

O 4 5 2 / III	O 4 5 2 / III

(Formerly)

STANLEY ROAD S REPAIR OF.

CONNECTED FILES.

NUMBER

199/39.	Same title.
132/42	Location of barriers at main crossings in Stanley.
0197	Condition of road to R.N. wharf station.
1482	Construction of Peat Tracks.
0691	Stanley water supply.
0825/T	Pwd. - Works out to Contract in the U.K.
0000	Development Policy.
0040/v	CDW Information required for Road scheme.
2000/u	Supplementary application funds.
0052/A	Notes on Stanley Roads by M.P. O'Reilly.

URGENT.

314.

Supt. P. Ws.

I don't think we should delay
calling for tenders for the next stretch of
road. At the present rate of progress Clifton
will soon be well on his way (weather permitting)
and will want to know how he stands - keeping
his gang together etc.

Could you as a matter of urgency let me
have the details - so we can work them into another
contract and call for tenders.

A. G. J. T.
16.5.60.

314A

EXTRACT FROM MINUTES OF MEETING OF STANDING FINANCE COMMITTEE

HELD ON 26TH APRIL, 1960

XX Colonial
Development &
Welfare

NI. Stanley Roads

15235

NIX 8.15235

STANLEY ROADS PROJECT

Conditions and Terms of the Contract for the Reconstruction
and Resurfacing of Stanley Roads and Footpaths

1. The Contract is for the reconstruction and resurfacing of the following road sections inclusive of laying of the kerbs and the construction of footpaths, gullies, and sewer connections in accordance with the following general specifications and requirements and the sketch plans attached as annexures to these conditions of tender and contract.

(1) Fitzroy Road - between Philomel Street and Hebe Street (Plan A)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the north side of the road section

New kerbs to be laid the full length on the north and south sides of the road.

The crossfall shall be 4 inches, and shall be from south to north.

Three new gullies on the north side of the road are to be constructed and led into the existing sewer connection as indicated on the relevant sketch plan (plan A).

Estimated length of road - 226 yards

Estimated length of footpath - 226 yards.

(2) Hebe Street - between Ross Road and Fitzroy Road (Plan B)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the road level on the east side of the road section.

The existing kerbs on the east side are to be used but new kerbs are to be laid the full length on the west side and the open ditch is to be filled in.

The cross fall shall be 4 inches, and shall be from west to east.

Estimated length of Road - 179 yards

Estimated length of footpath - 173 yards.

(3) Ross Road East - between Hebe Street and Snake Hill (Plan C)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the road level on the south side of the road section.

New kerbs are to be laid the full length on the north side of the road section.

The road is to be of 3 inch camber.

Two new gullies to be constructed on south side and led to the sea wall as indicated on the relevant plan (plan C).

Two new gullies to be constructed on the north side and led to the sea wall as indicated on the relevant plan (plan C).

/(4) Ross Road.....

(4) Ross Road East - between Snake Hill and the Eastern Boundary of the Cemetery

The requirement is a road 18 feet wide.

New kerbs are to be laid only on the north side of the road section.

Road to be of 3 inch camber

Two new gullies are to be constructed on the south side of the road and led to the sea wall as indicated in the relevant plan (plan C).

Two new gullies are to be constructed on the north side of the road and led to the sea wall as indicated in the relevant plan (plan C).

Estimated length of both sections Ross Road East 410 yards

Estimated length of footpath 222 yards.

2. The roads, footpaths, kerbs, road gullies, drainage and sewer connections and manholes shall be constructed and laid in accordance with the general specifications and requirements set out herein and in the attached sketch plans and in particular:-

- (1) The Contractor shall scarify the roads at all places where the Superintendent of Public Works considers that scarification is necessary as the more satisfactory alternative to raising the level of the footpath, and shall then

- a) lay a foundation of 4 inches of coarse tarmac
- b) roll
- c) lay a top surface of 1 inch of fine tarmac
- d) roll

- (2) The Contractor shall construct all new footpaths in accordance with the following specifications:-

Footpaths shall be approximately 3 inches above the level of the road - 4 feet wide and shall have a top surface of 2 inches of coarse tarmac and 1 inch of fine tarmac and shall have sufficient and adequate foundation for the purpose of sustaining an even footpath. All footpaths shall have a 1 inch fall towards the kerb.

- (3) The Contractor shall lay all kerbs in mortar mixed in the proportion 3:1 and they shall be backed with concrete mixed in the proportion 6:1

Plant, Tools & Equipment and Stores

3. Government shall provide the Contractor with the following plant and equipment on loan:-

3 Lorries.	1 Heavy Roller.	1 Light Roller.
2 Dumpers	1 Vibrator.	3 Crushers - Stone Quarry
Track Rails and Skips -	1 Spotnix Machine.	1 Large Concrete Mixer.
1 Compressor.	6 Wheelbarrows	1 Chaseside Loader.
		2 Rammers.

All such equipment shall be signed for by the Contractor.

4. All tools, equipment and plant (inclusive of drills) other than those listed in clause 3 and all shuttering shall be provided by the Contractor.

5. Government will provide the Contractor with the following items of stores and equipment free of charge:-

1. Tar in sufficient quantities delivered at the Quarry
2. Cement " " " " " Army Camp
3. Pipes - drainage and sewer connections - water main connections, manhole covers and other similar items of stores and equipment required to complete the project delivered at the P.W.D. Yard.
4. Kerb stones delivered at the Army Camp.

6. The Contractor shall maintain all plant and equipment loaned to him by Government in good running order to the satisfaction of the Superintendent of Public Works and shall take all the necessary steps to ensure that it is properly and correctly handled and operated by the persons in his employ who are required to use such plant and equipment; provided that all such plant and equipment shall be placed in reasonable running order by Government before it is handed over initially to the Contractor.

/7. (1) The.....

7. (1) The Contractor shall pay the first £10 of the cost (exclusive of labour charges) of all repairs, maintenance charges, replacements and spares in respect of the plant and equipment loaned to him by Government on each occasion such plant and equipment shall require repair.

(2) All repairs, maintenance charges, replacements and spares in respect of the plant and equipment loaned to him by Government that exceed £10 in cost, exclusive of labour charges, shall be periodically referred for consideration by a committee that shall consist of one person appointed by the Contractor, one person appointed by the Superintendent of Public Works and a neutral Chairman, each member and the Chairman having one vote.

(3) The Committee shall consider each case on its merits and having taken into account all the relevant factors which shall include the circumstances that gave rise to the need for repairs, replacements or spares, shall apportion all charges in excess of £10 between the Contractor and Government; provided that the Committee may apportion such charges entirely to the Contractor if it is considered that they arose from negligence or wilful damage on the part of the Contractor or his employees, or alternatively, may apportion such charges entirely to Government if, having regard to the fact that much of the plant and equipment in question has already been in use for a period of years, the Committee is of the opinion that the charges arose solely from fair wear and tear on such plant or equipment.

8. All charges connected with the replacement, modification or repair of plant or equipment that is the property of the Contractor shall be the financial responsibility of the Contractor.

9. The full cost of repairing or replacing any stores and equipment provided in accordance with the provision of clause 5 that may be damaged by the Contractor or by any person in his employ shall be borne by the Contractor.

10. The Contractor shall supply all petrol, oil and lubricants required for the vehicles, machinery, plant and equipment and may purchase these from Government at Public Works Department stores rates; provided that no issues of petrol, oil and lubricants shall be made from Public Works Department Stores unless the necessary Requisition Forms, signed by the Contractor, are produced to the Public Works Department Storekeeper in support of such issues.

11. Spares and replacements for tools, equipment, machinery, plant and vehicles, the supply of which under the provision of this contract is the responsibility of the Contractor, may be purchased from Government, if available, at Public Works Department Stores rates, such rates being inclusive of the normal service charge of 20%.

12. All stores, tools, equipment, machinery, plant and spares and replacements for such stores, tools, equipment, machinery and plant and for vehicles, the supply of which under the provision of this contract is the responsibility of Government, shall be issued at the request of the Contractor, provided that such issues shall only be made on the production of the necessary Requisition Form signed by the Superintendent of Public Works.

GENERAL CONDITIONS

13. The Contractor for his part shall make good at his expense all defects that may arise or are discovered within six calendar months after the completion of the work specified and required under the provision of this contract. Similarly, if it is found that any work has not been completed according to the requirements and specifications herein contained, the Contractor shall at his own expense take the necessary steps to complete such work according to the required specifications.

/14. The Contractor.....

14. The Contractor shall give the Superintendent of Public Works twenty-four hours notice of when he intends to start work on any of the separate sections of road specified in clause 1 in order that in each case the road may be closed to the general public. Similar notice shall be given in the case of the completion of work on each section so that the road may be opened for general use.
15. The Contractor shall give the Superintendent of Public Works twenty-four hours notice for the purpose of inspecting drainage and sewage connections.
16. The Contractor shall be responsible for insurance of all men employed on the project, provided that third party insurance in respect of the vehicles shall be the responsibility of Government.
17. The Contractor shall be responsible for all Old Age Pensions transactions and payments in respect of himself and any persons employed by him in connection with this contract.
18. Government shall place at the disposal of the Contractor:-
- (1) A caravan for use as an office or for the safe custody of tools and equipment.
 - (2) A garage at the German Labour Camp for carrying out repairs to and the maintenance of vehicles and equipment employed on the contract and Government will undertake to supply or lend such garage equipment as may be available and can be spared in order to assist the Contractor in the maintenance of the vehicles, plant and equipment for which he shall employ a mechanic.
 - (3) One Nissen Hut at the Quarry.
19. The Contractor shall be responsible for quarrying, crushing, mixing (in the Spotnix Machine) and delivery to the road sites of all tarmac and sand required to complete the project, provided that the Contractor may utilise such stocks of crushed metal as are already on the quarry site.

PAYMENT

20. Payment shall be made to the Contractor by Government on the basis of four equal instalments, each instalment to be paid on the completion of one quarter of the total footage involved to the satisfaction of the Superintendent of Works.

DISPUTES

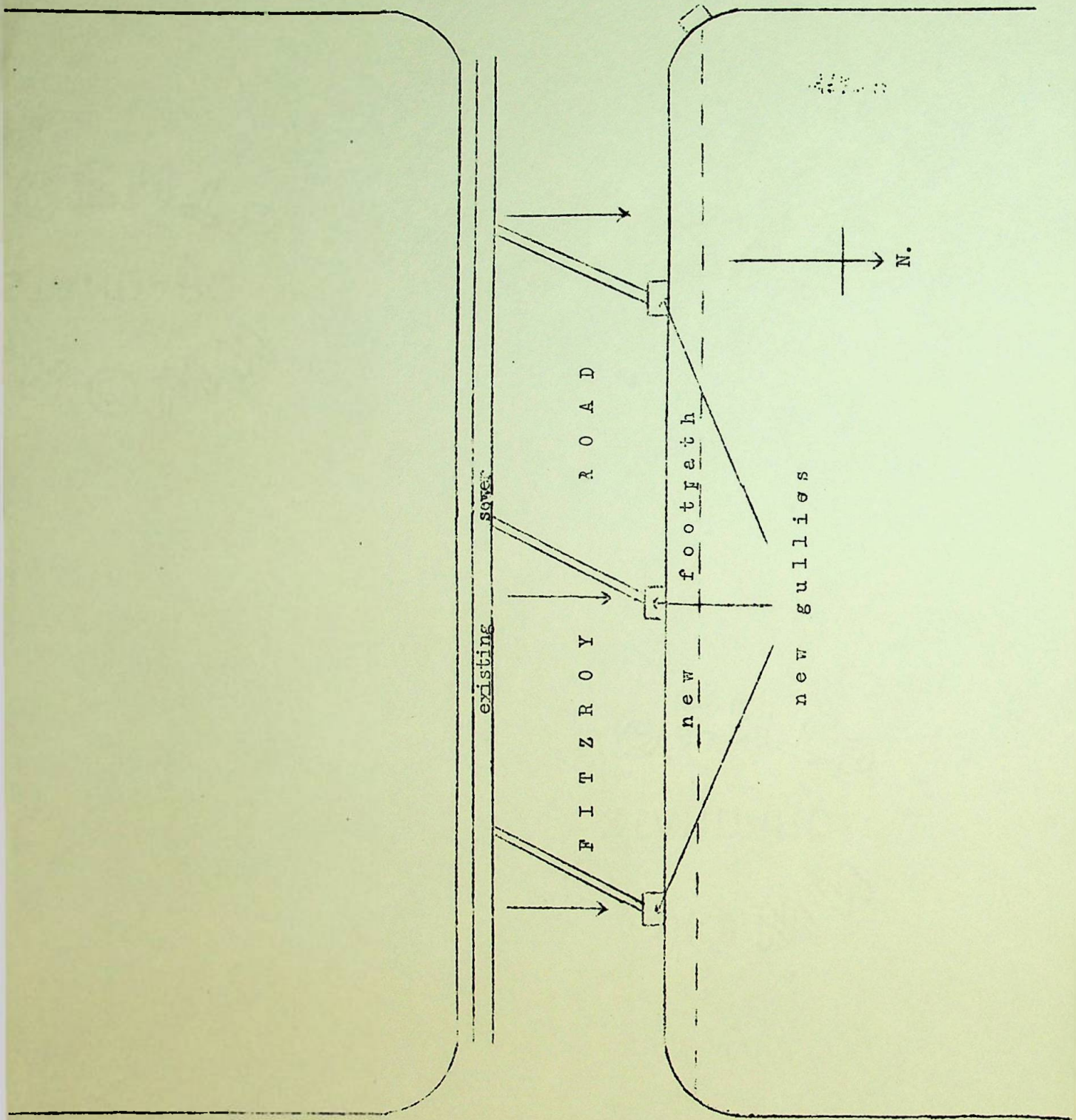
21. Any dispute or disagreement arising from the provisions of the contract that cannot be settled by mutual agreement between the parties shall be referred for a decision to an arbitrator mutually acceptable to the Contractor and Government.

1st June, 1960

PLAN A

P H I L O M E L

S T R E E T



H E B E

S T R E E T

FITZROY ROAD EAST

new
footpath

JAMES STREET

new
footpath

ROSS ROAD EAST

FITZROY ROAD

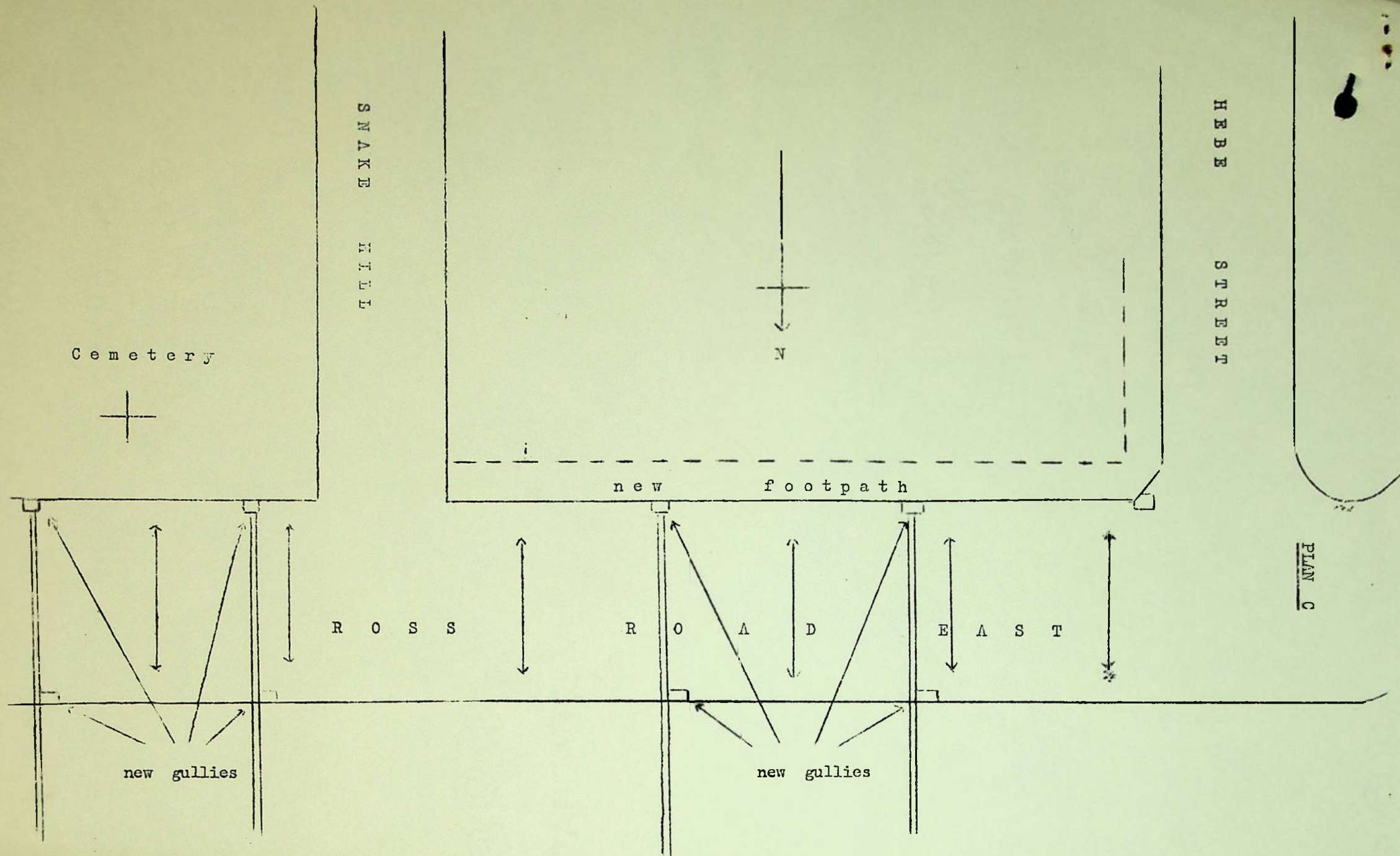
TEMPLE

STREET

PLAN B

N

ROSS ROAD



Public Works Department,

Stanley, Falkland Islands.

