and further discussion
with me at "Gilt" - preparing for next morning discussion.
(but bear in mind I would like you to meet Bartholomew
- (he is staying with Barnes)) and arrange time for discussion
on Sunday)

4. Barnes is already in the picture on 1 above.

Cliff

29.1.57.

Noted

2/2/57

Bu 12/2/57 H

MACLEAN & STAPLEDON S.A.

353

CODES USED
A, I, A, B, C 5TH EDITION
SCOTT'S 10TH EDITION
BENTLEY'S

CASILLA DE CORREO 193
COLON 1486-90

MONTEVIDEO

(URUGUAY)

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES 86382
85042
82940

January 26th. 1957

Sir:-

This will acknowledge receipt of your telegram dated the 24th inst. reading as follows:

"MY TELEGRAM 7TH DECEMBER STOP REGRET STILL UNABLE GIVE INFORMATION REGARDING ETA CUTHBERTSON"

In respect of same, we beg to advise you that Mr. Cuthbertson arrived yesterday the 25th inst. and we have presented our apologies for not meeting him as we did not have the date and time of arrival of the plane he came on.

Yours faithfully,
MACLEAN & STAPLEDON, S. A.

Handwritten signature

Colonial Secretary
PORT STANLEY

AEB/vd.

We asked for it, through Mr. Cuthbertson's home office.

W.H. 4/2

Handwritten initials

PRELIMINARY SHIPPING ADVICE

The Crown Agents have to report that the following shipment is expected:—

354

Reference :

S/

Falkland Is. 7321/1.

SUPPLIER :

Messrs J.A. Guthbertson Ltd.,

Biggar,

Scotland.

18th January 7

Indent No.

C.C. Min.W.A.F. 207/550/01

Special OFC 17.9.56

Dept.

Marked

Consigned to

Officer Administering the
Government.

REQN.

C↑A 7321

O. A. G.

* Nos.

Port Stanley,

Gross Weight

Ind.

M.V./S.S.

from

Dock, London,

"FRANCIE 'S'"

B Shed (West) West India

By 21st January

The particulars given in the schedule below were those furnished by the above mentioned contractor, when forwarding instructions were issued, and are not necessarily accurate.

VALUE £	*Nos.	Description of Packages	CONTENTS	MEASUREMENTS			WEIGHT			
				Length	Breadth	Depth	Tons	Cwt.	Qr.	Lb.
358	9361	1 bdle.	Bulldozer Blade.	12/8	5/2	3/4	1	10	-	-

The Bill of Lading and Invoice will be despatched as soon as possible.
It should be understood, however, that the shipment is not yet confirmed.

Note to Contractor :—

Confirmation of telephone instructions.

PROGRESS REPORT.

1641/ALIT
7-FEB-57
355

THE CROWN AGENTS HAVE TO STATE THAT THESE GOODS ARE READY AND
DETAILS OF SHIPMENT WILL BE FURNISHED AS SOON AS POSSIBLE

Contractor James A. Guthbertson Ltd.,

of (full address) Station Road, Biggar, Lanarkshire

Crown Agents' Reference / EC2/Parkland Is. 7300/1

Indent No. C.C.'s Minute W.A.P. 207/550/01 of 17/9/56.

Special Account (if any)

Department

Shipped by SS/MV "HAROLD" "B"

Date of Invoice 22/1/57

Contractor's Reference No. 11907

If goods have been despatched by post

Date of Posting

Post Office of Despatch

G.P.O. Serial No.

To be filled in by Contractor

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate						
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.
2	1	Bulldozer for Grader	1	10	-	-	Nett 350	-	-	-			
		Packing & Delivery F.O.B. London						8	10	-			
											8	10	-

N.B.—This is simply a Progress Report and should not be regarded as an Invoice.

O.A.G.
PORT STANLEY.

C ↑ A

U T A
No. 9564

Gross Weight 1ton 10cwts

Ind No. 207/550

3556

Recalled
19/2/57
hm.

~~212-14~~

OK

357-360

30

Port North

I Butler

I Butler

31

Dunbar

M Barnes

M Barnes

32

Shallow Harbour

A Marsh

A Marsh

Copies to:

Civil Engineer

Mr. Barton

Duplicates in envelope at cover

357

REPORT ON THE WORKING OF THE BUFFALO MACHINES IN THE FALKLAND ISLANDS.

EXAMINATION OF THE LAND.

On arrival at Stanley a tour of the East and West Falklands was commenced starting:-

Stanley to Fitzroy,
Fitzroy to Darwin by air,
Darwin to Fox Bay by air,
Fox Bay to Chartres by land,
Chartres to Roy Cove by air,
Roy Cove to San Carlos by air,
examination of work between San Carlos and Darwin by land, and
return flight from San Carlos to Darwin, and
Darwin to Stanley by air.

Observations on the East Falkland.

From Stanley to Darwin road making on the land is relatively simple with the exception of the area where heavy stone runs are encountered and where routing of the road is being placed very close to the stone run. In this area, to avoid unnecessary hand labour and high cost, I suggest that the road be routed nearer to the deeper peat areas wherever possible. In the areas nearer to Darwin, especially where the road traverses along the ridges, very little work other than a drainage on both sides of the road is necessary, and the availability of stone for through channels through the road is excellent.

From Darwin to Fitzroy an example of an existing track was examined where the track had been taken out to the clay. This method has proved satisfactory and although the track existing in this area should have drainage on either side of it and should be cambered, it is suggested that in all shallow peat areas where this nature of camp exists that this method of road making would probably prove a better basis for eventual mettle roads.

Observations on the West Falkland.

From Fox Bay to Chartres: the land north of Fox Bay is of a harder nature than the West Falkland land and in many cases complete clearing, especially of diddle dee country, can be achieved very simply and comparatively fast. Many areas, however, have heavy tussock growth which is difficult to remove by existing machinery and calls for an additional machine (see note at end) in the operation.

In general the West Falkland presents no more a difficult problem than the East Falkland and there is no unsurmountable difficulty nor extremely costly problem in either island, assuming that the roads to be made are in the nature of a track for landrover traffic to be used mainly in summer weather.

EXAMINATION OF MACHINES. TO ASCERTAIN REASON FOR FREQUENT BREAKDOWN.

The machine operated on the East Falkland was examined at Stanley and my first and immediate reaction to an examination of all points where greasing should have taken place was almost complete lack of greasing and maintenance. This lack of greasing cannot be stressed too strongly and should be enforced by whoever is in charge of the operation of the whole project since lack of maintenance in isolated areas such as the Falkland Islands can mean extreme cost and serious delay in the operation on a whole.

Tractors have given disappointing performance mainly due to the 3-ft. width which were supplied for the Falkland Islands on the assumption that the land was very soft. From my examination it would now appear that 2-ft. 6-ins. tract would be more satisfactory and give better lifetime. Also, modification to the undercarriage may assist and it is my intention on return to the Works to remedy as far as possible this lack of lifetime which has been experienced in the first machines.

Examination of machine in the West Falkland.

Here again lack of oil and greasing have been the major reasons for any mechanical breakdown and the renewal of bearings and idlers. Again tractors have proved to have high wear and much time is being lost in tract repair. The operator, however, on the West Falkland has, in my opinion, not had a very fair supply of the necessary oil and grease which he requested and too little on the site supervision has resulted in much less work from anxious operator than could have been achieved.

Observation on the Ploughs and Trailing Machinery.

In both cases the plough and trailing machinery are quite satisfactory for the work to be undertaken with the exception of the clearing of tussock ground on white grass camp. Little or no trouble has been experienced with the trailing machinery. Much of it has not been used to its best advantage due to the method in which the job is being tackled.

OBSERVATIONS ON THE TWO OPERATORS.

Wallace. The work carried out by this operator as far as drainage is concerned is not, in my opinion, very satisfactory. The plough has not been operated to the depth which it is possible to operate it at in the conditions over the road which has been attempted. Very considerable carelessness is apparent in complete lack of continuity of drain. The conduct of this operator when away from his work leads me to suggest that he is given a very severe warning and a short period of re-trial with a warning that he has broken his own contract if there is further repetition of his past conduct and that he will be dismissed.

Carlisle. This operator has shown that he is a hard working and reliable man. Some of his work, as far as the operation of the earth moving section of the machine is concerned, could be improved but in the present system where he is operating without a second man he has no chance to see his machine when it is actually working and thus remedy settings which are built into the machine for this purpose. In many cases faster and better work would be possible if Carlisle can follow his machine whilst it is actually working, a second man in this case would be driving to enable Carlisle to make the necessary adjustments to give satisfactory work. Drainage done by Carlisle is in most cases very satisfactory. Maintenance and greasing of the tractor in Carlisle's case is still unsatisfactory and should be given more attention.

Extracted to
P/706 - J. Wallace

Extracted to
P/708 -
W. J. Carlisle

GENERAL OBSERVATION ON THE WORK CARRIED OUT OVER BOTH ISLANDS.

It would appear that due to misconception the operators and machines have been sent out on this work with the expectation that drainage on either side of the track would in fact give passable tracks. This is entirely wrong: a follow-up with a satisfactory small quantity of hand labour and the necessary tools, which in the main already exist in the equipment supplied, will be the only method of a satisfactory track making. Supervision by a foreman in charge of each operation and being in continual attendance on the operations is, in my opinion, essential. An overall examination by a non-resident supervisor is desirable since any unsatisfactory finished work can be remedied by this method before the machine has moved too far.