31st May, 19 60

PUBLIC NOTICE.

TENDERS ARE INVITED FOR THE RE-SURFACING OF APPROXIMATELY 780 YARDS OF ROAD IN STANLEY.

FULL PARTICULARS MAY BE OBTAINED FROM THE P.W.D. OFFICE ON THURSDAY JUNE 2nd DURING NORMAL OFFICE HOURS.

TENDERS ENDORSED "STANLEY ROADS" SHOULD REACH THE SUPT. OF WORKS NOT LATER THAN NOON ON THURSDAY JUNE 9th, 1960.

GOVERNMENT DOES NOT BIND ITSELF TO ACCEPT THE LOWEST OR ANY TENDER.

(SGD) A.E. LIVERMORE.

Supt. of Works.

316
New vol. 1
Bul. 9. 6. 60
arranging with Supt. for tenders

317
7, Brisbane Road,
Port Stanley,
8. 6. 60.

Dear Sir,

In response to your announcement inviting Tenders for a further Roads contract.

I hereby offer to complete the work as to the specification for the sum of Four Thousand Two Hundred Pounds (£4,200).

This figure however, does not include for the reorganization of the Crusher system, should that become necessary, in the event of that, being necessary, I would be prepared to carry out the reorganizing, on contract of hourly pay basis.

I remain,

Yours respectfully,

Francis J. J. J.

To: The Superintendent of Works,

P.W.D.

RECORDRoads Contract.

Tender Board comprising

H.C.S.

Ag. C.T.

S. Wicks

Ag. A.C.S.

met on 13th June to consider tenders for
the road contract at folio 315.

There was only one tender from Mr.
J. Clifton for £4,200 which the Board
considered reasonable and accepted.

D. H. Wicks

13. 6. 60

Ag. A.C.S.

0452/III

13th June, 60.

To: The Superintendent of Works,

From: The Colonial Secretary,

STANLEY.Repair of Stanley Roads

I am directed to inform you that Mr. J. Clifton's tender of \$4,200 for the next road contract has been accepted and I am to request you to inform him.

2. The Clerk of Works will continue to operate as at present.

(Sgd.) D.R. Morrison

for COLONIAL SECRETARY.Copies to: Treasury
Audit *all*

DRM/LH

Tel.: ABBey 1266

Extension.....

Y. Reference O.452/II

My Reference.....



COLONIAL OFFICE

SANCTUARY BUILDINGS

GREAT SMITH STREET

S.W.1

320.

5th May, 1960.

Dear Denton Thompson

312.

Would you please refer to your letter of the 1st April to Radford about the form of your contracts for road-building under your Colonial Development and Welfare scheme?

We quite understand that the circumstances in which you have to work are exceptional, and we see no objection to what you are doing.

Yours sincerely

RL Baxter

320 A

320 B

The Aud. to see the correspondence

Pliff

Water should
you very much
the power
16/6/60

A. G. DENTON THOMPSON, ESQ., O.B.E., M.C.,
COLONIAL SECRETARY'S OFFICE,
STANLEY,
FALKLAND ISLANDS.

321.

Auditor,

To see 312-3 & 320 pl.

DB

for C.S.

17.6.60

322

322

from C.S.

Noted thank you

Dho G.
18/6/60

~~See 22.6.60~~

See 25.6.60 for
copy of letter to Mr. J. C. G. &
copy of contract. — 323-5.



Public Works Department,
Stanley, Falkland Islands.

20th June, 19 60

Dear Sir,

I have to thank you for your Tender for the next road contract and inform you that your tender has been accepted.

The necessary Contract has been prepared and is now ready for signing, and I should be grateful therefore if you will call at my office at your earliest convenience.

The Clerk of Works will continue to operate as at present.

I am,
Sir,
Your obedient servant.

Alfred James
Supt. of Works.

Mr. J. Clifton,
Stanley.

CONTRACT NO. 5/60.

Public Works Department,
Stanley, Falkland Islands.



20th June, 1960

I HEREBY AGREE TO CARRY OUT THE RECONSTRUCTION AND RESURFACING OF
STANLEY ROAD AND FOOTPATHS AS PER THE ATTACHED SPECIFICATION FOR THE
SUM OF FOUR THOUSAND TWO HUNDRED POUNDS (£4,200).

ALL WORK WILL BE CARRIED OUT TO THE SATISFACTION OF THE SUPT. OF WORKS,
OR HIS REPRESENTATIVE.

..... *J. L. H. T. A.* Contractor.

..... *P. H. M. M. S.* Witness.

..... *A. G. L. W. C. S.* For Colonial
Government.

..... *P. H. M. M. S.* Witness.

Public Works Department,

Stanley, Falkland Islands.



20th JUNE, 19 60

STANLEY ROADS.

I HEREBY CERTIFY THAT I HAVE TODAY TAKEN OVER THE UNDERMENTIONED PLANT
IN ACCORDANCE WITH PARAGRAPH 3 OF THE SPECIFICATION ATTACHED TO CONTRACT
No 5/60 dated 20th JUNE, 1960.

1	FORDSON SIX WHEELER LORRY.	REG. No. 82.
1	FORDSON SIX WHEELER LORRY.	REG. No. 83.
1	FORDSON SIX WHEELER LORRY.	REG. No. 356.
1x	AVELING BARFORD DUMPER.	REG. No. 289.
1	AVELING BARFORD DUMPER.	REG. No. 290.
1	AVELING BARFORD ROLLER.	REG. No. 261.
1	AVELING BARFORD ROLLER.	REG. No. 88.
1	CHASESIDE LOADER.	REG. No. 291.
1	VIBRATOR ROLLER.	
1	WINGET CONCRETE MIXER.	
2	RAMMERS.	
6	WHEELBARROWS.	
3	STONE CRUSHERS.	
1	PARKER SPOTMIX MACHINE.	
	TRACK RAILS AND SKIPS.	

I AGREE THAT THE ABOVE ARE ALL IN A REASONABLE STATE OF REPAIR
AND IN WORKING ORDER.

...*J. L. Liffman*... Contractor

...*R. G. Thorne*... For Colonial
Government.

24th June,

60.

To: The Superintendent,

From: The Colonial Secretary,

Public Works Department,

STANLEY.Stanley Roads Contract

Clifton tells me that he could engage a bigger gang and get on much faster if he knew that he would get the contract for the remainder of the road work.

2. I can see no reason why all next year's work, within the funds provided, should not be put out to tender now. In fact I can see several distinct advantages in doing so.

3. Would you please -

- (i) work out in general terms what needs to be done in order of priority and what we can do
- (ii) be ready to discuss the matter in some detail with me on Saturday 2nd July.

*N.B. Above discussed CS/SW.
and agreed to leave for time.
Clifton has enough to cope
with in his present contract.*

(Sgd.) E.R. Morrison

COLONIAL SECRETARY.

~~13 8 60~~

~~30 7 60~~

Bu ~~24 7 60~~ for new contract

26 8 60

Contract at p. 323.

Bu 24 8 60

KKIV

1 7 60

(KKIV letter)

copy of contract

all yet returned - 1 7 60

MEMORANDUM.

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

3rd August, 1960

To: The Honourable,
The Colonial Secretary,
Stanley.

From: Superintendent of Works,
P.W.D.
Stanley, Falkland Islands.

SUBJECT:- Stanley Roads.

I have the honour to suggest that the Reconstruction of the above project should be in Priorities as the attached list.

G.E.

328

RGH
Supt. of Works.

1. spoke to S/W who says these priorities were worked out in consultation with Gov.

1. not given in this list is the work was in progress
2. the hanger section the machines will start in October.

329

2. Affair priorities

HCS Yes, in principle. Civic. may suggest variations & it is usually enough in advance to decide definitely on the section following that on which work is in progress.

3/8

29.8.60.

GENERAL MERCHANTS
AND
SHIPS CHANDLERS

PHILOMEL STORE

DES PECK

STANLEY FALKLAND ISLANDS

333
CABLE ADDRESS:
"PHILSTORE"
TELEPHONE 130
(FOUR RINGS)

5th, Sept. 1960

Superintendent,
Public Works,
Stanley

----- Dear Sir, Although we appreciate what has been done to the roads in Stanley so far, we, the East enders are surprised to hear that after Hebe St. and the Cemetery road has been completed the next step is to the Hanger. I think you will agree with us that James St. & the extreme East of Fitzroy Rd. is in a shocking state and especially at the back of Mr. McWhan's house which is really dangerous to motor traffic. Directly at the back of Mr. Coutts house & my own the road is very bad and the water runs into the peatsheds. On behalf of all East enders, we would be grateful for some consideration to the above, and that this letter be forwarded on to the Colonial Secretary for his consideration also.

Yours,
Respectfully,

Reply at 337

Des Peck

334.
HCS We would like to discuss but I still believe we should do the Hanger Section next.

Des Peck

335

9/9/60.

y. E. Discussed and inspected with S/W. S/W can hatch up the two places referred to above and indicated. ^{very bad.} Shall I go inform him and explain the importance of the Hanger road for patients, Burt vehicles etc.

5
14/9/60

HCS.

As you suggest in 335. The main point is I think the transport of very sick people from the hangar to the hospital and of air-service passengers. The condition of the road is very bad and getting worse, and temporary repairs would be a waste of time and money.

~~MA~~ 15.9.60.

0452/II

16th September, 60.

Sir,

333

Reference your letter of 5th September, 1960, to the Superintendent of Works which has been forwarded to me, I am directed to inform you that the Superintendent of Works has undertaken to effect such repairs as are possible to the bad patches referred to by you at the back of Dr. McWhan's house and at the back of Mr. Coutts' house and your own. With regard to the latter the question of drainage seems to arise and if you will kindly contact the Superintendent of Works when a large amount of water is flowing he will see what can be done to improve the drainage.

2. As regards the general question of the priorities in taking up roads for proper repair you will, I am sure, appreciate how important it is to repair with the least possible delay the road to the hangar over which sometimes very sick people have to be conveyed to hospital and which also is used by all the air service passengers coming to town. The condition of the road is very bad and is getting worse.

I am,

Sir,

Your obedient servant,

(Sgd) R.H.D. Manders

for COLONIAL SECRETARY

Reply at 338

D. Peck, Esq.,
Philomel Store,
STANLEY.

RHDM/FH

Copy to S/W

29 9 60 (332 A)

GENERAL MERCHANTS
AND
SHOPS CHANDLERS

PHILOMEL STORE

— DES PECK —

STANLEY FALKLAND ISLANDS

CABLE ADDRESS:
"PHILSTORE"
TELEPHONE 130
(FOUR RINGS)

24th. Sept. 1960

337 Dear Sir, In reply to your letter, No. 0452/11, of the 16th. Sept,

I understand that the Superintendent of Works will be carrying some minor repairs to the road at the back of Dr. McWhan's house and that something

will be done at the back of the other houses in question, Mr. Coutts's & my own. In respect of the drainage which I mentioned, and which you advised me to contact the Superintendent about when it occurs again, I will

certainly do this but I suggest that the drain be dug out right up that hill and I am sure this would save a lot of water going into the sheds.

You may be interested to know that I worked in the P.W.D. for over 24. Years, most of which I was a Foreman, and I can assure you that as far as I know nothing has ever been done that end of the Town, any repairs has

always being carried out from the Philomel Hill onwards. With reference

337 to paragraph 2. of your letter, I fully agree that the hangar road is equally as bad as the East end and that it should be repaired so as to make it more serviceable for transporting sick people to Hospital, but after the Hangar road is completed can we expect some consideration then?.

I am,
Yours Respectfully,



1. Have we got any earlier ph about fixing priorities.

Mr. Goss was under no impression that when of plan L we were going to take up "Hatch Street between

Fitzroy road & Davis Street. (I observe that that section now appears as on priorities 5 at 330)

2. Alleged at SFC meeting that new roads be

'backing blocks' - I am not sure that this is the

correct term - between the concrete and the banks

and that new work is the cause of the German roads.

S/W could comment on speaker re eventually the Goss S/W & I could go round the roads.

3. Also said that none of the roads have yet been sealed. I think this is in accordance

with today S/W can comment.

4. SFC also asked about arrangements for maintenance S/W could comment.

5. 338 Drainage S/W could write

6. 338 priorities (last few words of 338)

desider appears to be that the present proposal is to

take up ~~Robert~~ allardys Street etc

after the Hanger and then west but I don't know

whether it is best to tell them so or be vague.

I shall have to ~~consult them~~ get an order from 425.

7 I should also like to know when work
in the Hanger section is going to
start. S/W could explain when the
members.

First report in (1) place. I will then
refer to S/W

52
29/9/60.

Office

340.

Check pp. for priorities of
20th
22.9.60

341.

Ng. A.C.S.,

There is no reference in these papers to
"priorities" except that on p. 253 in 0452/II (other than
at p. 330 in this paper, that is). It appears from
(1) on 279 in 0452/II that the "priorities" are
available to S/W and that he has discussed them
with H.E.

8

30.9.60.

342.

Para (1) of 339 no further action. S/PW has
explained to members that this section was not taken
into account as water mains had to be laid.

Para 2. Interfered with S/PW & members from the Hardy
the finishing off is now untidy on all roads
On Moss Road East (Plan C) all that is
needed is some earth cutting to give a smooth
join between the concrete and the banks (Para 2)
in almost all other places a curb on the inner
side of the haunch or filling covered with flint
is desirable & S/PW reckons that we can
do this with funds available

There are two difficulties

1. In many cases the new work will offend or
perhaps even have to rest against private buildings

343

One of which are in bad repair.
He was given instructions to avoid
getting doing anything which might
cause him to get into trouble with
the owners.

2. His machinery is like
a contractor.

As regards 1 he will contact owners
and try to arrange amicably to be able to put a lasting
good finish to the pavement on this side and
refuse any difficulties.

As regards 2 he will do his best to get
the machinery when available to finish the work
as soon as possible.

S/PW for action accordingly please
det report i.d.c.

Sm.

7/10/60

2174
344

STANLEY ROADS PROJECT

Conditions and Terms of the Contract for the Reconstruction
and Resurfacing of Stanley Roads and Footpaths

1. The Contract is for the reconstruction and resurfacing of the following road section inclusive of laying of the kerbs and the construction of footpaths, gullies, and sewer connections in accordance with the following general specifications and requirements attached as annexures to these conditions of tender and contract.

(1) Government House to War Memorial

The requirement is a road the existing width with a footpath of 3ft on the South side.

Lay new kerbs as required on the South side from the corner to Memorial.

Fall to be from North to South.

(2) Memorial to Guinea Pig Bungalow

Road to be not less than 18ft wide with a footpath on the South side of width as existing.

New Kerbs to be laid on the North side.

Fall to be from North - South of not less than 4 inches, allow for three gullies on the South side to take away surface waters.

(3) Guinea Pig Bungalow to Sullivan House

Fall to be gradual from South to North of not less than 4 inches.

Road to be 18ft wide with a footpath on the South side.

New kerbs to be laid on the North side.

(4) Sullivan House East - Sullivan House West

Construct 3ft Footpath on South side.

Road to be 18ft wide with a cross fall of South to North of not less than 4 inches.

New kerbs to be laid on North and South sides.

(5) Sullivan House West to Remote Control Station

Construct two 6 inch Culverts across Road and lay 6 inch

Drain under footpath with 3 Rodding pits at equal intervals

Road to be 18ft wide with footpath 3ft wide on the South side.

New kerbs to be laid both North and South side.

Fall to be of 4 inches from South to North.

(6) Remote Control Station to No.1 Ajax Bay

Construct Road 18ft wide with new kerbs on the North and South side.

Fall to be made not less than 4 inches South - North.

Construct footpath on the South side 3ft in width.

Lay 6 inch Drain under footpath on South side.

/(7) No. 1.....

245
315

(7) No.1 - No.5 Ajax Bay

Construct Road 18ft wide with a fall from South to North
of Not less than 4 inches.
New kerbs to be laid on both sides.
Construct 3ft footpath on South side.

(8) No.5 Ajax Bay to Hanger

Construct Road 18ft wide with a crossfall from South to
North of not less than 4 inch fall.
New kerbs to be laid on both sides.

All colverts existing in the full length of this road to
be cleaned out.

The total length of road required is Approx. 1350 yds.

2. The roads, footpaths, kerbs, road gullies, drainage and sewer connections and manholes shall be constructed and laid in accordance with the general specifications and requirements set out herein and in particular:-

(1) The Contractor shall scarify the roads at all places where the Superintendent of Public Works considers that scarification is necessary as the more satisfactory alternative to raising the level of the footpath, and shall then

- a) lay a foundation of 4 inches of coarse tarmac
- b) roll
- c) lay a top surface of 1 inch of fine tarmac
- d) roll

(2) The Contractor shall construct all new footpaths in accordance with the following specifications:-

Footpaths shall be approximately 3 inches above the level of the road - 4 feet wide and shall have a top surface of 2 inches of coarse tarmac and 1 inch of fine tarmac and shall have sufficient and adequate foundation for the purpose of sustaining an even footpath. All footpaths shall have a 1 inch fall towards the kerb.

(3) The Contractor shall lay all kerbs in mortar mixed in the proportion 3:1 and they shall be backed with concrete mixed in the proportion 6:1

Plant, Tools & Equipment and Stores

3. Government shall provide the Contractor with the following plant and equipment on loan:-

3 Lorries	1 Heavy Roller	1 Light Roller
2 Dumpers	1 Vibrator	3 Crushers - Stone Quarry
Track Rails and Skips - 1	Spotmix Machine	1 Large Concrete Mixer
6 Wheelbarrows	1 Chaseside Loader	2 Rammers

All such equipment shall be signed for by the Contractor.