Lack of close supervision by the farmers in the areas attempted has lead to misunderstandings and very slow and unsatisfactory output. There should be a clear understanding arrived at as quickly as possible as to the responsibility of the actual farmer in this supervision or supply of labour requirement by the farmer.

The following suggestions are made with a view to get continual and speedy work and as probably means which might be employed to greatly improve the making of the camp tracks more satisfactory to everyone concerned:

- (1) If it is possible, to obtain the services of an existing contractor in both islands who would be prepared to put on four men and give personal supervision to the making and completion of the track as it travels through the country and would be responsible for this work to the overall supervisor. This method would appear to be the one which would enable the cheapest production of those tracks. A minimum of six men, including the driver and his assistant, would, in my opinion, give a satisfactory unit. If work is to be carried on in both islands at once the same arrangements should be made in the West.
- (2) If it is found impossible to obtain the services of a contractor the equipment should be in charge of each farmer as it arrives on his ground. The overall supervisor should plan the operation of the machinery and the routing with the farmer and reach a clear understanding of the best method to employ the available machinery. The farmers should be clearly warned that the men he supplies are to be in continual attendance on the job whilst the machinery is in his land. It is unsatisfactory to contemplate intermittent labour supply. This method, although possible, seems difficult to operate and it might be better if the farmers will agree to the payment of a small gang of permanent employees.
- (3) The whole work to be undertaken by the Government who have supplied the machines, the men and planning to be in the hands of this set up and to be planned on each farm ahead of the arrival of the machine with the sanction of the farmer.

This latter method will, in my opinion, be more costly and less satisfactory the further the unit travels from Stanley.

ASSISTANCE WHICH MAY BE POSSIBLE BY THE WRITER , IF REQUESTED, ON
RETURN TO THE BRITISH ISLES.

I will attempt, if requested, to obtain the services in Britain of one or two satisfactory people with some previous knowledge of road making who would undertake to come to the Islands and give a three years term to plan and execute the tracks necessary. It is, however, my opinion that local knowledge of the land conditions and the weather conditions and the method of camp life already existing in the Islands makes the selection of those men difficult and I feel that there must be somewhere in the Islands satisfactory people who would undertake this and although some experience will require to be gained if those people can be found in the Falklands, they will, I believe, prove to be the best.

SUGGESTED MACHINE FOR LEVELLING TUSsock GRASS AREA.

This machine should comprise of a rotovator which has had the depth control arranged behind the cut made by the rotovator, thus enabling the rotovator to level off the irregularities before the depth control arrangement comes on to these irregularities.

A standard rotovator could be employed but since the depth control of a standard rotovator is to a great extent controlled by the wheels of the tractor which run in the front of the rotovator and thus mount over the irregularity and raises the machine before it has cut the irregularity, this standard type of rotovator will not be so satisfactory. The cost of a specially altered rotovator to meet the requirements, if it is to be diesel engine driven, would be in the region of £1,000 and would be towable by the Buffalo tractor. If it is considered by the Committee that this expense is not justified, a standard rotovator will certainly improve the existing means of levelling this type of land, but much slower and less satisfactory operation will result, and the Writer imagines, unless available tools on the island can be obtained, that the cost will not vary very much from a properly arranged machine.

James A. Cuthbertson.

17th February 1957

360
355
XIV 356

FALKLAND ISLANDS.

AGREEMENT made the 25th February, 1957. ,
between the Government of the Falkland Islands
(hereinafter called "the Government") and Lawrence
Poole a General Assistant to a Drainage Machine
Operator (hereinafter called "the person engaged").

In consideration of the hereinafter mentioned wages to be paid by the Government to the person engaged, the person engaged agrees that he will place himself under the orders of the Government and proceed to the destination assigned to him and will for three years thereafter from the signing of this Agreement to the utmost of his ability attend to whatever duties during whatever hours shall be assigned to him and fixed by his immediate Superior Officer it being understood that the person engaged shall be liable to immediate dismissal without compensation in the case of drunkenness, idleness, disobedience to lawful commands or other misconduct, and the person engaged further undertakes that during the period aforesaid he will not take employment in any other service than that of the Government.

In consideration and on condition of the true and faithful performance by the person engaged of this Agreement on his part the Government agrees to pay the person engaged always providing he fulfils the terms of his Agreement from the date of his signing this Agreement Nine pounds (£9) per week in respect of periods when drainage work is being performed.

When the person engaged is performing road-making duties the Government will pay him a Salary or allowance at the hourly rate of Four shillings & one penny Limited overtime in excess of forty-four hours per week will be paid at the rate of 6/1½ per hour such hourly rate of remuneration being in lieu of the weekly rate of remuneration payable in respect of drainage duties.

Should the Drainage Machine be out of action owing to serious mechanical breakdown or adverse weather conditions the Government will pay to the person engaged a wage of Six pounds (£6) per week nett for the period that the machine is not in use. The person engaged on his part undertakes to carry out any work assigned to him by his immediate Superior Officer during this period.

/In

In addition, the Government shall pay to the person engaged, irrespective of the duties in which he is for the time being engaged, the Camp Cost of Living Bonus current at the date of signature of this Agreement but subject to modification if the Cost of Living Bonus should be varied in any way.

The Government will provide the person engaged with accommodation in a Camp Cookhouse or other such accommodation as may be suitable, and butcher's meat for his own consumption at a rate not exceeding 3 lb. daily, all other provisions and necessaries to be obtained at his own expense.

And it is further agreed between the said contracting parties that it shall be lawful for the Government to determine and end this Agreement at any time by giving one month's notice in writing to the person engaged or one month's wages in lieu of such notice.

The person engaged may determine his engagement on giving to the Government one month's notice in writing, or on paying the Government one month's salary.

As witness our hands the day and year above written.

Signed by L. Poole

in the presence of W. B. [Signature]
Civil Engineer

Signed by L. Poole

in the presence of

Witness { Signature W. E. Spencer.
Address St. Louis
Occupation Clerk C. E. Dept.

File 19.
24/2

360.

FALKLAND ISLANDS.

AGREEMENT made the 22nd February, 1957. ,
between the Government of the Falkland Islands
(hereinafter called "the Government") and **Roger
Edwards** a General Assistant to a Drainage Machine
Operator (hereinafter called "the person engaged").

In consideration of the hereinafter mentioned wages to be paid by the Government to the person engaged, the person engaged agrees that he will place himself under the orders of the Government and proceed to the destination assigned to him and will for three years thereafter from the signing of this Agreement to the utmost of his ability attend to whatever duties during whatever hours shall be assigned to him and fixed by his immediate Superior Officer it being understood that the person engaged shall be liable to immediate dismissal without compensation in the case of drunkenness, idleness, disobedience to lawful commands or other misconduct, and the person engaged further undertakes that during the period aforesaid he will not take employment in any other service than that of the Government.

In consideration and on condition of the true and faithful performance by the person engaged of this Agreement on his part the Government agrees to pay the person engaged always providing he fulfils the terms of his Agreement from the date of his signing this Agreement **Nine pounds (£9) per Week** in respect of periods when drainage work is being performed.

When the person engaged is performing road-making duties the Government will pay him a Salary or allowance at the hourly rate of **Four shillings & one Penny** Limited overtime in excess of forty-four hours per week will be paid at the rate of **6/1½ per hour** such hourly rate of remuneration being in lieu of the weekly rate of remuneration payable in respect of drainage duties.

Should the Drainage Machine be out of action owing to serious mechanical breakdown or adverse weather conditions the Government will pay to the person engaged a wage of **Six pounds (£6) per week** nett for the period that the machine is not in use. The person engaged on his part undertakes to carry out any work assigned to him by his immediate Superior Officer during this period.

/In

In addition, the Government shall pay to the person engaged, irrespective of the duties in which he is for the time being engaged, the Camp Cost of Living Bonus current at the date of signature of this Agreement but subject to modification if the Cost of Living Bonus should be varied in any way.

The Government will provide the person engaged with accommodation in a Camp Cookhouse or other such accommodation as may be suitable, and butcher's meat for his own consumption at a rate not exceeding 3 lb. daily, all other provisions and necessaries to be obtained at his own expense.

And it is further agreed between the said contracting parties that it shall be lawful for the Government to determine and end this Agreement at any time by giving one month's notice in writing to the person engaged or one month's wages in lieu of such notice.

The person engaged may determine his engagement on giving to the Government one month's notice in writing, or on paying the Government one month's salary.

As witness our hands the day and year above written.

Signed by R M Edwards

in the presence of [Signature]
Civil Engineer

Signed by R M Edwards

in the presence of

Witness { Signature [Signature]
 { Address Starling
 { Occupation Capt. P.E. Dept 1

361

No.

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



MEMORANDUM.

28th February, 1957

To: Hon. Act. Colonial Secretary.

From: Civil Engineer.

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Water Buffalo Tractor.

Please despatch the following telegram direct to Cuthbertson as soon as possible.

" Please quote for the following spare parts for Water Buffalo Tractor.

Part No 1/22. 4/129. 5/128. set of gears, shafts, races, oil seals for 9/162. 10/201. 10/201/4. 10/201/5. 10/201/6z. 10/201/11. 10/201/12. 10/201/13. Driving Sprocket. 17/407. 17/408. 18/466. 19/487. Bearings, Housings, Oil Seals for Lower Idler. Top Idler. 22/517, 22/517A to 22/534. Electrical Equipment Complete. 27/620., also Plough Parts. Main Beam, 30, 90.

Grateful cable reply."

Civil Engineer.

Blue

20/2

See 4111

TELEGRAM.

From Cuthbertson Scotland.

To Colonial Secretary.

Despatched: 4th March,

19 57 Time: 1430

Received: 5th March,

19 57 Time: 0930

Re your telegram following prices apply to parts required 1/22 £1. 4s. -d 4/129 £22. 7s. -d 5/128 10/6d. 9/162 Distribution box complete £130 Gear Wheel 2 off £23 each Gear Wheel 1 off £22. 10s. Distance Piece 5/- Shaft 2 off £9 each. Ball Bearings 6 off £1. 17s. 6d. each. Oil Seal 2 off 7/6d each Oil Seal 3 off 9/- each. Input Flange £5/2/-d Input Shaft £5. 19s. -d 10/201 £72 10/201/4 £28. 4. -d per set 10/201/5 £17. 8s. -d per set 10/201/6 £5. 14s. -d 10/201/11 £5 per set. 10/201/12 1/6d 10/201/13 £13. 10s. -d. Driving Sprocket with Bars 248. 17/407 £18. 17/408 £10. 17s. 6d. 18/466 £7 19/487 £4. 16s. -d 22/517 A and B £14 22/531 £4. 5s. -d. 22/534 3/-d 22/518 7/6d 22/519 5/6d 22/520 £2 22/521 15/6d. 22/522 15/6d. 22/523 2/-d. 22/524 2/-d. 22/526 £28. 10s. -d. 22/527 1/-d. 22/528 £5. 18s. 2d. 22/529 £3. 19s. 2d. 22/530 £1. 12s. 6d. 22/530 sixpence Bearings Lower Idlers £2 14s. 9d. Housings £3. Oil Seals 1/9d. each. Bearings Top Idler 2/- Oil Seals 10/1 Electrical Equipment Starter £47. 3s. -d. Dynamo £35. 14s. -d. Switch Control Panel £33. Oil Pressure Switch £2. 18s. -d. Junction Box 7/6d. Battery £26. Electric Harness £10. 10s. Plough Beam £75 Spring £15 Carrier Bracket £5. 10s. all prices each except where marked per set. Confirmatory letter follows. Delivery 6 weeks from receipt order.

CUTHBERTSON

MECHADRIAN

P/L:MF

SCOTLAND.

Send Copy to C/S pl.

(Intld) J.B.

5/3

See 4114.

Copy to C/S.

Y. H.

Bose of Mrs. Bartholomew's Passages

Re. see F.I.C. account at B.C. for free
cost of passages from the Montevideo.

2. Ar 313 & 314 there was a move
about for F.I.C. to pay to providing Mr. B.
visited Darwin - which he did. This
proposed arrangement may have fallen
over but I would be grateful for
Y. H.'s instructions before paying the
account in full.

Q
5/3.

A.C.S.

1. We should meet the total expenditure in full in the
first instance - I think from the Camp Income vote.
2. When we have got in Bartholomew's charges for his air
passage down from Canada and his Monte bill - we should pay and then
3. ask F.I.C. to pay a third - which they have agreed
to do.

A.G.H.
6.3.57.

W.E.

Would you please pay the account at B.C.
from the Camp Income vote.

A.C.S.

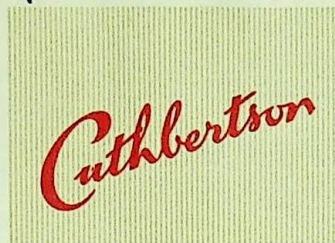
Vouchers forwarded to Treasury for payment.

Q
6/3.

W.R. 8/2

1641/A/III

TELEPHONES:
HIGGAN 20 & HIGGAN 4
TELEGRAMS:
"MEGHADRAIN, HIGGAN"



414
4005

DIRECTORS:
SIR ROY DOWSON, C.B.E., F.R.A.S., J.P.
JAMES A. CUTHBERTSON, B.A.E.

M. W. A. JACOBSEN
J. E. MACDONALD

JAMES A. CUTHBERTSON LTD. • BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./C. 5th March 1957

Colonial Secretary,
Port Stanley,
Falkland Islands.

Dear Sir,

361 We would refer to your telegram of 1st March, received
362 in this office on 2nd instant, and trust that you will now
have received our cable giving you the various prices you
require.

405-406 We now have pleasure in confirming these prices, and
hope that these will meet your requirements.

Yours faithfully,
for and on behalf of
JAMES A. CUTHBERTSON, LTD.,

E. Szekoda

FOR MANAGING DIRECTOR.

ES/MG.

To: COLONIAL SECRETARY, PORT STANLEY, FALKLAND ISLANDS.

From: JMES A. CUTHBERTSON, LTD., BIGGAR, SCOTLAND.

<u>Part No.</u>	<u>Name of Part</u>		<u>Price each except where otherwise stated.</u>
1/22	Sump Draining Plate		£1. 4. --
4/129	Radiator complete		22. 7. --
5/128	Flexible Exhaust Pipe		--.10. 6.
9/162	Distribution Box complete		130. -- --
	Parts of Distribution Box:		
	Spur Gear Wheel-84 teeth-2 off		23. -- --
	-do- 60 teeth-1 off		22.10. --
	-do- distance piece- 6 off		--. 5. --
	-do- Shaft for 84 T. Wheel - 2off		9. -- --
	Ball Bearing - 6 off		1.17. 6.
	Oil Seal - 2off		--. 7. 6.
	-do- - 3 off		--. 9. --
	Input Flange - 1 off		5. 2. --
	-do- for 60 T. Wheel		5.19. --
10/201	Clutch Unit Complete		72. -- --
10/201/4	Friction Ring Steel	per set	28. 4. --
10/201/5	Friction Disc Mintex	per set	17. 8. --
10/201/ 6Z	Adjusting Ring		5.14. --
10/201/ 11	Operating fingers -	per set of 6	5. -- --
10/201/ 12	Operating spindle		--. 1. 6.
10/201/ 13	Operating cone c/w thrust races & necessary fittings		13.10. --
	Driving Sprocket c/w bars		48. -- --
17/407	Centre Spring		18. -- --
17/408	Rear Spring		10.17. 6.
18/466	Centre Spring Y Bracket		7. -- --
19/487	Rear Spring Upright Bracket		4.16. --
22/517 A & B	Rear Idler Axles		14. -- --
22/531	Rear Idler Oil Seal Housing		4. 5. --
22/534	Oil Seal joint		--. 3. --
22/518	Outside Washers - 2 off		--. 7. 6.
22/519	Inside Washers - 2 off		--. 5. 6.
22/520	Stepped Washers - 2 off		2. -- --
22/521	Adjustable plates-left hand- 2 off		--.15. 6.
22/522	-do- right hand-2off		--.15. 6.
22/523	Shear Plates - 2 off		--. 2. --
22/524	Shear Plate Bolts c/w nuts - 2 off		--. 2. --

416
~~406~~
~~407~~

Part No.	Name of Part	Price each except where otherwise stated.
22/526	Hubs - 2 off	£28.10. --
22/527	Grease Nipples - 2 off	-- 1. --
22/528	Bearings - 2 off	5.18. 2.
22/529	Bearings - 2 off	3.19. 2.
22/530	Oil Seals - 2 off	1. 2. 6.
22/532	Oil Seal Housing Set Screws c/w Spring Washers-12 off	-- -- 6.
Material for Lower Idlers:		
	Idler Bearings - 24 off	2.14. 9.
-do-	Housings - 24 off	3. -- --
-do-	Oil Seals	-- 1. 9.
Material for Top Idlers:		
	Bearings 2788/2720	2. -- --
-do-	14125/14274	1. 6. 3.
	Oil Seal 325/216	--.10. 1.
Electrical Equipment:		
	Starter	47. 3. --
	Dynamo	35.14. --
	Switch Control Panel	33. -- --
	Oil Pressure Switch	2.18. --
	Junction Box	-- 7. 6.
	Battery - Exide - 2 off	26. -- --
	Electrical Harness complete - 1 set	11.10. --
Plough Parts:		
	Main Beam	75. -- --
	Transverse Spring	15. -- --
	Carrier Bracket	5.10. --

All of the above parts are quoted ex Works, Biggar, and packing and delivery to the port of shipment would be in addition.

Delivery can be made in 6 weeks from date of receipt of order.

See 404

11.13.57

2104

CROWN LONDON.

HOA/C

WELDING

HAVE NOT RECEIVED DRAWINGS SHOWING METHOD OF ~~WELDING~~

NEW BULLDOZER EQUIPMENT TO WATER BUFFALO TRACTOR STOP PLEASE

AIRMAIL STOP ADVISE BY CABLE

SECRETARY.

KAB/EF

..... (as taken in shorthand by SOAS Secretary (S. Stone))

1641A/II

CAMP TRACKS

Members then proceed to consider -

Mr. Denton-Thompson informed the meeting he considered supervision to be clearly the crux of the problem, but that

CAMP TRACKS
(contd)

Government had never felt competent or equipped to exercise the degree of supervision so absolutely necessary. Whilst not in any way attempting to evade responsibility there were certain practical problems and defects in the way of Government personnel carrying out detailed supervision.

Farm Manager's difficulties were also appreciated, nevertheless the original agreement remains -- Government to provide machine, operator, bridging and covering materials and Farm to supply labour and supervision. Both Farm Managers and Operators had been advised that Operators came under the Manager's control. There was no doubt whatever that Operators had not been maintaining their machines properly.