4. All tools, equipment and plant (inclusive of drills) other than those listed in clause 3 and all shuttering shall be provided by the Contractor.

5. Government will provide the Contractor with the following items of stores and equipment free of charge:-

- 1. Tar in sufficient quantities delivered at the Quarry
- 2. Cement " " " " " Army Camp
- 3. Pipes - drainage and sewer connections - water main connections, manhole covers and other similar items of stores and equipment required to complete the project delivered at the P.W.D. Yard.
- 4. Kerb stones delivered at the Army Camp.

6. The Contractor shall maintain all plant and equipment loaned to him by Government in good running order to the satisfaction of the Superintendent of Public Works and shall take all the necessary steps to ensure that it is properly and correctly handled and operated by the persons in his employ who are required to use such plant and equipment; provided that all such plant and equipment shall be placed in reasonable running order by Government before it is handed over initially to the Contractor.

7. (1) The/.

24
347

7. (1) The Contractor shall pay the first £10 of the cost (exclusive of labour charges) of all repairs, maintenance charges, replacements and spares in respect of the plant and equipment loaned to him by Government on each occasion such plant and equipment shall require repair.

(2) All repairs, maintenance charges, replacements and spares in respect of the plant and equipment loaned to him by Government that exceed £10 in cost, exclusive of labour charges, shall be periodically referred for consideration by a committee that shall consist of one person appointed by the Contractor, one person appointed by the Superintendent of Public Works and a neutral Chairman, each member and the Chairman having one vote.

(3) The Committee shall consider each case on its merits and having taken into account all the relevant factors which shall include the circumstances that gave rise to the need for repairs, replacements or spares, shall apportion all charges in excess of £10 between the Contractor and Government; provided that the Committee may apportion such charges entirely to the Contractor if it is considered that they arose from negligence or wilful damage on the part of the Contractor or his employees, or alternatively, may apportion such charges entirely to Government if, having regard to the fact that much of the plant and equipment in question has already been in use for a period of years, the Committee is of the opinion that the charges arose solely from fair wear and tear on such plant or equipment.

8. All charges connected with the replacement, modification or repair of plant or equipment that is the property of the Contractor shall be the financial responsibility of the Contractor.

9. The full cost of repairing or replacing any stores and equipment provided in accordance with the provision of clause 5 that may be damaged by the Contractor or by any person in his employ shall be borne by the Contractor.

10. The Contractor shall supply all petrol, oil and lubricants required for the vehicles, machinery, plant and equipment and may purchase these from Government at Public Works Department stores rates; provided that no issues of petrol, oil and lubricants shall be made from Public Works Department Stores unless the necessary Requisition Forms, signed by the Contractor, are produced to the Public Works Department Storekeeper in support of such issues.

11. Spares and replacements for tools, equipment, machinery, plant and vehicles, the supply of which under the provision of this contract is the responsibility of the Contractor, may be purchased from Government, if available, at Public Works Department Stores rates, such rates being inclusive of the normal service charge of 20%.

12. All stores, tools, equipment, machinery, plant and spares and replacements for such stores, tools, equipment machinery and plant and for vehicles, the supply of which under the provision of this contract is the responsibility of Government, shall be issued at the request of the Contractor, provided that such issues shall only be made on the production of the necessary Requisition Form signed by the Superintendent of Public Works.

GENERAL CONDITIONS

13. The Contractor for his part shall make good at his expense all defects that may arise or are discovered within six calendar months after the completion of the work specified and required under the provision of this contract. Similarly, if it is found that any work has not been completed according to the requirements and specifications herein contained, the Contractor shall at his own expense take the necessary steps to complete such work according to the required specifications.

14. The Contractor/. . . .

14. The Contractor shall give the Superintendent of Public Works twenty-four hours notice of when he intends to start work on any of the separate sections of road specified in clause 1 in order that in each case the road may be closed to the general public. Similar notice shall be given in the case of the completion of work on each section so that the road may be opened for general use.
15. The Contractor shall give the Superintendent of Public Works twenty-four hours notice for the purpose of inspecting drainage and sewage connections.
16. The Contractor shall be responsible for insurance of all men employed on the project, provided that third party insurance in respect of the vehicles shall be the responsibility of Government.
17. The Contractor shall be responsible for all Old Age Pensions transactions and payments in respect of himself and any persons employed by him in connection with this contract.
18. Government shall place at the disposal of the Contractor:-
- (1) A caravan for use as an office or for the safe custody of tools and equipment.
 - (2) A garage at the German Labour Camp for carrying out repairs to and the maintenance of vehicles and equipment employed on the contract and Government will undertake to supply or lend such garage equipment as may be available and can be spared in order to assist the Contractor in the maintenance of the vehicles, plant and equipment for which he shall employ a mechanic.
 - (3) One Nissen Hut at the Quarry.
19. The Contractor shall be responsible for quarrying, crushing, mixing (in the Spotnix Machine) and delivery to the road sites of all tarmacadam and sand required to complete the project, provided that the Contractor may utilise such stocks of crushed metal as are already on the quarry site.

PAYMENT

20. Payment shall be made to the Contractor by Government on the basis of four equal instalments, each instalment to be paid on the completion of one quarter of the total footage involved to the satisfaction of the Superintendent of Works.

DISPUTES

21. Any dispute or disagreement arising from the provisions of the contract that cannot be settled by mutual agreement between the parties shall be referred for a decision to an arbitrator mutually acceptable to the Contractor and Government.

Stanley,

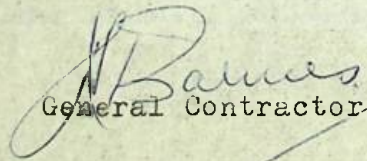
22nd November, 1960.

249
349

Sir,

I beg to submit a Tender for the resurfacing of approximately 1,350yds. of road, for the sum of Six Thousand Five Hundred pounds (£6,500).

In view of the fact that the equipment is not new I feel this is a very modest figure.


General Contractor.

STANLEY,

22nd November, 1960. 350

Dear Sir,

With reference to the recent advertisement requesting tenders for the Reconstruction & Resurfacing of the section of Stanley Road between the West Gate of Government House and the Aircraft Hangar, I wish to tender for the sum of £ 7,880 .

The Contract will be completed in accordance with the Conditions and ^Terms of Contract issued and to the satisfaction of the ^ASupt. of Works.

I am,
Sir,
Your obedient servant.

James Liffon

The Superintendent of Works,
Public Works ^Department,
Stanley.

357

35, Davis Street,
Stanley.

22nd November, 1960.

Dear Sir,

I beg to tender for the contract
for the reconstruction and resurfacing
of the road from Government House
to the Hangar.

I undertake to do the work
as per specification for the sum of
seven thousand nine hundred pounds.

Yours faithfully,
J. Browning.

252

Record


The Board consisting of:-

Hon. Col. Sec.
Supt. of works
Adj. Col. Treasurer
Asst. Col. Sec.

met at 10 am on Monday, 28th November 1960
to consider tenders from the following contractors:-

James Clifton £7850
F. Bromming £7900
J. S. Barnes £6500

It was agreed to accept Mr. Barnes' tender of
£6500.


 28.11.60

S/P.W.

353

Would you please issue letters of
acceptance & request return the file with copies,
together with a copy of the broadcast notice calling
for tenders.

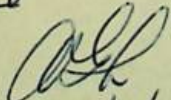
In view of the delay occasioned by HC's
Camp visit, please ensure that contractors are informed
today.

 28.11.60

354

Yes

Noted & done


28/11/60

Public Works Department,
Stanley, Falkland Islands.

18th November 19 60

PUBLIC NOTICE.

TENDERS ARE INVITED FOR THE RE-SURFACING OF APPROXIMATELY 1350 YARDS OF ROAD FROM THE WEST GATE OF GOVERNMENT HOUSE TO THE AIRCRAFT HANGAR.

FULL PARTICULARS MAY BE OBTAINED FROM THE P.W.D. OFFICE BEFORE NOON ON MONDAY 21st NOVEMBER, 1960.

TENDERS ENDORSED "STANLEY ROADS" SHOULD REACH THE SUPT. OF WORKS NOT LATER THAN NOON ON WEDNESDAY NOVEMBER 23rd, 1960.

GOVERNMENT DOES NOT BIND ITSELF TO ACCEPT THE LOWEST OR ANY TENDER.

(SGD) A.E. LIVERMORE,
Supt. of Works.

356
Public Works Department,

Stanley, Falkland Islands.

28th November 1960

Dear Sir,

I have to thank you for your tender for the Reconstruction of Stanley Roads etc and to inform you that your tender has been accepted.

I shall be grateful therefore if you can call and see me tomorrow morning Tuesday at 9 o'clock if convenient.

I am,
Sir,

Your obedient servant.

Alfred H. H. H. H.
Supt. of Works.

Mr. J. S. Barnes,

Stanley.

Public Works Department,

Stanley, Falkland Islands.

28th November 1960

Dear Sir,

I have to thank you for your tender for the Reconstruction of Stanley Roads etc but regret to inform you that your tender was unsuccessful.

I am,
Sir,

Your obedient servant,

Ally Hvernore

Supt. of Works.

Mr. J. Clifton,
Stanley.

358
Public Works Department,

Stanley, Falkland Islands.

28th November 19 60

Dear Sir,

I have to thank you for your tender for the Reconstruction of Stanley Roads etc but regret to inform you that your tender was unsuccessful.

I am

Sir,

Your obedient servant.

W. J. H. H. H.
Supt. of Works.

Mr. F. Browning,
Stanley.

259.359

B 12 in Jan. for consideration of next stretch
for resurfacing.

B.W. 15.1. ~~61~~
—
JH

360.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

29th November, 1960.

The Honourable the Colonial Secretary,
Stanley.

Sir,

Stanley Roads.

At the suggestion of the Supt. P.W.D. and the Chief Constable we have agreed to release a small triangular portion of our property measuring approximately eight feet each way, at the S.W. corner of the garden bounded by Dean St. and John St., so that the entry of vehicles into John St. from Dean St. is facilitated. It is understood that alterations to the garden fence will be carried out at the expense of Government.

2. We invited Mr. Livermore and Mr. Walton to take note of the awkward road-arrangement which exists by our Garage Petrol Pump and Caretaker's Quarters in Crozier Place. Vehicles have to manoeuvre into position before or after taking petrol, no matter from which direction they approach the pump, because of the concrete pillars which bar access to the land east of it, including a vacant space belonging to the Company between Garage and Caretaker's Quarters. This space would be useful for turning and reversing vehicles if the pillars were removed.

3. We would not like to see Crozier Green, which is Crown Land, churned up into a muddy waste by vehicles, and an alternative might be to build an east-west one-way road past our Caretaker's Quarters to connect with Hebe St. When discussing this proposal recently with the aforesaid gentlemen one important fact was lost sight of, namely that the majority of Stanley lorries have their fuel tank about the centre of the off-side, i.e., they must head east when fuelling. The majority of cars fuel at the rear and it does not matter which way they face.

4. A spare copy of this letter is enclosed.

I am,

Sir,

Your obedient servant,

A.C. Barton

MANAGER.

Reply at 370.

Ack'd

29/11/60

or

361

*SPH
60 comments below*

or 30/4/60

Kiv 259.

362

Hel

I agree with this letter it is a mess up at this filling station and I see no reason why this piece of road should not be opened up I would like to take you there at your convenience to see it

AGP

30/4/60

BU

9/12

30/4/60

363

Mr. Parker

Thank you for the letter in hand

As there is no objection to the removal of the

concrete pillars. It is however that the pillars

will make up the road ~~thence~~

for

2/12/60

363

Public Works Department,
Stanley, Falkland Islands.

3rd December 1960

STANLEY ROADS.

I HEREBY CERTIFY THAT I HAVE TODAY TAKEN OVER THE UNDERMENTIONED PLANT
IN ACCORDANCE WITH PARAGRAPH 3 OF THE SPECIFICATION ATTACHED TO CONTRACT
No 6/60 DATED 3rd DECEMBER, 1960.

1	FORDSON SIX WHEELER LORRY.	REG. NO. 82. ✓
1	FORDSON SIX WHEELER LORRY.	REG. NO. 83. ✓
1	FORDSON SIX SWHEELER LORRY.	REG. NO. 356. ✓
1	AVELING BARFORD DUMPER.	REG. NO. 289. ✓
1	AVELING BARFORD DUMPER.	REG. NO. 290. ✓
1	AVELING BARFORD ROLLER.	REG. NO. 261. ✓
1	CHASESIDE LOADER.	REG. NO. 291. ✓
1	VIBRATOR ROLLER. ✓	
1	WINGET CONCRETE MIXER. ✓	
2	RAMMERS. ✓	
6	WHEELBARROWS. ✓	
3	STONECRUSHERS. ✓	
1	PARKER SPOTMIX MACHINE. ✓	
	TRACK RAILS AND SKIPS.	

I AGREE THAT THE ABOVE ARE ALL IN A REASONABLE STATE OF REPAIR
AND IN WORKING ORDER.

...for me... to left... Contractor.
...for me... For Colonial
Government.
...for me... Witness.

Public Works Department,

Stanley, Falkland Islands.

3rd December 60

19.....

I HEREBY AGREE TO CARRY OUT THE RECONSTRUCTION AND RESURFACING OF THE SECTION OF STANLEY ROADS BETWEEN THE WEST GATE OF GOVERNMENT HOUSE AND THE AIRCRAFT HANGAR AS PER THE ATTACHED SPECIFICATION FOR THE SUM OF SEVEN THOUSAND EIGHT HUNDRED AND FIFTY POUNDS (£7,850).

ALL WORK WILL BE CARRIED OUT TO THE SATISFACTION OF THE SUPERINTENDENT OF WORKS, P.W.D. OR HIS REPRESENTATIVE.

...for *to lift on*..... Contractor.

.....*R. J. Summers*..... Witness.

.....*R. J. Summers*..... For Colonial Government.

.....*R. J. Summers*..... Witness.

Record

Mr. Barnes discussed problems of the contract with H.C.S. & decided to withdraw his tender. Members of the Board were asked verbally to approve the offer of the contract to Mr Clifton at £7.850. Approval was given & Mr Clifton has now accepted.

3.12.60

367

S.F.W.

It is noted that the Aveling Barford Roller No. 88 is not included on the list of plant loaned on the new contract.

If the roller is unserviceable will you please confirm that the terms of hire (Section 7 (1) (2) & (3) of the contract at 315 hours) are being carried out.

12.12.60

368.

HCS

Terms of hire (Section 7.1.2.3. Have been complied with, with the exception of Roller No 88 This roller is very ancient and I would like the committee as stated in (73) to inspect I will nominate R. Clarke senior mechanic for P.A.D. if I can be informed who will be nominated as a Neutral Colleague.

14/12/60.

KIV 363

369

Y.H.

Draft reply to 260 s.f.c.

368 - Section 7(2) of 315 provides for the appointment of a committee to consist of one member appointed by the Contractor, one by the S.W. and a neutral chairman.

Perhaps we could ask Richard Hills of the FIC Engineer Shop to act as chairman?

16.12.60

app'd
17/12/60

HCS

Noted & Mr Clepton has nominated D Jacobs
I hope to hold the meeting in the P.W.D. yard on
Monday Jan 2nd

WGH

31/12/60

19th December, 60

Sir,

360 . I am directed to refer to your letter of the 29th November, 1960, and to thank you for your agreement to surrender a triangular portion of your property at the junction of Dean Street and John Street.

2. Regarding the proposed improvement at your garage petrol pump, I am to advise you that I have inspected this site in company with the Superintendent of Public Works and agree that the road may be extended eastwards to Hebe Street. It is presumed that your company will provide the necessary labour and material and that no expense will be borne by Government. The road will of course, remain in Crown possession.

I am,
Sir,
Your obedient servant,

(Sgd.) H. L. Bound.

Reply at 373.

The Manager,
Falkland Islands Co. Ltd.,
STANLEY.

for COLONIAL SECRETARY

KIV 369

SPW.

369 - Mr. Hills has very kindly consented to act as chairman. That leaves R. Clarke as the Govt. member & one other to be nominated by Clifton. Please arrange with Mr. C. to select his member & arrange the meeting as soon after Christmas as possible.

20.12.60

372

HCS

Noted. I have arranged a meeting at 29 Hills confluence and will forward report when received

ALL

6/1/61

SW 18.1.61
25.1.61

373

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

19th January, 1961.



Sir,

STANLEY ROADS.

370. We acknowledge your letter No. 0452/iii of 19th December, 1960 and note that our suggestion to allow traffic to continue past our Garage directly into Hebe Street is approved.

360 The removal of the three concrete pillars presents no difficulty but as we pointed out in our letter of 29th November 1960 there will then be nothing to prevent vehicles parking or turning on Crozier Green. The pillars were placed in the present positions to prevent this very thing, and we would like you to define your intentions regarding this area more closely.

I am,

Sir,

your obedient servant,

A. G. Banton

MANAGER.

Reply at 378

The Honourable

The Colonial Secretary,

Stanley.

*To thank to SPW samples
fr.*

BW 28.1.61

*Ackd
20.1.61*

374

It would be better to find better fillers along
Oregon Green. S/PW can handle the filler

if the tank would be good enough
to hold them.

So - 7 man

30/1/66

No.

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

MEMORANDUM.

28th January, 1961

To: The Honourable,

The Colonial Secretary,

Stanley.

From: Superintendent of Works, P.W.D.

Stanley, Falkland Islands.

SUBJECT:- Contact Payments.