Mr. Gilruth suggested, in view of the difficulty of securing adequate supervision and the large sums of money already spent, that the scheme should be abandoned.

The general feeling, however, was that attempts should be made to overcome the problems before considering abandonment, and several suggestions were made:-

- (a) the two machines to operate on the same track.
- (b) that an existing Island Contractor be invited to take over the job.
- (c) that a Foreman be engaged from United Kingdom, on Mr. Guthbertson's recommendation.
- (d) the recruitment of labour from Germany and Chile

The meeting subsequently agreed the Buffaloes must be subjected to better supervision by a man fully experienced that a Foreman should be engaged from U.K. to run the proposed team of 2 Operators + 2 Mates + a small labour party which may be enlarged at a later date if the Foreman presented good reason for it; the engagement of a Cook.

The question of where the machines would eventually concentrate was left over.

It was agreed that the East Buffalo should return to complete work at San Carlos and that Government would write to Operator(s) not leaving them in any doubt that they are under the control of the Farm Manager.

Mr. Barton suggested that the machines might be hired out for drainage between May/August months.

At this juncture, Mr. N.A. Barnes (Civil Engineer) attended.

Mr. Denton-Thompson summarised the position, and invited comments from Mr. Barnes.

Mr. Barnes thought it a good thing to carry on with the scheme. Bulldozer parts had arrived and would be brought into service immediately. He was not entirely convinced that the existing machines and machinery were adequate for the tasks they had been called upon to undertake and suggested the purchase of a Rotavator, which would cost approximately £1000, if Bulldozing results proved unsatisfactory.

/Mr. Miller

Malvina House.
Stanley.

372

The Hon.,
The Colonial Secretary.
STANLEY.

March 11th, 1957.

CAMP TRACKS.

Sir,

Further to the discussion this afternoon by the Sheepowners Association and Combined Councils on the future of the Camp Tracks Scheme, I refer to our offer to commence work clearing a track between Roy Cove boundary and the Chartres.

This letter is to confirm that Bertrand & Felton Ltd will commence this work towards the end of this month, provisionally for a period of one month during this autumn, with a further period of one month about October should this be required.

Bertrand & Felton Ltd will supply and use all their own machinery and equipment and labour; they will clear a Landrover track draining where we think necessary; bridging and culverting will not be included, though we are prepared to help with this where we can.

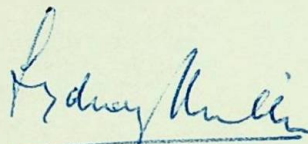
In return we shall make an overall charge to the Government of £60 (Sixty) per linear mile; we further undertake to notify Government of our progress after about two miles so that representatives of both Councils and Government may visit the area and inspect the quality and amount of work so far accomplished.

If Government are not satisfied that the amount so accomplished warrants the amount being paid, we shall be quite prepared to stop the scheme.

Bertrand & Felton do not make any promise to complete the whole distance, provisionally estimated at 20 miles, within the two months period mentioned, but from previous track-making work at Roy Cove we believe we have a fair chance of completing the distance in that period.

The project is also of course subject to the approval of the managers at Hill Cove and The Chartres across whose land the work will be done.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Sydney Smith', written over a horizontal line.

Manager,
Bertrand & Felton Ltd.

CAMP TRACKS
(contd)

Mr. Miller then offered on behalf of Bertrand & Felton to make the track from the boundary in the direction of Chartres using their machinery, for £60 per mile for a distance of roughly 20 miles.

It was agreed that provided no objections were made by Messrs. Blake and Luxton that Mr. Miller should make a start informing Government when the project was suitably underway and officials and EXCO members would then visit Roy Cove to inspect progress.

1641/R/W

DECODE.

TELEGRAM.

3640

From CUTHBERTSON, BIGGAR.

To COLONIAL SECRETARY

Despatched : 15TH.MARCH 19 57 *Time* : 1600

Received : 16TH.MARCH 19 57 *Time* : 0900

DRAWINGS SHOWING METHOD OF WELDING BULLDOZERS TO TRACTORS DESPATCHED
AIRMAIL TODAY=

CUTHBERTSON

Copy to Civil Engineer.

PL/FBR.

DECODE.

TELEGRAM.

370

From CROWN AGENTS.

To COLONIAL SECRETARY.

Despatched . 21ST MARCH 19 57 Time : 1720

Received : 22ND MARCH 19 57 Time : 0945

364

YOUR TELEGRAM F21 MARCH 11TH BULLDOZER EQUIPMENT. CUTHBERTSONS
ADVISE DRAWINGS SENT AIRMAIL.

CROWN AGENTS.

Copy to Civil ENGINEER.

PL/FBR.

1641/A/111. 7

EXTRACT FROM MINUTES OF MEETING OF MEMBERS OF EXECUTIVE COUNCIL
AND LEGISLATIVE COUNCIL AND THE COMMITTEE OF THE SHEEPOWNERS'
ASSOCIATION HELD ON 11TH MARCH, 1957.

.....

2. CAMP TRACKS.

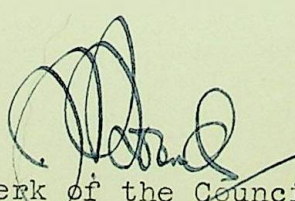
Mr. Cuthbertson's report was noted and it was agreed;

- (a) that the project should not be abandoned but that the arrangements for supervising the project and the operation should be radically changed and improved.
- (b) that Mr. Cuthbertson should be requested to recruit a good foreman with thorough experience in the working of Buffalo Drainage Machines and their attachments.
- (c) when the foreman arrives both machines should work together and a small follow up team of two men should be recruited locally in the first instance.
- (d) in the meantime the machines should continue working as they are at present and the machine working on the East Falkland should go to San Carlos on completion of the work on the Stanley/Fitzroy track.
- (e) experiments should be carried out with the bulldozer blades shortly to arrive in the Colony.

The Honourable Mr. S. Miller stated that his firm (Messrs. Bertrand and Felton of Roy Cove) were willing to undertake the construction of a track from Roy Cove to Chartres using their tractor and rotovator for the sum of £60 per linear mile. Mr. Miller estimated the distance at approximately 20 miles.

It was agreed that:

- (i) Mr. Miller should first secure agreement to this proposal from the Managers of Hill Cove and Chartres.
 - (ii) Mr. Miller should construct a mile or two of the track in the first instance. This work would then be inspected by Government representatives and others prior to final approval of the scheme.
-

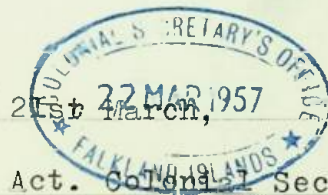

Clerk of the Councils.

374

No. _____

MEMORANDUM.

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



21st March, 1957.

To: Hon. Act. Colonial Secretary,

From: Civil Engineer.

Stanley,

Stanley, Falkland Islands.

SUBJECT :-

Camp Tracks.

Please despatch the following telegram to Crown Agents:-

Re. David Brown Trackmaster 30 Tractor supplied to F.I.D.A.S.E.

Can this tractor be used to operate a rotovator.

If so please obtain details and cost of equipment required.

Cable reply."

Civil Engineer.

*John
8
24/3*

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

325

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

22/3/57

To

CROWN, LONDON.

HQA/C

RE. DAVID BROWN TRACKMASTER 30 TRACTOR SUPPLIED TO F.I.D.A.S.E.

CAN THIS TRACTOR BE USED TO OPERATE A ROTOVATOR STOP IF SO

PLEASE OBTAIN DETAILS AND COST OF EQUIPMENT REQUIRED STOP

CABLE REPLY STOP

SECRETARY

Reply at 376

DECODE.

TELEGRAM.

376

From CROWN AGENTS.

To COLONIAL SECRETARY .

Despatched : 26TH MARCH 19 57 Time : 1720

Received : 27TH MARCH 19 57 Time : 0930

375

YOURTEL DATED 22/3/57 ROTOVATOR. D.BROWN STATE YES COST E60
TRAILING ROTOVATOR £ 231 FOB ALSO REQUIRE BROWN PTO COUPLING
DEVICE & 21 EXWORKS PLUS EXACTOR HYDRAULIC COUPLING TRACTOR
HALF IF NOT ALREADY FITTED.

CROWN.

Copy to Civil Engineer.

PL/FBR.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

378

Number	Office of Origin	Words	Handed in at	Date
				1.4.57. 1.4.57.

To CUTHBERTSON, MECHADRAIN, BIGGAR a/c H.O.

WE HAVE NOW DECIDED TO BRING THE TWO BUFFALO MACHINES WORKING ON CAMP
 TRACKS TOGETHER AND PLACE THEM UNDER SUPERVISION OF EXPERIENCED
 FOREMAN STOP FOLLOW UP TEAM WORKING WITH THE MACHINES WILL ALSO BE
 PROVIDED STOP CAN YOU FIND US AN EXPERIENCED FOREMAN WHO WOULD BE
 ABLE TO SUPERVISE BOTH THE MACHINES AND OPERATORS AND THE FOLLOW UP
 LABOUR GANG STOP WE WANT SOMEBODY AS SOON AS POSSIBLE STOP IF YOU
 CAN ASSIST PLEASE LET ME HAVE DETAILS OF CONDITIONS AND WAGES STOP
 IF POSSIBLE APPOINTMENT SHOULD BE MADE IN CONJUNCTION WITH CROWN AGENTS

REPLY AT 381

DENTON-THOMPSON

377

Y.H.

368, 371 & 372 submitted pl.