With reference to our conversation of this morning I have the honour to recommend that clause 20 of Contract No 6460 be altered to read:

"PAYMENT SHALL BE MADE TO THE CONTRACTOR BY GOVERNMENT ON THE BASIS OF TEN EQUAL INSTALMENTS, EACH INSTALMENT TO BE PAID ON THE COMPLETION OF ONE TENTH OF THE TOTAL FOOTAGE INVOLVED TO THE SATISFACTION OF THE SUPERINTENDENT OF WORKS."

A. J. M. M. M. M. M.
Supt. of Works.

XIV 374

376.

H.C.T. I think this should be

intended for smaller works.

provided that all payments made are

covered by work done (do not think in

making to Government has frequent with

reasons for the payments are

31/1/61

377.

Hon C.S.

Agree
L.G.

31.1.61

3rd February, 61

Sir,

373

I am directed to refer to your letter of the 19th January, 1961, and to say that Government will provide pillars for erection on Crozier Green if your Company would be good enough to erect them where they would be most effective.

I am,

Sir,

Your obedient servant,

(Sgd.) H. L. Bound.

for COLONIAL SECRETARY

The Manager,
Falkland Islands Company Ltd.,
STANLEY

HLB/HF

Kiv 375

S.P.W.

379

to note approval of 375.

6/2/61

HCS

380

Noted by ABH
6/2/61

S.P.W.

372 - Will you please take early action

15.2.61

382

HCS

I have heard that this meeting has taken place
but I have had no written report from D. Hills

W.H.

15/2/61

383

Homes.

Draft ltr to Mr. H. S. f.c. at b.c. pe.

24.2.61

24/2/61

27th February,

61.

(see) memo 12/4/61

Sir,

I am directed to refer to our conversation in which you very kindly agreed to act as Chairman of a Committee to investigate the condition of certain road machinery, and to enquire if you are now able to let me have a report on the findings of the Committee.

I am,

Sir,

Your obedient servant,

(Sgd.) H.L. Bound

for

COLONIAL SECRETARY.

385

Mr. R.W. Hills,
STANLEY.

S/C Have spoken to Mr. Stiles the assessor.
The report will be prepared this week.

B.C. 15.4.61

10.4.61

BU 28.3.61

ACB 11.4.61
BU 17.4.61

834

MLB/LH

bu 3/5/61 dm (384)

3rd May,

61.

Sir,

384

I am directed to refer to my letter 0452/III of the 27th February, 1961, and to enquire if you are in a position to let me have the report on the road machinery.

I am,

Sir,

Your obedient servant,

(Sgd.) D.R. Morrison

for COLONIAL SECRETARY.

R.W. Hills, Esq.,
STANLEY.

Reply at 387.

By 12.5.61 (for reply)

Received 5th May

No. 6 Brisbane Rd.
Stanley.
6th May, 1961.

The Honourable,
The Colonial Secretary,
STANLEY.

Sir,

In accordance with your request that we examine and report on a defect to the Motor Roller used by Mr. James Clifton for the purpose of road repairs, we submit the following observations.

We examined the Roller and agreed to have the clutch assembly dismantled as the cause of the defect could not otherwise be seen. The clutch was finally removed by the Public Works Mechanic and the Committee observed that the ahead clutch lining was completely torn from the securing rivets. We are of the opinion that oil had got onto the lining causing it to soften thus when used in this condition it had pulled away from the clutch cone.

On making enquiries our opinion was confirmed as it came to light that when this Roller was being used by the German Roads Repair Party, the oil pressure gauge pipe fractured and oil had run into the clutch housing. This oil had not been immediately removed and thus damage was caused to the clutch lining. We also established that the Roller had not been examined before being handed over to Mr. Clifton and he was not aware that oil had entered the Clutch Housing.

In view of the above, we recommend Government should pay the full cost of repairs to this very old machine. We would like to make it quite clear that if it had been found that the lining had worn down to the rivets or clutch cone we would call this fair wear and tear and would have made recommendations to the effect that the contractor should pay a share of repair costs in proportion to the period he had been using the machine.

As Chairman I apologise for the extended but unavoidable delay in submitting this report to you. Mr. Clarke and myself have had to attend to duties away from Stanley and also there was considerable delay in dismantling the Roller for the Committee to carry out the necessary inspection.

I am,
Sir,

Your obedient servant,

Ca 1 see terms of hire
(note 73 1 min - see 368)

9/5/61

R. W. Hill

R. T. Clarke.

C. Jacobsen.

Latvian into his bus

£10

see by [unclear]

9/5/61

H. C. S. Please see p. 346-348.

(73) referred to 368 is, I think,

7(3) on p. 347.

9.5.61.

Swift memo Sp

DLH

19-5.6)

22nd May,

61.

To: The Superintendent,

The Colonial Secretary,

Public Works Department,

STANLEY.Motor Roller

I am directed to refer to the defective Motor Roller used at one time by Mr. J. Clifton in the repair of roads and to inform you that under the terms of the contract Mr. Clifton is responsible for payment of the first £10 for repairs. I am therefore to request you to inform him and arrange collection.

(Sgd.) D.R. Morrison

for COLONIAL SECRETARY.Copies to: Treasury
Audit

RM/LH

BU 29/7
82/7BU 8761
Am 1001

BU 27.661

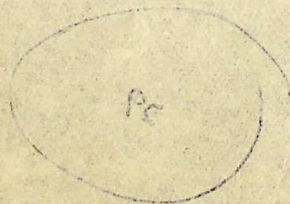
BU 16.6.61 to check

725.

bu 19.8.61 bu 26.8.61
Bu 2.9.61

390

Bu 27.5.61 (378)



390

Our tax machine was burned
yesterday & we have to order a new
one at once. Money is available from
C D & W and this money will take care of it
his financial year. There is no hope of spending it
without the tax machine. It is therefore necessary to order
a new one at once. We have done so with the hope
of retaining work in the roads & spending the money
of the money & doing as much as possible of the
5840 general life before the end of the year.
No no extra provision is of course needed in
the circumstances for the machine. We are
ordering the machine in type to be used

which cost £2835 + freight £500

It is hoped to get one shipped in A/S sailing
in November (17th / month)

Meanwhile. Construction of carb stones or breaking
of material can be done departmentally.
Memo to SFC accordingly.

SPW will arrange with contractor about the present estimated
his afternoon & next contract which was to have been given with
of course here to wait

Draft telegram to C.A.A will be for SPW
to go on to-day.

13/9/61

NOTE:- We ordered our new tax machine by
telegram No. 329 of 13/9/61 - I/221/61.

CONFIDENTIAL

Ref: O452/III
14th September, 1961.

MEMORANDUM NO. 12 FOR STANDING FINANCE COMMITTEE

Purchase of New Tar Machine

Following for information.

A most unfortunate fire occurred on the 12th September which destroyed the tar machine and almost all of our stocks of tar.

2. This means that no more road resurfacing can be done until we get another machine out. Money is available from C.D.&W. funds and this money will lapse if it is not spent this financial year. There is no means of spending it without a tar machine and so it is necessary to order a new one at once. This has been done and we hope to restart work on the roads and make use of the money before the end of the financial year by doing as much of the remaining 5840 yards as possible.

3. No extra provision is of course needed in the circumstances for the new machine.

4. We are ordering a similar type to the last one which cost £2835 plus freight £500. It is hoped to have it shipped by the November sailing of the 'A.E.S.'.

5. Meanwhile construction of curb stones and breaking of metal can be done departmentally.

6. A further supply of tar is expected shortly.

Pls. see above

COLONIAL SECRETARY.

DRJ/LH

Bu 38.9(22.9.61)

CONFIDENTIAL

Copies sent to all members.

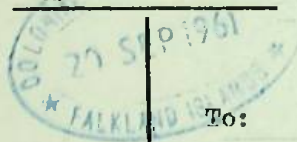
16. 9. 61.

392

No.

MEMORANDUM

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



20th September 1961

From: Superintendent of Works, P.W.D.

To: The Honourable,

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

SUBJECT:- Stanley Roads.

I have the honour to request that a committee be formed to examine and report on the condition of the Machinery and Plant loaned to Mr. J. Clifton for use on Contract 6/60 before its return to this Department, and before the final payment is made next week.

R. G. Palmer
Supt. of Works.

*WCC
Randy Clarke } last heard
Chris Jackson*

Ref: OUS2/E

92a

20th September, 1961.

Dear Mr. Barton,

This is to ask you a favour.

The work on the Mangar road has now stopped, unfortunately just short of completion, and the time has come to pay Clifton for what he has done. Clifton has I believe expressed willingness to remedy any defects - as of course he is bound to do before receiving payment.

To decide exactly what is to be considered a defect is perhaps not so easy a matter as it ought to be. I consider that I have a responsibility in the matter and that I am not justified in leaving it entirely to the Superintendent of Public Works, and he himself would be glad if it were not left entirely to him. Though I have had a good deal of experience of checking up work on gravel roads I have never had anything to do with tarred and metalled roads.

If it is not too much to ask you I should be extremely grateful if you would agree to yourself and myself and the Superintendent Public Works being constituted into a Committee to inspect the road and decide what defects require to be remedied. If you kindly agree I will send you a copy of the conditions and terms and we could inspect whenever convenient to you as soon as possible.

Yours sincerely,

R.H.D. Manders.

The Honourable
A. G. Barton, C.B.E., J.P.,
STANLEY.

RHDM/FH

H.C.S.

92. The conditions and terms of the road contract are at 344 - 348. Para. 7 refers. We will have to appoint a Committee to examine the equipment. Committee to comprise a member nominated by the contractor, one by the Supt. of Works under a neutral Chairman. R. Hills was Chairman last time and it took months to get the report in. Would Mr Hollowday be available to take the Chair this time?

After
21.9.61

John
Recd. in.
22/9/61

394

Hes

X on q1. Is this quite accurate?

Why should the amount not be carried forward to next financial year if necessary?

PA 22.9.61.

395

G.E. H.C.T. assures me that this is accurate, that our year ends his financial year and the money can not be drawn for it in future years without a fresh application

20/8/61

396
y. 2.

at the last Ex Co meeting under A.O.B

Mr. Barton raised the question of payment on the present road contract. I replied that the question would have to be decided when the contract ended.

Later I invited Mr Barton to associate himself with S/PW & he to instruct the road & ~~road~~ consider the matter. He very kindly agreed.

The conclusions we reached after inspection to-day are:
There is a certain amount still to be done

- (a) A bit at the Hanger end which owing to no fault of the Contractors he has not yet been able to finish.
- (b) A stretch ~~adjoining~~ ^{at} the extreme East end which he admits will have to be redone.
- (c) Two bad bits one near Sullivan & one a bit to the West where we noticed great unevenness.

It was considered that £100 would cover the work on all these bits and S/PW recommended that this amount be held back from the £900 which would still fall due on the contract.

Mr. Barton however pointed out - and it must be admitted that it is true - that after this work had been done it would not ~~mean~~ ^{mean} that the road would be considered a really good job.

Reasons for this are

- (1) The road could not be closed. I tried to induce him to close $\frac{1}{2}$ at a time but he never seems to have taken up the idea.
 2. There are great variations depending on the heat of the tar when laid. As it gets colder it doesn't roll in so well.
 3. The contractor is not really a very experienced road maker.
 4. ~~Bad~~ ^{Bad} weather
- As to how far all this could have been remedied by better supervision it is difficult for a lay man to say. S/PW reckons that considering all things it is not so bad a job on the whole.

I have discussed with H.C.T.

399.

who agrees that all we can do is to hold
back the £100. He thinks that the
Contractor has done his best.

I think we must pay less than £100.
but perhaps G.E. would like to have a word with
Mr. Barton and/or Mr. Harding.

S
30/9/61

100.

HCS

Mr Barton mentioned this briefly in
the course of a general discussion this
morning. I agree that all we can
do is to pay less than £100.

401

RA 30.9.61

acc'd

8/2/10/61

or

0452/III

102
4

3rd October,

61.

To: Superintendent of Works,

From: The Colonial Secretary,

STANLEY.

Stanley Roads Contract Government House - Hanger.

I am directed to inform you that in consideration of the unfinished portion of the contract and the necessity to repair several pieces, it has been decided that £100 should be withheld from the £900 due on the contract.

(Sgd) R.H.D. Manders.

for COLONIAL SECRETARY

DRM/FH

Copies to: Treasury
Audit

Y.E.

The first reference I have found to the road project is an extract from a despatch 19 of 14.2.47 to Secretary of State which reads "The town roads which were adequate for all potential traffic before the war proved quite inadequate for the heavy military traffic to which they were subjected and it is clear that they will have to be re-made; exclusive of the extensions to the Admiralty W/T Station at the one end and to Surf Bay at the other the work is unlikely to cost less than £10,000. Here again a claim should have been made".

The following project was put up.

Permanent Road Stanley and environs, for C.D.&W. 1948 - 54.
Concrete roads

- (a) from Stanley to Naval Wireless Station
- (b) through Stanley and to
- (c) Canopus Battery; total distance $9\frac{1}{2}$ miles. Suggested
Admiralty contribute £7,400
War Office 14,800

(N.B. This seems to leave out the repair of Stanley streets)

The next is an extract from a despatch to Secretary of State of 31.7.50.

Re-conditioning of Roads, Stanley. The roads in and around Stanley were entirely ruined by tracked and other heavy vehicles used by the Army Garrison during the war years for which compensation was not sought in time. To save future maintenance it is proposed to relay the main road running parallel with the Harbour in concrete, but this method if adopted for all the roads would be too costly and the remainder will have to be re-made in tar macadam. (Proposal that all should be concrete is dropped). It is proposed to share the high cost of this project between the C.D.&W. and Colony funds.

A long memorandum was written by Major Pape on the subject in November, 1952.

It envisages the following programme:-

- (a) Ross Road from Hangar to Slaughter House 2 miles of 20' wide road
- (b) other town roads in Stanley about 5 miles average 18' width
- (c) roads to Surf Bay, Eliza Cove, Sappers Hill and Naval Wireless Station 12 miles 15' wide

On 20.6.53 Sir Miles Clifford wrote a despatch in which he anticipated that the road project might cost £250,000 (which with £50,000 for water scheme would cost £300,000. The road scheme was to improve drainage and sewerage systems and payments and relaying telephone cables.

On 4.9.53 Sir Miles Clifford applies for £34,000 from C.D.&W. for this project he envisages 13 miles in length of roads in and around Stanley including paving, drainage, sewerage and cable laying and the cost is estimated at from £200 - £250,000 but thinks that £300,000 for this and the water scheme may be a conservative figure.

The next we have is the minute by Mr. Weir Civil Engineer of 3.10.55 again referring to the damage by military vehicles and suggests taking up the re-construction in stages. Stage 1 was for the re-construction of the roads in Stanley - $7\frac{1}{2}$ miles, of which $\frac{3}{4}$ miles was to be concreted and the rest tar macadamed.

He/.

46B in
0452

73

23 in
0825/I

40
97 and 99

278 in
0040/III

See p.c.

280
281
296 and
following
page

He estimated the cost of actually re-surfacing at £1 a foot for £35,590 feet (which without working it out accurately is obviously the $6\frac{3}{4}$ miles) but with passages of German Labour force plant and machinery kerbs gutter etc. came to £82,000. The next month there was an alteration of the apportionment of cost of passages which brought it up to £95,000, but when the Despatch went in December 1955 the estimate attached to it was for £82,000 of which we asked for £41,000, the apportionment of the £82,000 for each year being

1 x also
£11,340
6000 x 3/4
mile Ros Rd.

1955/56	£47,190
1956/57	17,795
1957/58	17,015
	<hr/>
	£82,000

315

However we did not get such a big total grant as we expected and of the total could only allocate £25,000 to the roads.

346

On 8.12.57 we gave a revised estimate of expenditure up to 1957/58 as £87,380 but had no idea as to how much more would be needed to complete the work

360

£5,000 had been set aside to be added to later for the new Senior School and we asked that this be added to the road grant. Eventually it appeared that £9,000 would be available so we applied for it all to be added to the road grant. By this time we had anticipated the total cost at £106,400.

Reasons for increase. More machinery than anticipated had to be bought. This and material re-assessed in light of experience 20% increase in labour rates and that the £56,840 had been spent from Colony funds and only £7,818 from C.D.&W. funds.

Revising expenditure estimated in

1957/58	£13,670
1958/59	22,000
1959/60	6,064
	<hr/>
	£41,734

The suggestion was that C.D.&W. contribution would be 68% of local expenditure to maximum of £34,000 (which of course would make it less than 34%).

Now I think we come to the part which is more relevant now.

384

In July 1959 we were asked to submit schemes for assistance.

401 - 407

Mr. Livermore had taken over the road scheme in November 1958. There was apparently some discussion as to what he was to estimate for but on 21.8.59 *afterwards* an estimate for £64,824 divided between years as follows:-

1959/60	£23,824
1960/61	23,756
1961/62	17,250

Expenditure up to that time had been £61,492 to which C.D.&W. had contributed £34,000. The whole history of this scheme shows that at no time yet has it been at all possible to foresee anything like an accurate estimate. To begin with even when we had specially imported Civil Engineers we could not anticipate the time and material

required/

Page 3

required. Even now the amount required on any road cannot be anticipated until you start digging it up. Costs of material and wages are continually rising and of course apart from the normal increases from year to year there has recently been a large substantial increase.

When we work with daily paid labour the question of bad weather and payment for days when no work is done also arises.

The estimate on 27th July anticipated employing twenty men for two years but it is now clear that we should have to pay the equivalent of the pay of twenty men for four years from 27th July.

There has been an accident to one tar plant which will probably involve expenditure of an unforeseen sum of £4,000 as far as can be anticipated with present costs £44,000 seems a reasonable estimate but if, as is likely costs increase further and also if unforeseen difficulties arise a further increase may be necessary.

There is certainly a good case for the Colony not having to meet a substantial amount of this since the need for the expenditure arose owing to the use of military vehicles in the war.

RHDM/LH
September, 1961.