$\frac{8}{2\frac{1}{2}}$

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

378

Number	Office of Origin	Words	Handed in at	Date
				1.4.57.

~~EXCESS~~

To CUTHBERTSON, MECHADRAIN, BIGGAR a/c H.O.

WE HAVE NOW DECIDED TO BRING THE TWO BUFFALO MACHINES WORKING ON CAMP
 TRACKS TOGETHER AND PLACE THEM UNDER SUPERVISION OF EXPERIENCED
 FOREMAN STOP FOLLOW UP TEAM WORKING WITH THE MACHINES WILL ALSO BE
 PROVIDED STOP CAN YOU FIND US AN EXPERIENCED FOREMAN WHO WOULD BE
 ABLE TO SUPERVISE BOTH THE MACHINES AND OPERATORS AND THE FOLLOW UP
 LABOUR GANG STOP WE WANT SOMEBODY AS SOON AS POSSIBLE STOP IF YOU
 CAN ASSIST PLEASE LET ME HAVE DETAILS OF CONDITIONS AND WAGES STOP
 IF POSSIBLE APPOINTMENT SHOULD BE MADE IN CONJUNCTION WITH CROWN AGENTS

REPLY AT 381

DENTON-THOMPSON

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

379

Number

Office of Origin

Words

Handed in at

Date

1.4.57.

To

CROWN LONDON

a/c H.O.

378

CAMP TRACKS PROJECT STOP WE HAVE ASKED CUTHBERTSON TO FIND US

EXPERIENCED FOREMAN CAPABLE OF TAKING CHARGE OF BOTH BUFFALOS

AND THEIR OPERATORS STOP THIS ARISES FROM RECOMMENDATIONS MADE

BY CUTHBERTSON DURING RECENT VISIT HERE STOP HE HAS BEEN ADVISED

THAT APPOINTMENT SHOULD BE MADE IN CONJUNCTION WITH YOUR OFFICE

STOP GRATEFUL FOR ANY ASSISTANCE YOU CAN GIVE HIM WHEN IT COMES

TO SELECTION AND APPOINTMENT

SECRETARY

380

GOVERNMENT TELEGRAPH SERVICE

PAID AND REVENUE

SENT

Date

Received in

Words

Office of Origin

Number

Civil Engineer will want to see him

J. 376.

1.4.57.

1.4.57.

Off. Re. register 378-379 & then send
file to 2/2 as above.

2/4

385

No. _____

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



MEMORANDUM.

2nd April, 1957

To: Hon. Act Colonial Secretary.

From: Civil Engineer.

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Wages Keenleyside & Blackley.

Please confirm the rate of wages which are being paid to Messrs Keenleyside & Blackley whilst working on Fitzroy - Stanley track as follows:-

Rate of pay 2s. 9d. per hour.

All Overtime - Time and a half.

Hard living allowance payable in addition to wages - 4s. 0d. per working day.

These conditions are as discussed with Colonial Secretary previously.

Approved
R. H. 44

A.C.S. informed

Civil Engineer.

210

386

K.I.V. 384

b/e

to see from 376 pe.

8
pics.
8/4.

From 376 Seen

8/4

12/4

mail?

DECODE.

TELEGRAM.

From CUTHBERTSON, BIGGAR.

To DENTON-THOMPSON.

Despatched .	3rd April, 1957	19	Time : 1126
Received :	4th April, 1957	19	Time : 1030

Re your telegram one of my foremen interested situation.

378 Excellent type age 37 with 12 years service my Company. Has extensive experience in operation and maintenance of machines. Can thoroughly recommend this employee. Married at present earning £800 per annum would require £1,000. Reply immediately if suitable and advise if house available.

REPLY AT 382

Cuthbertson.

P/L : PT

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

382

Number

Office of Origin

Words

Handed in at

Date

5.4.57.

To

CUTHBERTSON, BIGGAR, SCOTLAND.

a/c H.O.

HE SOUNDS THE MAN WE WANT THOUGH I WOULD HAVE PREFERRED SINGLE OR

UNACCOMPANIED MAN STOP SALARY IS ACCEPTABLE BUT HOUSING SERIOUS

PROBLEM STOP ONLY ALTERNATIVES I CAN SEE ARE LODGING IN NEAREST

SETTLEMENT WHICH COULD PROBABLY BE USUALLY ARRANGED OR WIFE MUST BE

WILLING TO LIVE IN A CARAVAN STOP GROUP WILL BE WORKING ALL OVER

EAST AND WEST FALKLANDS AND WE COULD NOT HAVE FOREMAN FREQUENTLY

COMING HOME TO STATIC RESIDENCE STOP GRATEFUL FOR COMMENTS STOP

REGARDS

DEVON-THOMPSON.

reply at 388

SEE 381

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

383

Number

Office of Origin

Words

Handed in at

Date

5.4.57.

To

MILLER, ROY COVE.

a/c H.O.

REPEATED CAMERON, PORT SAN CARLOS.

SUBJECT TO YOUR AGREEMENT I SUGGEST FOLLOWING TEAM COME OUT TO ROY COVE

ON TUESDAY, 9TH APRIL, RETURNING THURSDAY, 11TH APRIL

BONNER, NORMAN CAMERON, BARNES, LES HARDY.

I VERY MUCH REGRET I PERSONALLY CANNOT LEAVE STANLEY AT THE MOMENT STOP

REGARDS

DENTON-THOMPSON.

384

GOVERNMENT TELEGRAPH SERVICE

PAID LAND ISLANDS

SENT

Date

Handed in at

Words

Office of Origin

Number

To

C/E.

10 sec. from 376 pl.

pl. 1/4
for 1/4

Seen

12/4

12/4

1601/1/11

TELEPHONES
BIGGAR 20 & BIGGAR 4
TELEGRAMS
"MECHADRAIN, BIGGAR"



DIRECTOR
SIR ROY DOBSON, C.B.E., F.R.A.E.S.,
JAMES A. CUTHBERTSON, O.B.E.



387

JAMES A. CUTHBERTSON LTD. • BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS

YOUR REF.

OUR REF. Gen./T. 14th March 1957.

Mr. Denton-Thomson,
Acting Governor,
Port Stanley,
Falkland Islands.

Dear Mr. Denton-Thomson,

Now that I have arrived home, after an eventful trip home from the Falkland Islands, I am writing to thank you for your kindness and hospitality, during my stay. I enjoyed my visit to the Falkland Islands very much indeed, and am most appreciative of the kindness and co-operation of all of the people whom I met during this visit.

I have written to Mr. Barnes clarifying the parts to be sent out for the Tractors, and I have also confirmed that we are sending out two new sets of track pads free of charge, to replace the pads which have not been entirely satisfactory. No doubt Mr. Barnes will be mentioning this matter to you.

on 1/2
10/1

With regard to the road making job, as I mentioned in my report, I consider it absolutely essential to have someone who is in constant supervision of this work, and who can undertake the planning of the various sections in conjunction with the various farmers. If you find it impossible to get someone locally to undertake this work, I will do my best to obtain a man who can take charge of each outfit, but I hesitate to do this, in view of the unfortunate experience with the two men engaged with the outfits, and as you know, a local man has the advantage of being familiar with the conditions existing in the Islands. Personally, I shall be very sorry if the work does not proceed at a more satisfactory rate, and I would be grateful if you could keep me advised of the progress.

Again very many thanks for all your help and assistance and kindest regards to you and your wife.

Yours sincerely,

James A. Cuthbertson

DESIGNERS OF AGRICULTURAL MACHINERY

ES/MG.

1641/ATM
TELEPHONES:
BIGGAR 20 & BIGGAR 4
TELEGRAMS:
MECHADRAIN, BIGGAR

Cuthbertson

48
DIRECTORS:
SIR ROY DOWSON, C.B.E., F.R.A.E.S., J.P.
JAMES A. CUTHBERTSON, O.B.E.

H. W. A. JACOBSEN
J. C. MACGREGOR

JAMES A. CUTHBERTSON LTD. . BIGGAR SCOTLAND

AGRICULTURAL & GENERAL ENGINEERS & CONTRACTORS



1957
YOUR FILE
OUR REF. Ge./C. 15th March 1957.

The Colonial Secretary,
Port Stanley.
Falkland Islands.

Dear Sir,

We would refer to a letter received from the Crown Agents, London, regarding the drawings required, covering the work of welding the bulldozer equipment to the Water Buffalo Tractors. We have pleasure in enclosing three copies of this drawing herewith, and trust that it will be of assistance to you. We would apologise for the fact that these drawings were not sent to you at an earlier date, but it had been assumed that the bulldozer would have been received in the Falkland Islands by the time Mr. Cuthbertson arrived, and that instructions would then be given by Mr. Cuthbertson of the method in which this work was to be carried out.

Should any difficulty be experienced with the attachment of the bulldozers to the tractor, please do not hesitate to advise us by cable, and we shall do our utmost to assist you.

Yours faithfully,
for and on behalf of
JAMES A. CUTHBERTSON, LTD.,

E. Szkoda

FOR MANAGING DIRECTOR.

ES/MG.

*Drawings passed
to C/E 15/4.*

Contribution

JAMES A. CUTHBERTSON, JR. BIGGAR, SCOTLAND

APR 1957

APR 1957

The following is a letter received from the
London, regarding the drawing required, covering
the work of water in the following three
Bathurst, New Brunswick, and that it will be
copies of this drawing required for the
of assistance to you. The local authorities for the
that these drawings were not sent to you at an earlier
date, but have been forwarded to the local authorities
have been received in the local authorities for the
Guthbertson in the local authorities for the
that the local authorities for the local authorities
are to be carried out.