0452/101

106

WORKING MEN'S SOCIAL CLUB

Stanley, Falkland Islands
South Atlantic

6 NOV 1961

4th November, 1961.

The Hon. The Colonial Secretary,
The Secretariat,
Stanley.

Dear Sir,

The Executive Committee of the Working Men's Social Club, while deeply aware of the large task and many urgent needs still to be confronted in the road resurfacing program, and furthermore cognizant of the unfortunate delay caused by the accident to the road tarring machine, has nevertheless directed me to respectfully call to your attention the road running north and south outside the Working Men's Club.

In view of the amount of use this road receives during whist drive season, and for occasional gatherings of elderly folk held in the Club by the Corona Society, the Committee would be most grateful for any priority which it can be given in the road resurfacing program.

Yours sincerely,

John Leonard
Secretary.

407

What is his H.C.S.
road 2
52.

408

It refers to the Section of
Dean Street immediately
above John St. 820

409

Ack'd
6/11/61.

10.11.61

8/21/61 Bu 112.61

Wm. 0.66

to go into production

in field with

Bu

40.

Bu 17.11.61

8/21/61

come down

see you for

File

109

Road Carbad.

Motor Roller.

Repairs to.

1st £10 is payable to Contractor.

this matter has been B U'd for many months. The last thing was Mr. Lawrence told me that it never had been repaired and was to be written off. If there is no expense in account of repairs I do not think we can ask Contractor to his expense but in that case I think we must get the roller condemned. Auditor's phrase to ask please find out with the to consult Officer in charge to - manor

8
10/4/61

We should appoint a ^{Board} ~~Board~~ to survey him
or be too old lorries.

It is a waste in Gullbridge's return
to be in or no more with our other.

8
20/4/61

Please have this filed
and B11 27.11.61

PC appoint a board accordingly

P. 20/10/61

S/C. The Roller has already been recommended for sale by previous Board in September this can now proceed. Action is being taken in another file.

Please draft memo appointing Mr Gullbridge (Chairman) & Mr. Ronald Clarke ^{examined} to the two lorries & make recommendations for their disposal. The lorries are described as

- (a) Ford Lorry Reg. No. 86
- (b) Bedford 30 cwt Lorry Reg. No. 78.

28.11.61

KIV (106) B11 Friday

1st December,

61.

To: Mr. E. C. Gutteridge,

From: The Colonial Secretary,

STANLEY.P. W. D. Lorries Index Nos. 73 and 86

I am directed to inform you that you have been appointed Chairman of a Board of Survey to examine the two lorries belonging to the P.W.D. and described as:

- (a) Ford Lorry Regn. No. 86;
- (b) Bedford 30 cwt Lorry Regn. No. 78.

2. The other member of the Board will be Mr. Ronald Clarke.

3. The Survey should be carried out as soon as possible and it is requested that your findings and recommendations regarding the disposal of the lorries should be submitted to me not later than 9th December, 1961.

(Sgd) H.L. Bound.

Copies to: Oi/c PWD
R. Clarke.

for COLONIAL SECRETARY

Kiv Bu 1.12 6/Dec 61

No. 26
It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.



1st December, 19 61.

The Honourable

From: Colonial Treasurer.

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

SUBJECT :-

Colonial Development and Welfare Scheme D 2959 and D2959A and B, Stanley Roads.

The Auditor has queried the authority to charge to the above scheme the cost of installing water mains and sewer lines in various parts of Stanley where road improvements or repairs are being carried out. The intention appears to have been that these items should be an integral part of the roads scheme and I am told that the original programme as drawn up by the engineers did in fact include them.

I can find no reference to water mains or sewers in correspondence with the Secretary of State before the application for the current grant was made. In the application for the current grant the matter is mentioned as a reason for work on the principal scheme (which presumably excludes sewers etc) being rather behind schedule and consequently more costly than earlier expected. It is not suggested that the cost of the sewers contributes to the increased cost of the roads programme. The financial summary, while mentioning specifically materials such as tar and cement, omits any reference to the essential part of any sewer or water main - piping.

There seems little doubt, therefore, that the scheme as it stands does not include the cost of installing sewers and water mains. In numerous cases however the labour involved in preparing the installation of these services has been occupied simultaneously in repairing or improving the roads so that separation of the labour charges is impossible. The charges that the Auditor details are those for material obviously for sewers or water mains and labour charges where these installations have been carried out separately from the actual road work.

The amounts under query total 21,300 and before amending the claim on Colonial Development and Welfare funds I wondered whether the Governor might wish to take up the matter with the Colonial Office with a view to having the position clarified. A reasonably good case could be made that there are times when the separate accounting for the work is practically impossible and that it was the intention from the beginning that the road repair and improvement programme should include associated works like sewers and water mains.

On the other hand there is an equally good case for caution because of the pending application for additional assistance. I expect that any further grants will be well mulled over before approval is finally given and a proposal to extend the scope of the works to which existing money can be applied for reasons that should have been apparent years ago might be regarded with some suspicion which would not be in our best interests at the moment.

In the financial summary to the new application I shall take care to allow for expenditure on the roads and all connected works.

Colonial Treasurer.

Hes

R. see

(103)

LG/JR.

RC memo
no two

histories of

quarries R all

connected files

BU 19.12.61

BU 19.12.61

Stanley

works done to

Stanley to H.C.T.

on return 13/12

No.

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

MEMORANDUM.



7th December 1961.

The Hon. The Colonial Secretary,

Supt. Power & Electrical Dept.

Secretariat.

Stanley, Falkland Islands.

STANLEY.

SUBJECT :-

Board of Survey.

114
We have the honour to refer to your Memorandum No. 0452/111, dated 1 st. December 1961, In accordance with your instructions we report that our recommendations in respect of vehicles registration numbers 78 and 86 are, that they are worn and in such a state of repair that it would neither be practical or economical to attempt to make them servicable. That both vehicles along with spares should be put up for public tender. Spares should be mechanical spares only and not include tyres.

Better now account

SPW's account

or

14/2/61

BU 20/12/61

Signed... *B. B. B. B.*Chairman.

Signed... *R. J. Clarke*Member.

47.

y. 2.

Please see 114. I have again spoken to H.C.T.

I have been through the old papers again. I cannot find anything which can be taken as implying that the C.D. & W. money was to be spent on water mains & sewer lines. There is reference to these at vol of 411 of 0040/111 but it does NOT imply that the road money was being used for the purpose. We have included it in the new application but as regards the present allocation I think the best thing to do is to accept that the £1,300 required should be met from Golang funds & not from the road vote. No extra provision has to be made

for
26/12/61

48

RA

9.1.62

for

Hmct.

117 To make pl.

9.1.62

H.C.S.

120

Notes, thank you

L.G.

~~Atk~~

9.1.62

S.P.W.

121

Do you agree with the Board's
recommendations at 116 pl?

12.1.62 (Kiv 116)

H.C.S.

122

I agree with Board's recommendations

P. Pictou. S.P.W.
12/1/62.

Hm CS.

123

116 et Seq. Announcement col. was be broadcast?

106 We should give consideration now to a
final reply

13.1.62

124

Board and those who cannot
or refuse to

16/1/62

Ses

125

123-124. Pl take action as
indicated.

17.1.62

426

Public Works Department,
Stanley, Falkland Islands.

19th JANUARY, 19 62

PUBLIC NOTICE.

"TENDERS ARE INVITED FOR THE FOLLOWING VEHICLES:-

ONE CANADIAN FORD 4 WHEEL DRIVE LORRY.

ONE BEDFORD 50 CWT EX ARMY TRUCK.

THE ABOVE VEHICLES MAY BE INSPECTED BY ARRANGEMENT WITH THE SENIOR MECHANIC
PUBLIC WORKS DEPARTMENT.

TENDERS ENDORSED "TRUCKS" SHOULD BE ADDRESSED TO THE SUPT. OF WORKS,
PUBLIC WORKS DEPARTMENT AND SHOULD REACH HIM ON OR BEFORE NOON ON WEDNESDAY
31st JANUARY, 1962.

GOVERNMENT DOES NOT BIND ITSELF TO ACCEPT THE HIGHEST OR ANY TENDER."

(Sgd) L. PICTON,
Supt, of Works.

Kiv 108

127.

> P.W.

406 for information. But the
whole question of priorities must be
carefully gone into.

Please see & use carefully 376 & 377

82
24/1/62 -
428

H.C.S.

Noted will start as soon as possible.

R. Picton. SPW.

30/1/62.

52. BH 20362 (406)
~~20262~~



7 Burslem Rd

Stanley

13 Nov 1962

Sir

I feel it is time that I enlightened you on the situation regarding my Rd contract. Two weed ends now I have attended to complete my job.

But on each occasion the 3rd machinery has failed work along with other machinery.

I ~~don't~~ Doubt if I could persuade any of my gang to turn out for a third Sunday, which is very valuable to them. I was four short last time.

I have had very little co-operation from the Sup of Parks who I feel is not very familiar with this work, otherwise the job would have been completed long ago.

As I have waited some 6 months to complete this job and the Government still hold £162.10.0 of my contract money, I would be grateful if a settlement could be made.

Yours faithfully
James Stilton.

To Honorable
the Colonial Secretary
Secretariat.

H30.

Please try to get in

up.

I will tell JPB what I
am seeing him
5/16/63

431.
S/W.

You told me that Mr. Clifton would wish to see me and when he wrote to me I asked him to come. He tells me that the hut in which the old spotmix was situated allowed plenty of ventilation which could be altered according to the direction of the wind but that in the present hut it is impossible to work when there are stones and tar being worked. He tells me, rightly or wrongly, that you were there when stones were going through but not when there were stones and tar. Could you please, if you have not done so, try it yourself with everything working at full blast and see whether it really is all right. If after this you think that it does need anymore ventilation perhaps you could arrange this. If there is any doubt I could come myself some time when the machine is working but I do not think this is a very good idea as I am sure you would be able to judge the position better than I can.

2. The next point is that he says that now he has lost all his labour, he does want to finish the contract but his notion of finishing the contract now is that you should get the mixture down to the road and provide the labour and that he should see that the work is done properly. He agrees for any extra expenditure incurred by us to be deducted from the amount to be paid to him. He tells me that he is very keen to see the contract properly completed.

3. Could you please therefore:-

1. Check up about the hut and whether his objection is reasonable or whether the hut is perfectly all right to work in;
2. Let me know what you think of his suggestion about completing the contract or what your own views would be.

RHDM/LH
0452/III

22/3/62

432.
Hon Col Sec.

Owing to break down of plant and shortage of labour, it was agreed at our meeting with you (Mr. Clifton present) that Mr. Clifton be paid for the extent of his Contract less £62. 10. -d.

The £62. 10. -d. to be used by P.W.D. labour when available to finish Mr. Cliftons contract as he is now on the "A.E.S." bound for England.

433
S.P.W.
a/hd
82
12/4/62

434
H.C.S.
Noted.
R. Picton - S.P.W.
24/4/62.

R. Picton.
Supt. of Works.
16th April, 1962.

435

Hon C.T.

Anders

to note 429 -- 433 ϕ l,

26.4.62

436

HCS

Notes, thank you.

LL

26.4.62

437

HCS

Noted thank you

The

27/4/62

fa

438

CLP/III

9

October, 62.

To: Superintendent of Works,

From: Officer Administering the Govt.,

STANLEY.

Maintenance of Roads

As I have informed you the Members of the Legislature are greatly concerned lest the roads already repaired should deteriorate through lack of maintenance and in particular through failure to seal with tar as we were informed was necessary. Villiers Street near Speedwell Store was specially mentioned. You explained your difficulties and that you will have no labour to do anything for the next two months but I write this for purposes of record. Perhaps by the next meeting I shall be able to give them some sort of promise.

Hes

This is now

ACT

439.

(Sgd) H. L. Bound.

See
in hand
✓
RHDH/TH
26/12/62

File upon it
next week in
and a question
arises on

for Officer Administering the Government

BU SFC 15/12/62 3076
22

440

Extract from letter from Mr. James Clifton to H.C.S. of 9.4.63

(Original filed in 0044)

Also if you would like me to finish the tarmac roads? I would do it for you, on hourly pay. I understand the work from A to Z. If you wish to interview me, I would be pleased to do so.

I look forward to your reply.

Yours

James Clifton

SPW 441
on observation
jr.

LH

See 444

Hon. Col. Sec.

I have no wish to employ Mr. J. Clifton on the roads or any other work.

Mr. O'Reilly the roads Engineer mentioned that he would like to take a photograph of Mr. Cliftons section and publish it under, "How not to build roads".

J. Clifton
Supt. of Works.
16.4.63.

BU Finds 19.4.63
Jr.

443

Discussed with SPW officer.

Ased *Ased*
Jr.

444.

26th April,

63.

Sir,

440

I am directed to thank you for your offer to continue the work on the roads and to inform you that it is regretted that it is not possible to take advantage of your offer.

I am,

Sir,

Your obedient servant,

or

COLONIAL SECRETARY.

Mr. J. Clifton,
STANLEY.

RHDM/IM.

PA
2 NFA

ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTABLISHED 1863 WILLIAMS

SUCCESSORS TO CHAS WILLIAMS.
ESTD 1863

GENERAL MERCHANTS

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. 5TH ED
A.I.

PORT STANLEY
FALKLAND ISLANDS.

26th June, 1963

51

Sir,

A few years ago I was approached by the local 'motorcar club' (which I believe has since gone out of existence) to take an interest in the importation of petrol - a trade that I had decided to give up some time earlier due to dirty petrol and short measure being sent us from Montevideo.

The Chairman of the Club said they wanted petrol of 80 octanes - that the only petrol locally available was of 70 octanes and not suitable for modern engines.

I fell in with his wishes and adapted a Nissen hut on Callaghan Road so as to obtain a licence to deal in petrol. While in Montevideo I negotiated with Messrs. Shell Uruguay Ltd. (where I was already well known) for this better quality petrol to be shipped, and the members of the motorcar club expressed their appreciation by buying petrol freely from us - we were after all giving them excellent service by selling better quality petrol at the same price as the lower quality was being sold at.

We also agreed to get certain supplies of even higher quality petrol, 90/95 octanes, for high compression engines.

While we suspended this service to our customers last year (due to mistakes being made in accounting by the Shell company) we have now resumed the sale of petrol now being imported from the ESSO Standard Oil Co. (where I am even better known than at Shell).

Unfortunately the Nissen from which we supply petrol is situated on a road that has never been properly surfaced, has been neglected for many years past, and is furthermore subjected to daily traffic of cows from the neighbouring dairy. It is therefore at present carrying some 3 inches of mud-slush, not the sort of road surface to induce customers for petrol to bring their modern and clean cars along.

May I therefore request as a matter of urgency that something be done to that 100 yards of road to improve it, and I suggest the improvements should, for the present, consist of the following:-

The Hon. The Colonial Secretary
Stanley
Falkland Islands.

Ack'd
27.6.63.

See 464

446.

ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS
ESTD 1863

GENERAL MERCHANTS

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. S.M.E.D.
A.I.

PORT STANLEY
FALKLAND ISLANDS

Page 2 26.6.63

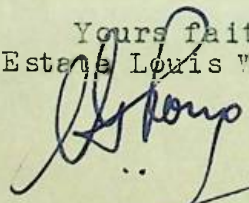
- 1) To dig and clear the ditch on the South side of the road from Villiers Street to Dean Street, so that rain-water will quickly run off.
- 2) To clear the gutter on the North side of the road, also so that rain water will get away quickly.
- 3) That the 3 inches of mud-slush should be gathered up and deposited in the cow paddock used by the dairyman (on the South side of the road).
- 4) That a sufficient quantity of crushed stone be strewn on the road to improve its surface.

I might also suggest that the dairyman might reasonably be subject to inspection and control from the Sanitary Inspector to see that his cows do not cause the road to become fouled again.

I imagine that the dairyman would also benefit from the road being improved in the manner that I herein suggest, and that consequently he would be willing to cooperate in keeping the road in a reasonable state.

I am not going to suggest at this stage that that stretch of road should be properly surfaced with tar-mac as there are many other stretches of road that should have priority treatment (particularly in front of those dwellings known as Hodson Villas), but I am anxious to see the resumption of the laying of tar-mac on those stretches of road that have not yet been done , also provision of sidewalks, as I consider it envidious that Ross Road, John Street, most of Fitzroy Road and Davis Street have been tar-mac treated, also some of the streets running North-South , while others such as Hebe Street, three blocks of ~~XXXXXXXXXX~~, Dean Street, one of Villiers street and several other stretches of road remain in a state of extreme neglect, and simply go from bad to worse DAY BY DAY.

Yours faithfully,
p.p. Estate Louis Williams.


E. G. Rowe.

SPW

447

for observations please.

We must be careful to
avoid favouritism to people

who complain but on the other
hand should so be best we can
to minimise inconvenience

JL

29
30/6/63

448

H.C.S.

Will investigate, no labour is available
for this work at present time.

R. Picton. SPW.
2/7/63.

449

Please A.O

for the observations about the cows.
Perhaps we could consider this about when
we intend to land them to check

JL 3/7/63

450

H.C.S.

Mr Manders had planned to inspect with O/C
Agrie, but unfortunately he did not return from
Camp in time.

JL 13.7.63

Stanley,

1st August, 1963.



The Acting Colonial Secretary,
Secretariat,
Port Stanley.

Sir,

We, the undersigned, request that you endeavour to get something done about the condition of Davis Street, from Hebe Street eastwards. It is in such a deplorable condition now that it is not only dangerous to walk upon, but it is also extremely difficult to handle a car when driving along this part of the road.

If complete repair cannot be done, then we feel that some temporary repair could be accomplished.

We have all heard about the "near future", but we would like something done NOW.