Should any difficulty be encountered with the
work of the local authorities, please contact the
local authorities for the local authorities for the
local authorities for the local authorities for the

Communications to be addressed to
The CROWN AGENTS
OVERSEA GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
this letter being quoted.



4, MILLBANK,

LONDON, S.W.1.

EM3/F.I.D.A.S.E.27

1st April 1957

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.



Sir,

212 I am directed to refer to your telegram dated 22nd March requesting information as to the possibility of using a rotary cultivator in conjunction with the David Brown "Trackmaster" 30 Tractor.

The matter was referred to the David Brown Corporation who stated that the only item of special equipment needed to ensure the successful operation of a rotary cultivator is the special coupling device which lowers the power take-off to a level more suitable for use with rotary cultivators. The cost of this device, as stated in this Office telegram dated 26th March, is £12.

David Brown stated that in their opinion the best cultivator for use with the tractor was the Model E60 trailed Rotavator, manufactured by Rotary Hoes Limited of West Horndon. As this Rotavator is lifted in and out of work by means of an hydraulic control, it is necessary that a matching coupling for the hydraulic system is fitted to the tractor. The type of coupling fitted to the implement is of "Exactor" pattern, the cost of which would be approximately £1.

Trusting that this information is adequate for your needs, in the event of an indent being forwarded, will you please refer therein to this correspondence.

I am, Sir,

Your obedient servant,

Wing J. G. Gird
Enquiries want this information

6/4/57
12.5.57

The Secretary,
Port Stanley,
FALKLAND ISLANDS.

HC/EM

9219

LONDON S.W.
1st April 1957



COMMUNICATIONS SECTION
HOME OFFICE
LONDON
1st April 1957



I am directed to refer to your telegram dated 28th March 1957 regarding information as to the possibility of using a rotary cultivator in conjunction with the David Brown "Landscape" tractor.

The tractor was referred to the David Brown Corporation who stated that they have a special arrangement needed to ensure the correct operation of a rotary cultivator is the special coupling cover which allows the power take-off to operate on the suitable for rotary cultivators. The cost of this device as stated in a letter from the David Brown Corporation is £100.

David Brown stated that in their opinion the rotary cultivator for use with the tractor was the most efficient method of working. However, it is stated that the cost of the special coupling cover is £100 and that the cost of the special coupling cover is £100. The cost of the special coupling cover is £100. The cost of the special coupling cover is £100.

It is suggested that this information is adequate for your needs in the event of a request being forwarded. With your please refer to the correspondence.

I am, Sir,
Your obedient servant,
J. H. G. G. G.

C/E.

to see 405 onwards

A.C.S.

Please see 409.

144.

25/6/57

H.C.S.

405 onwards

Seen, Thank you

19/6
CE

10

388

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
10	BIGGAR	39	1611	15.4.57.

To

582
LT DENTON THOMPSON STANLEY

RE YOUR TEL DISCUSSED HOUSING POSITION WITH APPLICANT STOP ESSENTIAL
HOUSE PROVIDED STANLEY AS TWO CHILDREN IN FAMILY ONE SCHOOL AGE STOP
APPLICANT APPRECIATES POSITION WORKING ON SITES STOP REGRET NO OTHER
SUITABLE APPLICANT

CUTHBERTSON.

Time

No.

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



MEMORANDUM.

25th April, 1957.

To:- Hon. Act Colonial Secretary,
Stanley.

From:- Civil Engineer.

Stanley, Falkland Islands.

SUBJECT :-

CAMP TRACKS.

The work on the Stanley - Fitzroy Track is almost complete as far as draining and construction of culverts is possible. There still remains a few ditches to be piped at Pony's Pass but due to a sickness of work-men all work has ceased for this year. The work which will take 2 men, 10 days, to complete will have to be resumed next spring.

The Buffalo is to return to Stanley for fitting bulldozer blade, cab and to repair plough before setting out for San Carlos.

It is necessary to close the track to all traffic to prevent the "summer" track from being ruined during the winter. I have contacted Mr Clement & Mr Gilruth who fully concur with the proposal. Will you please advertise the following notice

" As the weather has now broken the Stanley - Fitzroy track will be closed to all traffic until further notice to prevent damage by vehicles."

Off. a.

Please issue the notice as below

C. J. J.

30/4/57

Civil Engineer

In order to prevent damage to the track during the winter months, the Stanley - Fitzroy track with the pass Pony's Pass to Fitzroy will be closed to all traffic until further notice.

PUBLIC NOTICE.

In order to prevent damage to the track during the Winter months, the Stanley - Fitzroy track from Pony's Pass to Fitzroy will be closed to all traffic until further notice.

Colonial Secretary's Office,
Stanley, Falkland Islands.

Ref: 1641/A/II

AGDE/MC

Copy to Civil Engineer.

393

Office

The six code groups on 890 should be decoded, ~~pl~~.

~~Q~~
2/5.

Maie ?

~~Q~~
7/5

~~Q~~

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

389
1641/A/III

Number

Office of Origin

Words

Handed in at

Date

To

29/4/57.

CUTHBERTSON, BIGGAR, SCOTLAND.

H.O.A/C.

REGRET DELAY REPLYING YOUR TELEGRAM REGARDING FOREMAN STOP
WE WILL TAKE HIM AND FAMILY AND I CAN PROVIDE HOUSE IN STANLEY
END OF JULY WHICH IS FIRST PASSAGE OPPORTUNITY IN ANY CASE STOP
BUT HE MUST UNDERSTAND HIS JOB IS IN THE CAMP AND HE CAN NOT
KEEP COMING BACK TO STANLEY TO SEE HIS FAMILY STOP HE MAY BE
ABLE TO ARRANGE TEMPORARY LOGGINGS IN CAMP STATIONS NEAR WHERE
HE IS WORKING BUT I CAN NOT GUARANTEE IT NOR CAN GOVERNMENT
TRANSPORT HIM BY AIR AT REGULAR INTERVALS AT GOVERNMENT EXPENSE
STOP IF HE UNDERSTANDS THIS AND ACCEPTS PLEASE RECRUIT THROUGH
CROWN AGENTS STOP MOST GRATEFUL YOUR ~~THOMPSON~~ ASSISTANCE

DENTON THOMPSON.

ADT/MG.

DECODE.

TELEGRAM.

390

From The Colonial Secretary.

To The Crown Agents.

Despatched : 29th April, 19 57 Time : ----

Received : ----- 19 -- Time : -----

379 My telegram 1st April. Foreman for camp tracks. Cuthbertson has found likely candidate and has been asked to recruit and arrange contract through you. Three year tour at flat rate of £1,000 a year agreed. Passages wife and family included.

See 400.

SECRETARY.

P/L.
G.T.C. - underlined.

See 1410

No.

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



MEMORANDUM

2nd May, 1957.

To:- Hon. Colonial Secretary.

Stanley.

From:- Civil Engineer.

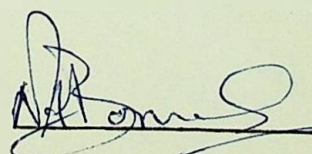
Stanley, Falkland Islands.

SUBJECT :-

TRACTOR - EX F.I.D.A.S.

I have spoken to Secretary F.I.D.S. and understand the original cost of this tractor was £1970. I suggest we pay £250. for it. This may seem a low figure but there are several reasons for this.

- (1) We do not know the state of the hidden parts and whether it has been well maintained. Judging from the broken track plate it has had some heavy use.
- (2) There is no David Brown Agency here so that all spares must be carried as for Buffalos. There is a considerable quantity of spares with the machine but more will probably be required.
- (3) Although this machine will be of considerable use, we do not necessarily need a tractor of this size to operate a rotovator, we could use a Fordson Major tractor.
- (4) When Cuthbertson was here he suggested 10% as the proportion which he considered should be paid for a second hand tractor.


Civil Engineer

*On f.6.
P. 7.7
7.5.51.*

A. C. T.

I should be glad of your advice on

this proposal. There is much in what Clint Rogers

says, but is there not a requirement that F.D.S. must

sell it by tender?

Ch. J.

10.5.57.

Recd

9/11/5

Tarwin Harbour.
Wed. 24th April. 1957.

396

Dear V.I. Now that your Culberson outfit has got the Stanley/Fitzroy track into reasonably good condition we shall have to consider making Rules as to when & how it may be used by the general public, and what type of vehicle. It was the intention that these camp tracks should be used by Land Rover/Jag type of vehicles. But heavy Lorries are making use of it and recently a Long came out to Goose Green laden with people to attend a dance. I hear that they mean to make frequent visits to Pences and what price and if this is so, they will soon make a fine mess of the track - particularly in adverse weather. Therefore, I might be as well to consider at an early date whether this is to be permitted.

Jim Clement will be in Stanley within the next few days and I suggest you discuss the matter with him.

Yours sincerely
I. A. Gilman

Reply at 399.

DECODE.

1641/A

TELEGRAM.

From CROWN, LONDON.

To SECRETARY.

Despatched : 15/5/57.

19

Time : 1716.

Received : 16/5/57.

19

Time : 1030.

JAMES A. CUTHBERTSON CLAIMS £528,4s. IN
CONNECTION WITH VISIT TO FALKLAND ISLANDS. ARE WE
AUTHORISED TO PAY PLEASE.

CROWN.

P/L
MNG.

COPY SENT TO CIVIL ENGINEER.
(INTLD) J.B. 16/5.