We remain, Sir,

Your obedient servants,

Ack'd Hl

13/8/63

F. COLEMAN.
J. BROOKE.
P. Anderson.
W. Watson
E. J. Luson
N. Kerang.
J. T. Hellman
J. Barman.
L. Robson
N. Morrison
J. Mc Millan
V. Morrison
R. Bell.
H. Bell.
H. Jennings

R. Clarke.
C. Jackson
H. Dikman
T. Pettersson
J. T. C. Bell
E. Barnes
J. F. E. Whitney
W. F. Sumner.
Ken Sumner
T. G. Perry.
R. Robertson.
H. W. Johnson
R. J. Clarke.
M. Clark.
K. M. Sumner.
J. M. Weller.

R. Goodwin.
P. R. Short.
MR Peter Short
S. D. Hansen
W. E. Spencer
E. A. Spencer
J. G. Cheek
D. Coeek.
H. Smith
J. E. Smith.
L. Minto
M. L. Minto
J. Johnson
M. Weller

D. M. Giff
M. Leath
W. Clitheroe.
D. Bridgen
J. Blyth
J. Blyth
D. P. Hills
J. Blyth
Kiv
450

Stanley,

1st August, 1963.



The Acting Colonial Secretary,
Secretariat,
Port Stanley.

Sir,

We, the undersigned, request that you endeavour to get something done about the condition of Davis Street, from Hebe Street eastwards. It is in such a deplorable condition now that it is not only dangerous to walk upon, but it is also extremely difficult to handle a car when driving along this part of the road.

If complete repair cannot be done, then we feel that some temporary repair could be accomplished.

We have all heard about the "near future", but we would like something done NOW.

We remain, Sir,

Your obedient servants,

Ack'd - H
13/8/63

W J Davis.
Daisy Short
F. G. Short.
G. Hawkins
W. Burns
A Goodwin
B. Purrock
W Roberts.
Dhunton
D Hardy.
E Smith
A Jones.
L. Kent.
Howan.
Gemmings
S Barnes
A Anderson
J. Stephenson.

S Middleton
J. Mallan
H Middleton
J. Betto
D. L. Lewis
J. Creece
W. Brownie
W. White.
Chamberlain
L. P. Halliday
M. M. Haddaway
D. S. Goodwin
H. Stewart
W. Duncan
P. Leeson
J. B. Lytle
P. G. L. Bridge

J. King
J. Butler
K. Thompson.
M. R. Anderson
J. B. Jones
J. B. Jones
J. A. Smith
J. B. D.
J. B. D.
John Wistley.

1st August, 1963.



Sir,

If complete repair cannot be done, then we feel that some temporary repair could be accomplished.

We have all heard about the "near future", but we would like something done NOW.

We remain, Sir,

Your obedient servants,

Ack'd H
13/8/63

S H Johnson

J. P. McGill

MS Muriel Stewart

Phallus

News. McMill.

Mrs. D. PECK.

H. Miller

Feb 20 1892

MR. D. PECK

6 allan.

L W Smith

of Butler.

J. B. Linton

Jas. Blyth.

P. G. Whitney

L. C. West

John S. S. S.

S. miranda

68 hont

Mrs F Coleman.

black.

H. V. S. ...

Mercuric
Iodoiodide

A. Alexian

~~Work~~

A. Jacobson

D. F. Harrison

John Robson.

W. J. Thompson

Chas. Stewart

KIV 450

J. E.

for information please. I have not discussed with S.P.W. but feel that the time has arrived when a definite programme of work, including some road work, should be drawn up.

The tone of the last paragraph is unpleasant and I am sorry to see that a number of Govt officers, and employees of H.M.S., ~~have~~ are signatories.

I would like to discuss with S.P.W. and get him to agree on a fixed programme for the summer. I feel that there are only three priority jobs at the moment.

- a) Water Tank
- b) Havers
- c) Roads

All else, including if necessary, maintenance can wait.

L.G.

455

H.A.P.C.S.

We have spoken. You will be
discussing the road problem with SPW
tomorrow.

~~20~~ 3.9.63.

456

Y.E.

A.P.W. is quite adamant in his attitude
towards road making. He says it is impossible
without a guaranteed minimum labour force.
His plans for the summer are to repair the
places where the surface (of the new roads) shows signs
of breaking up and then to spray & chip all
the terrace roads.

He can do some filling in of potholes but this
is usually only of short term usefulness. Next winter
will see more mud than ever.

L.C.

30.9.63

457

HAGS

I have been to the east
end of Davis Street with SPW, and
something will be done about this
when labour is available after the
work on the new water tank.

~~BT~~ 31.10.63

p.a.



Stanley.

4H.

8th Oct 1963.

158

Dear Sir,

on the 13th August 1963. a petition signed by 136 people asking that something be done about "Davis Street" was delivered to you, of which I received an acknowledgement on the 16th August 1963.

The people mentioned in the petition are asking why nothing has been done. This of course I cannot answer, but hope the government can.

An old lady over 70 fell over a boulder on this stretch of road recently and tore the skin off her hands. She was not pleased. This of course is not the only mishap on this road in the last year or more.

The people feel hurt because they think their request has been ignored.

Something in writing from the government to show these people would be appreciated.

I am,

Sir,

Yours humble servant

Ack'd
18/10/63.

F. C. Colman

Reedy et al

18 October,

63.

Sir,

I am directed to refer to your letter of the 13th August, 1963 and to your further letter of 8th October, 1963, and to inform you that it is hoped to make some temporary improvement to Davis Street east of the tarmac section during the summer months. It is regretted that the shortage of labour makes a more permanent improvement most unlikely.

I am,

Sir,

Your obedient servant,

(Sgd.) L. Gleadell

ACTING COLONIAL SECRETARY.

Mr. F. Coleman,
TANLEY.

v/m.

459

60 30-12-63 (11/10 445
and 459)



Stanley,
16th. December, 1963.

Sir,

I feel obliged to report the deplorable condition of a section of the surfacing of Pioneer Row and in consequence the resultant serious damage sustained by my car.

At approximately 8.15 p.m. on 13th. December I had occasion to drive my sister, Mrs. E. Pitaluga, to her home and for convenience of access drove to her back gate which faces Pioneer Row.

After depositing my sister I drove slowly away, with due caution necessary in view of the state of the road, but notwithstanding this the sump of my car was badly damaged, my clutch broken and internal damage sustained by the engine.

The appalling state of this section of Pioneer Row is, in my opinion, directly attributable to the fact that when a water connection was made to a house about May 1963 no efforts were made by the authorities to replace the road surface in a condition safe for vehicular traffic.

I consider Government is culpable and maintain that repair costs involved for my car should be met out of public funds.

Yours faithfully,

George Hansen
George Hansen.

The Honourable the Colonial Secretary,

Stanley.

*Ackd.
Bm*

Kiv 459a

4461

R.S.C.,

What is the legal position please.

L.G.

Hon. Col. Sec.,

462

18.12.63

No official or other person has been made liable to repair our roads under any law, but Government would probably be held liable by prescription to undertake repair.

A highway authority is not liable for an injury to a user of the highway caused by a hole in the road resulting merely from failure to repair the highway, and not even when the wearing away of the road has left a man-hole cover above the level of the road. Therefore if a highway authority leaves a road alone and it gets out of repair, there is no doubt that no action can be brought, although damage ^{alleged} issues.

I understand the ^{alleged} damage was caused by a "pot-hole".

H. B.

19.xii.63.

4 January,

64.

Dear Sir,

145 I refer to a letter written by you on the 26th of June, 1963,
concerning Callaghan Road.

As your letter is now well out of date and nothing appears to
have been done about it I feel we should discuss this. Perhaps you
would be kind enough to put me in the picture when we next meet.

Yours faithfully,

(Sgd) W. H. Thompson.

COLONIAL SECRETARY

The Manager,
Estate Louis Williams,
STANLEY.

WHT/TH

SV 463
Pa. BO 28.1.64 (463)



No. 1 Philomel Street,
Stanley,
31/3/64.

464

The Hon. Mr. [redacted],
The Colonial Secretary,
Stanley.

PA.
Spoken confirm
D. 18/5/64

Dear Sir,

I would like to inform you that I am willing to undertake all the work regarding the construction of the Roads in the Stanley Area.

I am enclosing two references for your perusal.

I would be very grateful if I could have an interview with you over this matter.

Thanking you in anticipation,

Yours faithfully,

James Bligh

Ack'd
JH
22/4/64

A.C.S.

Do you
think this is
serious?
S.

465

H.C.S.

464 - Yes, I am sure he is serious.

He resurfaced Drury St, St. Mary's walk + the road
from G.H. to the Hangar with varying degrees of success.

3.4.64

6/6. 20/4 1/64.
W.

466

To answer outcome of Hep Co
Budget debate.

W. 6/6. 28.4.64.

467

Ask him to come or see
me here Tues or Wed.

W. 8/5/64

Wednesday 2.15pm

Ran 15/7/64 W.



The Stone Cottage
Eliza Cove Road
Stanley
13th May 1964

Dear Sir.

Recently I approached Mr Picton about doing some repairs to the road to the met station along which I live, but owing to man shortage Mr Picton regrets that he cannot do anything about the very bad state of the road.

Bearing this shortage in mind I am not blaming Mr Picton in any way, but I would like to draw your attention to the state of the road.

It has got so bad and the holes so deep that its impossible to wear shoes without getting wet feet the water being so deep it is over the top of shoes, especially just across the passelebre where the hole is right across from one side of the road to the other and one has to wade through this to cross over the pass. The gateway adjoining is equally unusable for pedestrians owing to the fact that its in daily use for cows coming in for milking.

My wife has to push the baby in the

Ack'd. O.E.H. 14.5.64.

~~467~~
468A

from through this mess in order to do her shopping and attend clinic.

also I have a camp child staying with me for schooling and she has to wade through the water or mud to get back and for to school, like-wise myself to get to and from my work.

The road to my knowledge has never before been in the state it is now, so I am writing to you to ask if you could possibly see into the matter and perhaps have some repairs done on the worst parts, one cannot step off the road to get around the holes because the ground is also in a bad state.

I will be most grateful for your assistance in this manner

I remain yours faithfully

Phillip Short

To.

Reply at 470

The Hon Colonial Secretary

Stanley. 469

Yll.

I drove over this area yesterday & can appreciate Mr Short's problems.

18.5.64

18th May,

64.

Dear Sir,

55

468

Thank you for your letter.

I agree with that your bit of road is in an appalling condition, but I am sorry to say we have not the staff to make a good repair job of it for you.

However I will arrange for the main holes to be filled up as soon as is practicable.

55 Yours faithfully,

(W.H. Thompson)

Officer Administering the Government

Mr. P. Short,
The Stone Cottage,
Eliza Cove Road,
STANLEY.

471

Slw to see
overleaf.

472

S/PW.,

Read the heart rending cry at folio 468 and please get something put into the worst holes as soon as you can.

"The baby floated in his pram
But with a glug down went mam!"

H. C. S.

473

It will be done for mum within the week.

152

R. Picton
Supt. of Works.
19th May, 1964.

20.5.64 *ph.*

BU 15.7.64 (467)

474



The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

2nd. July

1964.

The Assistant Colonial Secretary
Stanley.

Sir,

Please be good enough to draw the attention of His Honour the Officer Administering the Government to the appalling condition of the road between the Hangar and the Company's Butchery and Mink Farm.

His Honour is no doubt familiar with the state of this section of road in normal weather conditions but he should see it as it is now before the ice-walls surrounding the craters thaw. Two hours work with the Government bulldozer blade after the snow had ceased falling would have done much to prevent ice building up.

When the thaw comes His Honour will note that the road between the Hangar and the first pasa-libre consists of a continuous series of deep holes over the full width, impossible for a vehicle to avoid. Water from the paddocks to the South pours over the road and keeps the holes full for 8-10 months in the year, there being no drainage whatsoever.

It is not reasonable that our Butchery and Mink Farm Land Rovers should be subjected to this treatment year in year out. The one provides two-thirds of the Town's meat supply, the other services an experimental industry. Approximately 210,000 lbs of meat were conveyed over this road in 1963 at prices ranging from 5d. to 7d. per lb. and it is no exaggeration to state that one halfpenny per pound is accounted for by excessive maintenance and wear-down of vehicles.

I am Sir,

Yours faithfully,

A. G. Boulton

Manager.

John. I am sorry I overlooked the initials in para 2. The snow has now gone no doubt the ice walls will melt. 7-7-64

*Ad'd H
3/7/64*

475.

S.P.W.

In Mr Barton's terminology
His Honor would be obliged for
a report to His Honor on what
His Honor can do about it all.

Si

8.7.64.

476.

Y.H.

Barton has no grounds for grouse until he is asked to pay a road tax.

As labour becomes available the holes will be filled in.

According to a report over the wireless Britain is still in the bucket
and spade era building roads, so what can he expect here.

R. P. S. P.
Supt. of Works.
9.7.64.

14 July, 64.

Dear Sir,

474

I refer to your letter of the 2nd July, 1964.

The Officer Administering the Government says he hopes repairs will be done before too long, but takes the opportunity of stressing once again that no labour means no work, and until the electorate realises this, there is very little of note which can be done.

Yours faithfully,

(Sgd) H. L. BOUND

ASSISTANT COLONIAL SECRETARY

The Manager,
Falkland Islands Co., Ltd.,
STANLEY.

LB/IM.

10 9 64

8th Sept.
~~1944 July,~~

65

To: The Superintendent,

From: The Colonial Secretary,

Public Works Department,

STANLEY.

Supervision of Road Labour

Please speak at your convenience.

COLONIAL SECRETARY

PUBLIC WORKS DEPARTMENT 2 MAJOR WORKS ROAD MACHINERY.

479 6/6
on file
D.C.

1	CHASESIDE Front End Loader	Purchased 1955, requires extensive overhaul for which certain parts are still awaited.
2	AVELING BARFORD Dumpers	Purchased 1955. 1 is in working order but the other requires a new Diesel engine.
1	AVELING BARFORD Road Roller.	Purchased 1954. is in working order but does require some attention when spares which are on order arrive.
1	FORDSON Tractor	Purchased 1952, is at present awaiting overhaul when balance of Diesel engine spares arrive.
1	DAVID BROWN Tractor.	Purchased 1957 ex Hunting Aero Surveys, Had been used in salt water and requires extensive overhaul. This machine can be used as a Bulldozer.
2	MORRIS 5 ton Tipping Trucks.	Purchased in 1961 and are at present in everyday use by P.W.D.
2	WINGET Concrete Mixers.	Purchased in 1952. both in working order.
2	PARKER Stone Crushers.	Purchased in 1954 ex Ajax Bay, 1 at present in use in PWD yard 1 at quarry.
3	HADFIELD Stone Crushers.	2 are set up in quarry 1 is in pieces as received from Port Howard in 1960. These machines are 1915 models having came out originally for the building of the Naval W/T Station, spares are still obtainable.
1	ATLAS Air Compressor.	purchased in 1954 ex Ajax Bay, is in working order.
1	PARKER Granulator.	Purchased in 1954 ex Ajax Bay, has never been used.
1	PEGSON Rammer	Purchased in 1955,
3	PEGSON Water Pumps.	Purchased in 1955, only 1 now in working order.
1	TRENCHING Machine.	Purchased in 1955, is in working order. Was purchased for digging trench for water main from Filtration Plant but was not a success in our types of ground.
1	PHOENIX Water Cart.	Purchased in 1954, is in use by PWD
1	PHOENIX Tar Sprayer No 7763	Purchased in 1954. Has been used mostly for heating tar for the Spot Mix Plant.
1	PHOENIX Tar Sprayer Model PA	Purchased in 1961, Has only been used a few times, and has not been used since the new bar spray attachment was fitted in 1964.

- | | | |
|---|-------------------------|---|
| 1 | PARKER Spot Mix Plant. | Purchased in 1962 to replace the one destroyed by fire in October 196 has only been used once or twice. |
| 1 | ACE Hoist. | Purchased from FIC in 1957, used for hauling skips at the quarry. |
| 1 | Vibrating Roller. 5 cwt | Purchased in 1955 ex FIC is in working order. |

When the Germans were doing the road work they used the following vehicles.

3 Six Wheelers, 2 Dumpers plus one other lorry from P.W.D.

if the 2 Morris trucks now in use by PWD but which actually belong to the road programme are taken away for road work, PWD will be left with 2 Six Wheelers (which should really be kept only for peat carting) and 1 Bedford 4 wheel drive lorry (this is really too big for normal every day work). plus one Landrover F/U now in its 8th year.

Ag. SPW

Public Works Road Repair Machinery

As you know various Elected Members and the NPP have been complaining about this for some time.

Last week the Elected Member for the West Falkland (Mr. Miller) made further complaints and said that only a few days ago when he looked at the machinery in your yard he found certain essential items missing and engine tops left open allowing rain every chance to percolate into the innards.

He also claimed that the tyres of the same machinery had not been pumped up or taken care of for the last two years.

I know you have given me a list of this machinery and a list of what has been done but it appears that the mechanic is not taking even the most simple steps to care for it.

It is quite clear that we must do something:-

- (a) to get this machinery out of the public eye
- (b) make essential repairs
- (c) have firmly in writing a list of indent numbers showing the spare parts which have been ordered.

Please come to my office together with Mr. Summers and the mechanic to talk this out.

Arrange the time by telephone.

S.I.
CS

Col. Sec.

9th November 1965

Col. Sec.

We discussed.

W. Beardsmore

Ag.S.W.
19.11.65.

Pa

No.

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



MEMORANDUM

1st December, 1965.

To: The Colonial Secretary,

From: Ag. Superintendent of Works
P.W.D.

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

Spotmix Machine

2/12

Attached is the report on the Spotmix Machine from Mr. G. Malcolm.

The effort and co-operation of Mr. Malcolm in this matter is very much appreciated.

A Beardmore

Ag. Supt. of Works.

*Mr Malcolm's report
forwarded by P.W.D. 10.1.66*

pa

No.

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

MEMORANDUM

30th November 1965.

From:- Mr. G. Malcolm,
Power & Electrical Dept.,
Stanley, Falkland Islands.

To:- Acting Supt. Public Works,

STANLEY.

SUBJECT:- Report on Spotmix Tar Machine and Quarry Plant.

I have recently been seconded to P.W.D. for a few days to carry out a survey of the above machinery and beg to submit the following report.

The Spotmix Tar Machine was somewhat damaged by corrosion on various working surfaces, mainly adjusting screws. Some rain water had collected in the Air Compressor intake and the Compressor body. These faults were corrected by Mr. R. Clarke, Mr. C. Short and myself. The Lister engine was found to be in good condition, and started at the first attempt. We later heated the Tar Kettle and ran the Spotmix machine while making a few adjustments to operating pressures. On the Wednesday morning I mixed a small load of rough tarmac, about 12 to 14 batches, during this time a leakage of tar was discovered, and when investigated was found to be due to a slight error during the construction of the Plant. This was corrected by Mr. R. Clarke, who was able to produce the necessary tools. On the completion of our work, all working parts were heavily greased and air intakes and exhaust vents were covered to protect against rain damage. The Spotmix spare parts were sorted and conveyed to safe storage at the P.W.D. yard. The Spotmix machine is now, in my opinion, in a safe and sound running condition.

The following points were raised with Mr. Beardmore, and he advised that they be included in my report.

I expressed the opinion that the Spotmix machine should be operated at the actual road making site, for the following reasons.

- (a) The operator would be able to commence tar heating 20 minutes earlier, a vital saving of time in colder weather.
- (b) The tarmac could be conveyed in wheelbarrows from machine to spreading area, this would keep the lorries clean, eliminate damage from driving at best possible speed over a rough road, also the tarmac would be saved from damage by rain showers while in transit.
- (c) The tarmac could be produced at slightly lower temperatures thereby reducing the discomfort caused to workmen by the fumes.

The Spotmix machine in good running conditions is capable of producing a three ton load in approximately 30 to 45 minutes. In view of this I examined the Quarry Plant and found it in a run down condition. The Diesel engines need a good overhaul. The stonecrushers are very old and somewhat battered and should be carefully examined to determine whether it is economic to continue using this type. An alternative stone run site should be considered if crushed metal output of a high standard is necessary.

Should you have any further queries I will be pleased to be of assistance.

G. Malcolm.

G. Malcolm.
Engineman,
Power & Electrical Dept.

4th April, 66

Superintendent of Works,
The Colonial Secretary,
Public Works Department,
Stanley.

Road Repairs

We spoke about your interviewing Mr. Clifton. You remember this arose out of Clifton's interview with the Governor. Despite a telephone call to your office (I spoke with Mr. Summers) I have not yet heard the outcome of this meeting. Please let me know.

(W.H. Thompson)

COLONIAL SECRETARY

7/4/66
SLW. phoned
W.S. he had
seen Clifton

BU 9.4.66
RE

483

No. _____

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



MEMORANDUM

13th April, 1966.

From: Superintendent of Works, P.W.D.

To: The Colonial Secretary,

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

Road Repairs

The following are quantities and specification for proposed road repairs adjacent to and to the East of the Hangar; as discussed at the meeting with Mr. Clarke (E.S.R.O.) on Monday, April 13th 1966.

240 yds run. 10" x 5" pre-cast concrete kerbs.

Take up; re - lay and launch with p.c. concrete (6:2:1).

120 yds run x 17 ft wide carriage way.

Scarify existing tarmacadam and metal to reduced levels. Prepare foundation and pave with p.c. concrete (4:2:1) $1\frac{1}{4}$ - $\frac{1}{4}$ " agg. 6" thick: tamped and furnished to a true running surface, free from any depressions or irregularities.

To be laid in bays not exceeding 450 sq ft.

Expansion joints $\frac{1}{2}$ " flexcill or similar and sealed with approved compound.

St George

Supt. of Works.

Wff. 16/may/66
W1
W1
23/5

H.C.S.

Cost approx £2100

Pro rata 1/4 mile 8-9 ft wide

@ £20000

CS. Do you wish any further action taken at this stage etc?

Ho. S. 23/5

20.5.66

No.

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



MEMORANDUM

13th April, 1966.

To: The Colonial Secretary,

STANLEY.

From: Superintendent of Works, P.W.D.

Stanley, Falkland Islands.

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Take up; re - lay and launch with p.c. concrete (6:2:1).

120 yds run x 17 ft wide carriage way.

Scarify existing tarmacadam and metal to reduced levels.
Prepare foundation and pave with p.c. concrete (4:2:1) $1\frac{1}{4}$ - $\frac{1}{4}$ " agg. 6" thick: tamped and furnished to a true running surface, free from any depressions or irregularities.

To be laid in bays not exceeding 450 sq ft.

Expansion joints $\frac{1}{2}$ " flexcill or similar and sealed with approved compound.

St George

Supt. of Works.

W/f. 16/may/66
W1
W1
23/5

H.C.S.

Cost approx £2100

Pro rata 1/4 mile 8-9 ft wide

@ £20000

C.S. Do you wish any further action taken at this stage etc?

Ho. S. 23/5

23/5

484

16th May,

To: Superintendent Public Works,

Colonial Secretary,

STANLEY.

Wireless Station Approaches

The Second Elected Member for Stanley, Mr. F.J. Check, has entered a complaint about the W/T Station Road.

Please arrange to go over the road with him and agree action.

W.H. Thompson.

COLONIAL SECRETARY

ER

Pa

No. PWD 011

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



MEMORANDUM

15th June, 19 66.

To: The Acting Colonial Secretary,
STANLEY.

From: Superintendent of Works, P.W.D.

Stanley, Falkland Islands.

SUBJECT:- Stanley Roads

The following is a provisional estimate for the preparation of foundations and laying to falls and cambers. 6" thick reinforced concrete paving (4:2:1).

1330' 18'	Davis St.	2660 yds super @ £2.	£5,320.
500' 18'	Hebe St.	1000 " " "	2,000.
250' 12'	Pioneer Row:	333 " " "	666.
500' 12'	Moody St.	667 " " "	1,334.
385' 21'	Dairy Paddock Rd.	1155 " " "	2,310.
400' 12'	Drury St.	533 " " "	1,066.
700' 18'	Fitzroy Rd. East	1400 " " "	2,800.
700' 18'	James St.	1400 " " "	2,800.
200' 18'	Dean St.	400 " " "	800.
500' 18'	Kent Rd.	1000 " " "	2,000.
1000'	Racecourse Rd.	1778 " " "	3,556.
Total			24,652.

=====

Spoken SPW

Spoken
Supt. of Works.

{24652 is inclusive of labour & material.

16.6.66

B.U.
20.7.66

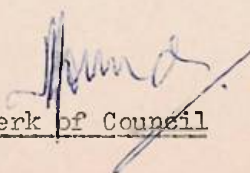
Extract from Executive Council Minutes of Meeting No. 4/66 held on
the 16th June 1966

0452/III

4. STANLEY ROADS

His Excellency drew attention to the fact that a team of engineers and Chilean workmen employed by Messrs. Saxton and Co. (Deep Drillers) Ltd. were at present engaged on a road building project at the west end of Stanley in connection with the Science Research Council programme. It was thought that the firm, which has brought its own machinery, may be interested in contracting to complete the resurfacing of the Stanley roads.

Council noted the position and advised that the possibilities should be further investigated.


Clerk of Council

B. U.
1/5/66

7th July,

66.

Dear Sir,

There is reason to believe that Messrs Saxton and Co. (Deep Drillers) Ltd. who are at present engaged on a road building project at the west end of Stanley in connection with the Science Research Council's programme, may, later in the year be interested in undertaking road work in Stanley. The firm has a supervisory team of four including a Civil Engineer, Mr. F.W. Waghorn, in the Colony as well as a gang of Chilean workmen. They also have their own machinery.

No firm approach has been made by Saxton and Co. Ltd. and it may be several months before they are in a position to do so. The attitude of Government to any such approach will naturally depend to a large extent on the price quoted, but the presence in the Colony of a team of road makers complete with a labour force and machinery seems to present opportunities that should be investigated to the fullest extent and Government is hoping that it will be possible to enter into a contract that will enable much of the remaining road work in Stanley to be completed.

Yours faithfully,

(Sgd.) L.Gleadell

ACTING COLONIAL SECRETARY.

See 505

The General Secretary,
Falkland Islands General Employees Union,
STANLEY.

TB

Bu 1/8/66

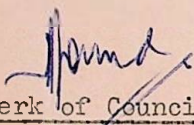
Extract from Executive Council Minutes of Meeting No. 6/66 held on the

6th July 1966

3. STANLEY ROADS.

Council advised that the attention of the Falkland Islands General Employees' Union be drawn to the fact that Government propose to ask Messrs. Saxton and Co. (Deep Drillers) Ltd., to discuss the possibility of a contract to complete the surfacing to the Stanley roads using the Chilean labour engaged by Messrs. Saxton for their own project.

See
489


Clerk of Council

BW 30.9.66

PUBLIC NOTICE.

490

Repair of Stanley Roads.

Tenders are invited for the repair of approximately 600 yards super of macadamised roads in Stanley. Persons interested in the work may obtain details of what is required by consulting the Superintendent of Works. Tenders should be addressed to the Chairman, Tender Board, Secretariat, and should reach him before noon on Wednesday 17th August.

Government does not bind itself to accept the lowest or any tender.

Colonial Secretary's Office,
Stanley, Falkland Islands.

8th August 1966.

0452/III

TB

Copy: S/W.

1 application

6/17/8/66

DECODE.

490

TELEGRAM.

From Miller

To Colonial Secretary, Stanley

Despatched : 9th August, 19 66 Time 2200

Received : 10th August, 19 66 Time 1030

Grateful you write me significance tonights broadcast
requiring tender for road tarmac operations

Miller

P/L : ER
Intld. H.L.B.

Reply at 491

11th August, 1966.

Dear Syd

490

Reference your telegram of 9th. The broadcast notice has no special significance: the tenders are for repairing the pot-holes in the existing tar macadam roads.

Yours sincerely,

Les Gileadell

Bur 18/8/66

The Honourable,
Mr. S. Miller, M.L.C., J.P.,
ROY COVE.

IM.

492
 Aug. 15th 1966

Dear Sir,

I sent a telegram (490) (to Col. Sec.) a week ago in which I asked for enlightenment re the advert. by Government for tenders for some road tar & mac work. The reason was the usual sheepfarmer's worry — is this something else that is likely to attract our few men away?

Probably it does not amount to much but I just wondered.

A fellow left me in June to work for Butcher, but I now hear he has drifted that & joined the Eldorado at the west end of the harbour.

Will see you end of this month.

Yours,

L. A.

L. A.

JOHN R. ROWLANDS,
STANLEY.
15TH AUGUST 1966

THE CHAIRMAN,
TENDER BOARD,
SECRETARIAT,
STANLEY.

Sir,

In reply to your call for tenders, for the repair of the Stanley Macadam Roads I tender as below for this work.

For work as laid down in your Specification. The sum of 27/3 per yard, super to a maximum depth of one foot (12").

I understand all plant necessary for this work will be supplied, also, all materials will be supplied at the various depots but not at the site of operations.

The sum of £20 as an extra, to be paid to the contractor for the purchase of protective clothing and footwear or otherwise this item to be supplied.

See 494.

PAYMENT.

Payments to be made to the contractor on the satisfactory completion of each 100 yds. super.

INSURANCE

All plant and vehicles to be supplied complete with third party insurance.

O.A.P. Contributions to be paid by the contractor.

Accident insurance within the meaning of the Workmen's Compensation Ordinance, 1960, to be met by the Contractor.

REPAIR & MAINTENANCE OF PLANT & VEHICLE.

This item to be taken care of by P.W.D.

Yours faithfully,
John R. Reelands.

19th August,

66.

Dear Sir,

493 Thank you for your letter of 15th August submitting a tender for work on repairing the Macadamised roads. Government is prepared to accept your tender subject to one further consideration, i.e. the question of payment where a depth of more than 12" is involved. Please consider this point and let me know your price. It is suggested that you might relate your additional charge to steps of 6".

Yours faithfully,

*(Sgd.) L. Gleadell*ACTING COLONIAL SECRETARY

Mr. John R. Rowlands,
STANLEY.

TH.

Reply 495

Bu 25/8/66



LA
26/8

John R. Rowlands,
STANLEY.

19th AUGUST 1966.

THE HONOURABLE,
THE ACTING COLONIAL SECRETARY,
STANLEY.

Dear Sir,

Thank you for your letter of today's date, regarding my tender for the repair of the Macadamised roads, your Ref. 0452/III.

I regret, the information you require was omitted from my original tender and would now quote you as follows.

This quotation is to an overall maximum depth of 3', or 2' deeper than my original tender states, in as you suggest, steps of 6".

To excavate, remove, and refill to depths greater than 12" for each yard super x 6" deep.

IN SOIL OR PEAT. 6/3 per yard super.

IN CLAY. 7/11 per yard super.

Please Note. I feel it is not possible to estimate beyond 3' in depth due to the possibility of striking sewers and water mains and this may mean some special treatment.

Yours faithfully

John R. Rowlands.

26th August

66.

Dear Sir,

494
495 Further to my letter of 19th August, and following the receipt of your letter of the same day, I now have pleasure in advising you that Government accepts your tender for repair work on the macadamised roads.

The conditions of the contract are set out below:-

1. That you will undertake the full programme of repair work to be set out by the Superintendent of Works, approximately 600 yards super.
2. Existing plant will be made available by and maintained by Government. Where third party insurance is required this will be provided by Government.
3. Materials will be provided by Government at the various depots but transport to the work sites will be your responsibility.
4. A sum of £20 will be paid to you to provide protective clothing, subject to the condition that should you fail to carry out the full repair programme this sum will be refunded.
5. Government will pay at the rate of 27/3 per yard to a depth of 12". Where the excavating depth exceeds 12" there will be an additional payment of 6/3 (7/11 if the subsoil is clay) for each 6" or part thereof of additional depth. If the total depth exceeds 3' or sewers etc. are found to interfere with the work special payments will be arranged by mutual consent.
6. Payment will be made to the contractor on the satisfactory completion of each 100 yards of repair work.
7. Old Age Pensions contributions and Workmens Compensation will be the liability of the contractor.

Please send me a short note stating that the above conditions set out the contract clearly and to your satisfaction, or advise me of any addition or amendment you wish to have inserted.

Yours faithfully,

(Sgd.) L. Gleadell

Reply at 497
ACTING COLONIAL SECRETARY.

Mr. J. Rowlands,
STANLEY.

Copies: Treasury
Audit
S.P.W.

TB

Bul 16/9/66



JOHN R. ROWLANDS,
STANLEY.

31st AUGUST 1966

THE HONOURABLE,
THE ACTING COLONIAL SECRETARY,
STANLEY.

Dear Sir,

496
Thank you for your letter dated the 26th August 66 your Ref. 0452/III, containing details of the proposed contract between Government and myself for the repair of Stanley roads.

I agree with the clauses as laid down Nos 1 to 7 the only addition I would like inserted is under 2. This to include the provision of fuel for plant and vehicles.

I plan to start this work on Wednesday, September 7th.

Yours faithfully,
John R. Rowlands.

C.S.

498
I have discussed with SPW who agrees that this wd be fair & reasonable. Mr. R. will start tomorrow morning

Reply at 503

6.9.66

SPECIFICATIONS - STANLEY ROADS.

499
Not for broadcasting

Materials and Workmanship. Cement shall be from an approved source and be stored in a proper manner to avoid deterioration.
Course aggregate shall consist of clean crushed stone, well graded from the nominal maximum sizes $1\frac{1}{2}$ " - $\frac{1}{4}$ ".
Sand obtained locally to approval of S.P.W.

Mixing of Concrete. Materials shall be measured in a manner approved by S.P.W.
The proportions referred to are for dry aggregate, and due allowance shall be made for moisture content.
The amount of mixing water shall be sufficient to give a good workable mix but in no case shall the slump be more than 2".

Placing. All concrete shall be transported and placed as rapidly as possible after mixing, and in all cases within 20 minutes: to prevent segregation of ingredients.

Frost. Concreting shall not take place during frosty weather, except with the permission of S.P.W. who shall state the precautions to be taken.
Where there is a risk of frost, concrete newly placed shall be covered and protected and similar precautions taken in hot weather.

Formwork And the time which shall elapse before striking shall be to the approval of S.P.W.

Scope of Works: Approx. 1100 yds super as attached schedule subject to measurement.

Foundations. Existing foundations to be lightly scarified, care being taken not to disturb existing sound pitching.
Weak places in existing foundation to be cut out and made good.
Foundations to be made up or reduced and rolled to given levels.

Concrete Carriageway. Lay on prepared foundations 6" thick bed of concrete 4:2:1 graded as above and laid in one operation in bays not exceeding 450 ft. super: well tamped and finished to a true running surface, free from depressions or irregularities exceeding $\frac{1}{8}$ ".

Reinforcement Mesh as approved to be laid 2" down from top surface of slab, properly lapped at joints and to have 2" cover at all edges.

Expansion Joints To be placed the full thickness of the slab and to be constructed of $\frac{1}{2}$ " thick approved jointing material. The arrises of the joints to be rounded $\frac{3}{8}$ " radius. When the concrete has been dried out, the top of the jointing to a depth of $\frac{3}{4}$ " is to be raked out and sealed with approval bitumen waterproof sealer.

Curing On completion of tamping the concrete surface to be covered and kept damp for 9 days.

Kerbs After completion of tamping kerb starter bars (cut from r.f. mesh) to be placed 2" in the concrete and 3" out to reinforce kerb 4" deep by 3" thick to be cast on top of the slab to lines and contours given by S.P.W.