Reply at 398

GOVERNMENT TELEGRAPH SERVICE

1641/A

398

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				16/5/57.

To

CROWN, LONDON.

H.O.A/C.

397 YOUFTEL 15TH PLEASE PAY CUTHBERTSONS CLAIM.

SECRETARY.

JB/MNG.

COPY SENT TO CIVIL ENGINEER.

(INTLD) J.B. 16/B.

399

18th May, 1957.

W.H.
18th
8/5/57

7.5.57

Please see 312

Dear Tom,

8.5.57

396

I am sorry that I have delayed so long with a reply to your letter of the 24th April, about the wear and tear on the camp tracks.

I am afraid I did not get an opportunity to discuss the matter with Jim Clement when he was in, but the track is now closed which solves the problem for the winter.

The question of rules raises a number of points which I feel would be better discussed and perhaps we could do this when you are all in. I agree it is a problem we shall have to tackle before the track is reopened.

Yours sincerely
D.T.

The Honourable,
Mr. T.A. Cilrath, J.P.,
DARWIN.

AGDT/MF

400

~~401~~

~~398~~

A.C.T.

Please see 395

For C. 2

20/5/57

Rowen

BERTRAND AND FELTON LIMITED.

ROY COVE,
FALKLAND ISLANDS.

The Hon. A.G. Denton-Thompson M.C.
Sullivan House.
Stanley.

May 16th 1957.

Dear Aubrey,

This is entirely an unofficial letter as you will observe by its commencement but I find it more easy to write at length by being as it were 'off the record'.

The subject matter is Camp Tracks and as a beginning perhaps you would be good enough to read the attached memo. on camp tracks which I have ventured to write (to be used officially if required).

Both Ovesen (my operator) and I have learned a lot about the making of camp tracks since we took on this Roy Cove to Chartres project and in particular we have learned a lot about dealing with white grass country of which we have had plenty since going past our boundary fence into Hill Cove ground and so on to Chartres. After our experience with this type of surface I am quite convinced that the Falklands are very lucky in possessing white grass when we are thinking of making Landrover tracks. The stuff is extraordinarily tough and will stand almost unlimited traffic if, where possible it can be left in its original mat; when in large tussocks it must of course be chewed down to ground level but here it is important to leave the root and that part of the tussock at ~~xxx~~ ground level so that the vehicles still have a mat left. A large part of the pieces we have left out on this Roy Cove/Chartres track, besides the actual soft peaty flats, are where tractor traffic has been going over it for some years and the white grass is flattened down into a very hard mat; this of course takes time and in making tracks we cannot wait several years for tractors to make it gradually, but where in existence we have left it alone as it is possible to drive over it at 20 m.p.g. and find it smooth going. We have not used any drains and the reasons are set out in the memo. and I am prepared to ~~stake~~ my last shirt on those convictions. I hope you will be able to take a brief holiday here next spring when the camp dries up and we will motor to Chartres so that you can see all the types of surface and how they have been dealt with and why some parts have been left alone.

With regard to the future I am not so happy, considering the large capital expenditure already made, originally I maintain in error, but with continual replacement to existing machinery likely to keep up a heavy drain on road funds and without accomplishing much. At the Combined Meeting last March we agreed to import a foreman to supervise the work on the spot to make for better output. This is alright as far as it goes but the question then arises - what methods are to be used? From my experience since we started out for Chartres 6 weeks ago the only practical machine for surface development is a rotovator, followed by a bulldozer; the former can only be used economically by a tractor and so I think a bulldozer must be used likewise. We have the Buffaloes here but they are expensive to maintain on hard camp or even semi-hard and I really think

it will not be economical to use them other than for what they were originally invented - i.e. draining only.

A retooater should be obtained for the chewing up and, ~~if~~ if the Buffalo driven 'dozers are too hard on the Buffalo machines we should use a bulldozer with a crawler tractor. I understand Barnes has obtained a David Brown crawler ex F.I.D.S.; these are good machines but he has no bulldozer for it.

What I am fearful of is that the combined gang with two Buffalo outfits plus the foreman are going to be an expensive team in relation to the useful track work they are going to accomplish and quite frankly I do not think they will accomplish very much, except at terrific cost.

On the other hand I do not want to appear as a know-all who on the strength of his own work on the subject, imagines that his schemes are the best and that no-one else knows anything about it. Barnes has Carlisle digging out at Chartres; I am quite certain the idea is basically wrong and have said so to Barnes, who calls it an experiment; it may be but it is a very expensive one and Carlisle has now been at Chartres over 6 months and is barely 3 miles away and half that distance was existing track which he has not touched; furthermore most of his digging out job has only been possible by the use of Keith's plough and tractor - all the Buffalo has done is to scoop out the ~~loosened~~ loosened soil etc. In my opinion the existing track which Chartres vehicles had made through that ground, or rather upon that ground constitutes far more of an all-weather track than the one will be that is now dug out down to the hard subsoil.

The bulldozers from Biggar have already been in the Colony for three months but to date neither are fitted and working.

I am not wanting to appear by all this that I am strongly criticising Barnes' efforts, but I think that things are not going on very well and as long as the concentration is upon the Buffalos and their ancillary equipment, things never will go very well and the whole project will gradually amount to an extremely expensive proposition. Another Ajax Bay if we are not careful.

I think one of our troubles is that with the exception of you and I and probably Barnes no-one has really given the subject very much detailed consideration and I am rather afraid to say too much without support from others, because although I have as thick a skin as anyone in the Colony I don't want to have it said that I think I have all the answers and other opinions must be wrong if they are in any way different to mine.

However there it is. In short I see nothing but an expensive future for the Colony if the accent is put on using the Buffalos and their equipment for track-making.

One of the reasons, in fact the main one, to be honest, for this undertaking which we have almost completed, was to convince everyone concerned that our method and machinery was the best for the job and this only with a view to getting the tracks made and made reasonably economically. We have bashed our machinery a bit and in fact would have finished about 2 weeks ago but for extremely hard ground, rough and rocky in the last 7 miles to Chartres. Ovesen has spent, I suppose the best part of 12 to 14 days repairing and welding broken machinery - 10 days ago the retooater broke right in half! With the help of a steel axle from Keith and Carlisle's electric welder Ovesen joined the 2 halves together and at the moment the machine is under

way again. He should finish this week, weather permitting and with no more breakdowns; I shall be extremely thankful when he does do so. We have been lucky with weather so far but it is well into the winter and we can expect a deterioration, and the days are getting rather short also.

The Blakes have responded magnificently and really got to work on new gateways and bridges; three bridges have still to be built but the road is through, by going through those streams as yet not bridged. Keith has also been most helpful and looked after Ovesen when he was operating down that way, taking him out fuel etc and giving him full use of garage facilities when repairing breakages.

I rather expect the upshot will be seven or eight Landrovers at Roy Cove for our Sports next February! We will have to arrange parking facilities; perhaps even 500 yds Open for Landrovers.

Kind regards to your wife and yourself.

Yours sincerely,

Edmund Miller

May 16th, 1957.

Memorandum regarding Camp Tracks.

As I had undertaken the task of making a Camp Track between Roy Cove and Chartres for The Government and having arrived within two or three days of the completion of the contract, I thought that it may be of some help in future similar undertaking if I wrote down some of the aspects of the problem as I see them after having tackled the project.

I would like any reader to accept the fact that although I am about to make various suggestions for future guidance I do not seek to set myself up as an authority on Camp Track-making or expect any particular body of people in this Colony to regard our experiences and findings to be the last word on the subject, nor the only one.

I have not been able to measure accurately the distance which has been cleaned and graded using a Howard Rotovator and Crawler driven Bulldozer, but I estimate the total distance so graded to be around 18 miles. The motor distance between Roy Cove and Chartres is 32 miles so that there are about 14 miles which have not been touched for the following reasons; firstly the first 7 miles from Roy Cove already existed as a motor track of a sort (not comparable with rotovated track but quite good enough for the time being; secondly, the remaining 7 miles, or ~~thereabout~~ thereabout consists of white grass country which is too soft to touch with any idea of disturbing the surface, but upon which it is quite possible and safe to travel with wheeled vehicles, and moreover possessing a sufficient smoothness of surface to enable vehicles to cross at 10 to 15 miles per hour.

These white grass flats possess a firstclass mat if undisturbed but if the mat is broken up with any ~~making~~ machine a more-or-less bottomless strip of soft impassable peat bog will be caused which no wheeled vehicle could ever hope to cross except perhaps in the very driest of summer weather.

Diddle-dee ground and what is known as hard white grass country make for a really good camp track, even in wettish weather; the hard white grass country needs considerably more rotovating to get the large bogs properly chewed up but if this is done only down to the ground surface and not into the soil, the remaining root fibres make a good road mat and will of course grow again but this time with a smooth surface similar to the untouchable white flats mentioned above.

It has been our experience that the operator must aim at making his smooth surface at the level of the ground for two important reasons. First, the root growth is left to remain as a tough mat and secondly water can drain off and not lie in the track as must always happen if the track is dug out in any way, whether it be three or four inches or up to a foot in depth.

We have not found it necessary with this surface track to make any drains at all - the water runs off the top. In fact with all the odd track-making done at Roy Cove in the last 2 to 3 years we have made not one single drain, except in the odd hollow where there is no exit for surface water and there we have have found a few minutes of spade work to be sufficient.

Some considerable work has and is being done by the U.K. Camp Track Operator near Chartres, on the Fox Bay track, which to my mind is both an expensive, because lengthy, operation and also doomed to failure as a roadway. The soil is there being removed right down to the clay, a depth of 9 to 12 inches. When first made, in dry weather, the surface resulting is excellent; but after rain it is very difficult to traverse and if the wheel spin which can result is such as to stop any more progress forward, because of the walls the driver is quite unable to pull out and try alongside. Also there would arise an interesting problem when two vehicles meet on this type of track which is only wide enough for one. On hill slopes with a track so cut out will always arise the problem of erosion by water running down and making channels. In this connection it is significant to quote the experience at Hill Cove. Here a track was similarly cut out some years ago between the Top Settlement and the Point (about 2 miles). Mr Blake has now had to fill the whole thing in again with stone, at considerable expense, so

that it is possible to use in all weathers.

I do think it is essential therefore to make the track a surface one. Apart from the obvious fact that the work is considerably less, if through the vagaries of the weather any section becomes sticky, or even impassable, it is simple to pull out to either side and by-pass the sticky patch on the untouched surface.

The Buffalo machines and their various attachments which are now in the Colony, though most excellent for drainage, are very obviously and definitely not suited to track-making per se. I maintained that a year ago at a Stanley meeting and in the intervening 12 months I am all the more convinced that these expensive machines will NEVER make camp tracks here or anywhere else. Mr Cuthbertson himself said last January that the Buffalo was not designed to work on hard ground and the continuous track trouble experienced bears that out. Whether the bulldozers for the Buffalos will be successful remains to be seen. As bulldozers they should be good, but it is rather doubtful whether the Buffalos will stand up to pushing them for long.

From our own experiences at Roy Cove, especially since making this Roy Cove to Chartres track, I think the Department concerned with the work of camp tracks generally would make far better progress if they ~~may~~ obtain a good rotovator and use the Cuthbertson bulldozers, as long as the Buffalos can economically push them.

Our Rotovator is a mounted machine; in any future work of this nature I would recommend the purchase of a trailing model - in any replacement at Roy Cove we shall obtain a trailing machine. Such a model is very much easier to put on or off the tractor and can operate more easily over any ground unevennesses.

With regard to drainage, as I have mentioned we have never found it necessary to drain our surface tracks to take water off them; also we find that there is ample room to pull out of a sticky patch if there is no drain immediately alongside the track. And although it is claimed by so many people that there must be drains and to give pulling out room they can 20 or 30 yards apart, I cannot understand how that makes any difference to peaty ground. We all know peat banks which are cut for fuel every year. A year after cutting a soft bank the outer face is dry and cracked, but 12 inches in it is still wet and like butter in consistency and 3 to 6 feet in from that wall your animal or machine will still get bogged. In other words the consistency of peat is such that a large area will just not dry except on the edge and on the top inch of surface in summer weather. How then can drains 20 or 30 yards apart claim to dry the 20 to 30 yards of solid peat in between?

The drainage completed on Fitzroy Farm has on the face of it encouraged sheep to feed up the close vicinity of the actual drains themselves but I have not heard that the manager at Fitzroy has claimed that the areas between the drains are very much, if at all, harder than prior to the draining.

I do not mean that if this farm had large areas of very wet white country I would not drain; on the contrary I would be all for it - but from the point of view of drying up the surface of a given area to harden it for wheeled traffic I am sure any such scheme will find no improvement over the years.

To make drains in wet peaty country to give better feed for stock up the close vicinity of each drain is one thing but to expect those drains to harden the nature of the peat between them when many yards apart is quite another matter.

DECODE.

TELEGRAM.

399
410

From CROWN

To SECRETARY

Despatched: 21st May, 1957. Time: 1707

Received: 22nd May, 1957. Time: 1030

³⁹⁰
Your telegram twentyninth April Drainage Machine Foreman. Davidson nominated by Cuthbertsons. Grateful telegraph earliest what furniture provided and if none supplied state whether Government will meet cost of shipping own furniture. If required to work seven days a week state whether local leave in lieu upto six days a month may be granted. Understood road making will commence from Stanley. Please state whether Davidson will be allowed to return daily to house in Stanley whilst he is within reasonable distance.

CROWN

Early pl.
(Int.) J.B.
22.5.57.

P/I: MC+

389 - Wh. House?

Tom Service?

Barry Allee

3 line or 120 cm. yr.
(over & above ticket)

See 412.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

1641/A
406

Number

Office of Origin

Words

Handed in at

Date

20/5/57.

To

MILLER, ROY COVE.

(BY W.T.)

401-403 CAMP TRACKS STOP MANY THANKS YOUR MOST INTERESTING LETTER AND
404-405 REPORT WHICH WE ARE STUDYING STOP WILL DISCUSS WHEN YOU ARE IN
STOP RECORDS STOP.

DENTON THOMPSON.

Time

ENC.

401-405

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT



Number

Office of Origin

Words

Handed in at

Date

To

Civil Engineer

401 405 for your early comments pl

for
28/5.

- ① I agree that a rotovator should be purchased and used in conjunction with the David Brown tractor which has a proper bulldozer blade. In reply to enquiry made by telegram a trailing rotovator would cost approx £300 FOB and could be shipped by Biscoe to save freight.
- ② The "experiment" at present being carried out at Chartres is an effort to use the existing equipment to make a track similar to the Darwin-Fitzroy track; there being no other method of track making practicable with present equipment.
- ③ It was not possible to weld the bulldozer blades to the buffalos as plans were not received until end of April. They were not sent out on the last Philomel due to error but will be sent via Fox Bay on 3rd June. This did not cause delay as it was intended to send a German mechanic to do the welds. However as there is no transport it looks as though Conley will have to do the job himself.
- ④ I personally think that drainage should be carried out on tracks properly, with pipes for crossings, even on a rotovated track, as there is always a small depression where the rotovator has travelled and as was witness at Roy Cone - Chartres track - rain water rushes down the track and will probably erode it. Mr Barton pointed this out during a heavy storm whilst we were travelling on the track.
- ⑤ As he says we shall see whether buffalo-bulldozers are suitable for making tracks similar to Darwin-Fitzroy track and if they are not I agree that they are only suitable for ditching.
- ⑥ I think there will not be nearly so much track trouble with 2'-6" wide tracks.
- ⑦ I certainly consider that drains 20-30 yds apart must take off surface water on a peat covered hill side as it is obvious that it must run down the hill towards the stream in the valleys since it does not soak away into the peat. If it runs away in "buffalo ditches" it will not fill wheel tracks.

NAR Bond

Reg. 14

Plen amalgamated with
main f.c. and minute.

Amalgamated. 11.25/6/54.

24.657.

EXTRACT FROM MINUTES OF MEETING OF MEMBERS OF EXECUTIVE
COUNCIL HELD ON 29th, 30th AND 31st MAY, 1957.

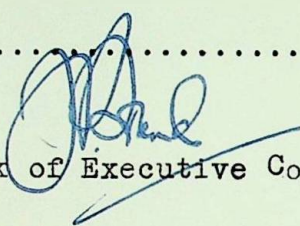
411 408 402

.....

16. CAMP TRACKS.

It was decided not to pursue the proposal to recruit a foreman from the United Kingdom and to proceed with the tracks on the existing basis for a further 12 months and then review the position. It was further agreed that the proposed experiments with the new bulldozer blades to ascertain to what extent they proved suitable for track making should be carried out.

.....


Clerk of Executive Council.

Re. see 403 ~ Take action accy. - then see
b/p see 404 onwards w/o further delay.

2/6

A.C.S.

~~See 371~~

~~A.C.~~

~~19/6~~

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

3/6/57.

To

CROWN, LONDON.

H.O.A/C.

410
401

YOUR TELEGRAM 21ST MAY STOP DRAINAGE MACHINE FOREMAN STOP
AFTER FURTHER CONSIDERATION WE HAVE COME TO CONCLUSION
APPOINTMENT OF MARRIED MAN IS IMPRACTICABLE IN THE CIRCUMSTANCES
PARTICULARLY AS IT IS CLEAR DAVIDSON'S WIFE WILL EXPECT TO LIVE
IN STANLEY AND DAVIDSON HIMSELF WILL HAVE OPPORTUNITY TO SEE
HIS WIFE ONLY VERY RARELY STOP FOR YOUR INFORMATION WE ARE
HAVING TO REPATRIATE WIFE OF WEST FALKLAND OPERATOR AS SHE
IS MOST UNSUITED TO LIFE HERE AND CONDITIONS OF HER HUSBANDS
JOB. IN CIRCUMSTANCES IT HAS BEEN DECIDED TO CONTINUE ON
EXISTING BASIS FOR A FURTHER YEAR WITHOUT APPOINTMENT OF
FOREMAN FROM UNITED KINGDOM STOP CONSEQUENTLY PLEASE TAKE NO
FURTHER STEPS FOR RECRUITMENT STOP PLEASE PASS COPY OF THIS
TELEGRAM TO CUTHBERTSON AND EXPRESS TO HIM THIS GOVERNMENTS
APPRECIATION OF HIS ASSISTANCE AND REGRET AT TROUBLE CAUSED
STOP GRATEFUL FOR ALL THE TROUBLE YOU HAVE TAKEN TO ASSIST
US OVER THIS MATTER.

SECRETARY.

UNDERLINED IN GTC.

AGDT
ING.

~~1403~~
~~1404~~ 413

In Ex. Co. Minutes Mr. S. L. appa

on reverse of 101 p. - i.d.c.

Q
5/6