After Completion Of each section of road to S.P.W. approval all surplus materials to be removed and the site left in a clean and tidy condition.

A provisional sum of £450. for work done on daywork basis - prices to be agreed.

FORMATION OF PAVEMENTS TO NEW CONCRETE ROADS. (APPROX 2100 YDS RUN)

Materials and workmanship as for roads.

Scope of Work. As per Schedule, subject to measurement.

Excavate or raise level to a depth of 5" below
top of kerb. With a fall of 1" in 4 ft toward kerb.

Lay and roll to falls a compacted depth of 2"
of sand or quarry waste.

Lay on prepared foundations 3" thick bed of
concrete 4:2:1 ($1\frac{1}{4}$ " - $\frac{1}{4}$ " agg.) well tamped and finished to true
running surface, free from any depressions exceeding $\frac{1}{8}$ ".

Expansion Joints. To be formed as before and to extend from
expansion joints in main carriageway slab.

A provisional sum of £300 for work done on daywork basis - prices
to be agreed.

SCHEDULE OF ROADS AND PAVEMENTS.

499
a

<u>Roads</u>	<u>Location</u>	<u>Pavements</u>	
1330' <u>x 18'</u>	DAVIS STREET, including Glasgow road to the entrance to the two properties that use it.	1330' <u>x 4'</u>	prov.
500' <u>x 18'</u>	HEBE STREET.	500' <u>x 4'</u>	"
300' <u>x 12'</u>	PIONEER ROAD.	300' <u>x 4'</u>	"
250' <u>x 12'</u>	MOODY STREET.	250' <u>x 4'</u>	"
390' <u>x 21'</u>	DAIRY PADDOCK ROAD	390' <u>x 4'</u>	"
400' <u>x 12'</u>	DRURY WEST	400' <u>x 4'</u>	"
700' <u>x 18'</u>	FITZROY EAST.	700' <u>x 4'</u>	"
700' <u>x 18'</u>	JAMES STREET	700' <u>x 4'</u>	"
200' <u>x 18'</u>	DEAN STREET	200' <u>x 4'</u>	"
500' <u>x 18'</u>	KENT ROAD (a pedestrian to house)	500' <u>x 4'</u>	"
1000' <u>x 16'</u>	RACECOURSE ROAD	1000' <u>x 4'</u>	"

Entrances to Restaurant and

ALL DIMENSIONS SUBJECT TO FINAL MEASUREMENT.

West end of York House

8th September

66.

To: The Superintendent of Works,

From: Acting Colonial Secretary,

STANLEY.Stanley Roads.

499 Thank you for the copy of the specifications for roadmaking work in Stanley. Several points regarding the list of Roads and Pavements require mention. Firstly, the reference to Davis Street should be amended by the addition of the words "including Glasgow Road to the entrances to the two properties that use it". Secondly, the entrances to Government House (west) and the Secretariat should be added to the list. Thirdly, Kent Road should be dropped to the last place on the list.

(Sgd.) ~~Max L. Gleadell~~ L. GleadellACTING COLONIAL SECRETARY.

8th September

66.

Dear Sir,

502 I am sure that the members of the Town Council will be interested to learn that Government is about to invite tenders for the re-introduction of road-making in Stanley. An announcement will shortly be made over the broadcasting system and there is good reason to suppose that contractors will be forthcoming.

The strip of Davis Street from the end of the tarmac to the east boundary of the new Government houses has been singled out for prior attention.

Yours faithfully,

(Sgd.) L. Gleadell

ACTING COLONIAL SECRETARY

The Town Clerk,
Stanley Town Council,
STANLEY.

TB

PUBLIC NOTICE.

Colonial Secretary's Office,
Stanley, Falkland Islands.

8th September 1966.

CONSTRUCTION OF NEW ROADS IN STANLEY.

Tenders are invited for the construction of approximately 11,000 yards super of concrete road and 2,100 yards run of concrete footpaths in Stanley. Interested persons may obtain specifications and further details from the Superintendent, Public Works Department.

Tenders, endorsed "Roads and/or footpaths" should be addressed to the Chairman, Tender Board, Secretariat, and should reach him not later than Friday 23rd September 1966.

Government does not bind itself to accept the lowest or any tender.

9th September

66.

Dear Sir,

497 I refer to your letter of the 31st August 1966, and confirm that the fuel necessary to operate the plant and machinery loaned by Government will be provided free of charge.

Yours faithfully,

(Sgd.) H.L. Bound

for ACTING COLONIAL SECRETARY

Copy to S.P.W.,

Mr. J. Rowlands,
STANLEY.

TB

No applications for
the roads. JA 24/9/66
Bu 24/9/66
17.10.66

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 31.10.66 Time: 1100 Received: Time:

504
Noted
S. Sh

No 156 Rock and Alluvium consortium presently contracting for E.S.R.O. in Stanley interested in contracting for construction remaining roads in Stanley. This presents excellent chance of completing the work that has been virtually at a standstill through lack of labour since 1961. In view of economic situation in Britain consortium unable to make lower quotation than cost plus 26 $\frac{1}{2}$ % for overheads and profits. Rough estimate total expenditure completing the work now £70,000. Expenditure on Stanley roads to 30th June 1966 totals £89,000 from Colony funds £79,000 from Colonial Development and Welfare. Unspent balance of Colonial Development and Welfare grants for roads now £7000 Colony's reserves recently committed to £55,000 for unexpectedly early replacement aircraft. Grateful early consideration further grant for roads from current Colonial Development and Welfare allocation

Governor

Rpy 508

P/L : ER

Bu 20.11.68

0452/111



A MEMBER OF THE HOLMAN GROUP

SAXTON & CO. (DEEP DRILLERS) LTD.

DIRECTORS: IAN SAXTON - JAMES RITCHIE - J. M. WILLIAMS - R. C. HOLMAN

36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdrill, Ealux London · Telex: 261542

YOUR REF

OUR REF

DATE

505

64
18/11/66

Sponsors of:

Saxton & Co., (Deep Drillers) Ltd.,

Rock & Alluvium Engineers Ltd.,

Falkland Islands Consortium.

The Colonial Treasurer,
Falkland Islands Government,
The Secretariat,
Port Stanley.

4th November, 1966

Dear Sir,

Stanley Town Roads and Pavements

With reference to recent discussions we now have pleasure in enclosing our "guide price" estimate for carrying out the construction of the Town Roads and Pavements as specified in your schedule but on a "cost plus" basis. We have allowed for a total of 15,000 square yards to include areas not yet measured.

The total figure of £67,017 is not a quotation of a fixed price and we cannot undertake this contract with an agreed ceiling price. We anticipate however, that a saving can be made in the price of crushed stone aggregate, but pending final negotiations on this we have included this item at the present rate of £3 per ton. Every effort will be made to expedite the work and effect further savings in cost whenever possible.

The undersigned is authorised by our London office to accept a letter of intent from Government to enable us to place orders immediately for materials to be imported. The formal contract would have to be approved in London prior to signature.

The costs included for plant and for small plant, tools and plant repairs are provisional and subject to agreement with E.S.R.O. on completion of our present contract. Similar agreement will have to be made regarding cost of repatriation of ex. overseas personnel transferred from one contract to the other.

Pending agreement by E.S.R.O. for the contracts to overlap it is intended that the work should commence in December

Reply at 507.

.....and



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YOUR REF

OUR REF

DATE

Sponsors of:
Saxton & Co., (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Consortium.

(cont.)

and we have allowed for a period of eight weeks before all our resources in Stanley are concentrated on the Town Roads.

It is understood from the Superintendent of Public Works that expansion jointing material will be supplied by Public Works Dept.

No allowance has been made for replacement of ex-overseas personnel should the necessity arise.

Daily records will be submitted to the Superintendent of Public Works of work completed and labour and plant employed, and a monthly statement prepared of all costs incurred during the previous month. It will be essential to arrange for monthly payment to be made against these agreed statements to include our overheads and profit margin.

It is now a matter of some urgency to attend to placing orders for materials. Please do not hesitate to contact the undersigned if there are any points requiring further clarification.

Yours faithfully,

for Saxton & Co., (Deep Drillers)
Ltd.,
Agent Falkland Islands.



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YOUR REF

OUR REF

DATE

Sponsors of:
Saxton & Co., (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Consortium.

PORT STANLEY TOWN ROADS

Estimate for 15,000 Square Yards of Town
Roads for Falkland Islands Government

		<u>Per week</u>
1.	<u>Engineering Supervision, site administration and clerical work</u>	£160
2.	<u>Labour and Accomodation</u>	
	<u>Total Estimated Weekly Cost *</u>	
	1. General Foreman	£ 50
	1 Carpenter/Chargehand	£ 30
	5 Keymen (mechanic, drivers, and machine operators)	£125
	9 Labourers (including cook)	£180
		<u>£385</u>
		£385
	* Including overtime, bonus and accomodation for overseas personnel.	
3.	<u>Plant & Equipment</u>	
	Estimated cost to contract £4440	
	Duration contract = 33 weeks	
	50% plant 8 weeks	
	100% "25 "	
	Total 29 plant weeks	
	therefore cost of plant per week = $\frac{4440}{29}$ =	£153
	<u>Total Supervision Labour and plant per week</u>	<u>£698</u>



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36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdrill, Ealux London · Telex: 261542

YOUR REF

OUR REF

DATE

Sponsors of:
Saxton & Co., (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Consortium.

4. Materials

	<u>Tons</u>	<u>Price per Ton</u>	<u>Total 15000 sq.yd.</u>	<u>Cost per Sq.Yd.</u>
Cement (allow 10% wastage)	750	£17.10.0	£13,225	17.6/-
Aggregate	2730	£3	£8190	10.92/-
Sand	1365	£1 <u>sq.yd.</u>	£1365	1.82/-
Mesh	15000	10/-	£7500	10.0/-
Fuel				
Allow 29 weeks@ £15			435	.58/-
	Total		<u>£30,715</u>	<u>40.95/-</u>

5. Small Plant and Tools, and Spares

Taken over E.S.R.O. contract	
Estimated at	£2333
Local purchases allow	
£100 per month for 6½ months	650
	<u>£2983</u>

Cost per sq.yd 4.0/-

6. Local Services

Allow £50 per month for 6½ months	£325	.43/-
--------------------------------------	------	-------



A MEMBER OF THE HOLMAN GROUP

SAXTON & CO. (DEEP DRILLERS) LTD.

DIRECTORS: IAN SAXTON · JAMES RITCHIE · J. M. WILLIAMS · R. C. HOLMAN

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YOUR REF

OUR REF

DATE

Sponsors of:
Saxton & Co., (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Consortium

SUMMARY

Items 1, 2 and 3

8 weeks x 50%
25 " x 100%
= 29 x £698

£20,242

Item 4

£30,715

" 5

£2,983

" 6

£325

£54,265

Add 26½ % Overheads and Profit

£12,752

£67,017

Falkland Islands General Employees Union

[FORMED 28th OCTOBER 1943]

All communications should
be addressed to the
General Secretary.

Registered under the Trade Union and
Trade Disputes Ordinance (cap. 73)

Telegraphic Address :

"Union Stanley"

Telephone : 123.



Union Head Quarters,
Stanley,
Falkland Islands,

14th November, 1966.

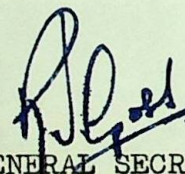
The Honourable,
The Colonial Secretary,
STANLEY.



Dear Sir,

488 I am directed to thank you for the information contained
in your letter 0452/III of the 7th July, 1966, regarding the
possibility of Messrs Saxton and Co. (Deep Drillers) Ltd.,
undertaking road work in Stanley and to agree with Government's
intentions as contained therein.

Yours sincerely,


GENERAL SECRETARY.

1

DECODE.

506

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 17.11.66

Time: 1215

Received:

Time

504

No 167 My telegram No 156 CDW allocation for roads. Shipping situation such that consortium must import materials soonest if work to be undertaken during most suitable weather. Contract must be concluded almost immediately. Grateful earliest indication outcome application for additional grant

Governor

P/L : ER

Reply 508

Recd 24.11.66

22nd November,

66.

Dear Sir,

Stanley Roads and Pavements

505 I refer to the "guide price" estimate contained in your letter of the 4th November, 1966, and to the meeting held at my office, yesterday, at which the Colonial Treasurer and the Superintendent of Public Works were present.

Subject to the points set out below I invite you to undertake the construction of certain roads and pavements within Stanley, as set in the schedule prepared by the Superintendent of Public Works, inclusive of areas not finally measured, up to an approximate total of 15,000 square yards. This invitation to proceed being the statement of intent referred to in the third paragraph of your letter.

A formal contract will be prepared, but before this can be done I require written agreement to the points below together with notice that your London office will accept the outline proposals.

Most points referred to relate to your estimate and should be read together with the appropriate paragraphs thereof: they are:-

1. Engineering supervision, site administration and clerical work

The charge is considered to be high and this should be limited, without restriction on apportionment, to \$110 per week.

Repatriation. The Falkland Islands Government cannot accept any provision for passages for the Agent, his family, staff and labour, but agrees to enter into negotiation with ESRO with a view to making a contribution thereto pro-rata to time spent on the existing ESRO and proposed Falkland Islands contracts.

Work charge

The cost shall be pro-rata to the time which the Agent and all, or any, of his staff are jointly employed by ESRO and the Falkland Islands Government.

3. Plant and equipment

The written down figure of the equipment shall be reviewed and confirmed by the contractor, who may have to consult his present client.

No unnecessary plant shall be used or charged for and the contractor shall agree with the Superintendent of Public Works what items are to be employed within the contract.

4. Materials

Sand and aggregate shall be supplied to the contractor by the Falkland Islands Government. No surcharge thereon will be accepted.

5. Small plant/....

W. Waghorn, Esq.,
Falkland Islands Agent
for Saxton & Co., (Deep Drillers) Ltd.,
STANLEY.

5. Small plant tools and spares

All items taken over from the ESRO contract shall be at a valuation agreed between the Agent and the Superintendent of Public Works.

All local purchases shall be subject to invoice.

6. Local Services shall be subject to invoice.

Standard United Kingdom Government contract terms shall apply unless any clauses thereof have been specifically altered or deleted by agreement between the parties.

The contractor shall furnish proof of all costs involved.

Payments in connection with the contract may be made either in Stanley or in London as shall be convenient to the contractors.

The Superintendent of Public Works of the Falkland Islands Government shall be the supervising officer.

I am, of course, at your disposal to discuss further any item arising out of the above which you might feel should be further clarified.

Yours faithfully,

(Sgd.) W.H. THOMPSON

COLONIAL SECRETARY

Copies to: Supt. of Works
Col. Treasurer

51

Reply at 512

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 22.11.66 Time: 1805 Received: 23.11.66 Time: 0900

504 *506*

No 201 Your telegrams No 156 and No 167 Stanley Roads. No objection use of CDW funds on this project but according to our records your uncommitted balance current CDW allocation to 31st March 1968 amounts to £36,841 (£36,841); thus provided you are satisfied this project has priority claim over any other intended schemes you may meet up to amount of above uncommitted balance only from CDW funds. Assuming you wish proceed with above and recommence work previously started we would be able to obtain if and when approval pending submission and agreement of a detailed scheme: please confirm or otherwise

In event you now wish use full uncommitted balance no repeat no further CDW funds will be available for Colony before 31st March 1968

Secer

P/L : ER
Intld. H.L.B.

Reply 509

F. I. ref: 0452/III

C. O. ref:

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 23rd November, 1966.

No. 182 SAVING. COLONY.

Government Contract.

Will you please let me have ten copies of general conditions of Government contracts for building and civil engineering works (form CCC/Wks/1 (edition 9)) as soon as possible.

GOVERNOR.

C.S.,

The actual position (of which C.O. cannot, of course, be aware) is as follows:

Recent allocation	120000	-	-
Balance of previous one, say,	7000	-	-
	<u>127000</u>	-	-

Commitments:				
Stanley Roads, say	7000	-	-	
Housing	13121	-	-	
Cargo Vessel	26100	-	-	
Water Mains	7280	-	-	
Power Station	6240	-	-	
Telephones	4880	-	-	
Darwin Play Area	2960	-	-	
Extended Communications	4000	-	-	71581 - -
	<u>8960</u>			

Uncommitted balance

55419

The improved position (in C.O. balance) arises from

- (a) Housing requirement £12000 less than was asked for
- (b) A peat bog roads allocation of 26000 which does not now seem likely to be used.

	55000	-	-
12000	-	-	
6000	-	-	18000
			<u>37000</u>

L.G.

24.11.66

Original plus 3 spare copies in 0040/2.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 28.11.66 Time : 0900 Received : Time

508
No 169 Your telegram No 201 Stanley Roads C.D.W. Application.
Most grateful. Confirm we wish proceed. Detailed application
follows first available bag.

Governor

P/L : ER

Reply at 511

30th November, 1966

Dear (as below)

Stanley Roads

After consulting with His Excellency the Governor and the Colonial Treasurer I have accepted, with certain reservations a "guide price" estimate from Saxton & Co. (Deep Drillers) Ltd. This is on a cost plus basis for work to cover approximately 15,000 square yards of roads and pavements.

The estimate is for £67,017 without any agreed ceiling price. The contractors refusing to tie themselves to any maximum figure.

It would appear that the figure of £67,017 is in excess of what the top figure will actually reach, and economies which we have insisted upon will also show a worthwhile reduction.

509.

An approach to London has resulted in a welcome telegram saying that provided our final specifications and general scheme are acceptable to the Secretary of State Colonial Development and Welfare Aid to the extent of £36,841 will be granted us for this job.

Keeping in mind that Members have already approved Development Estimates for the Stanley roads of £16,081 for the current year, and £40,257 for use thereafter, with an off-setting C.D.W. grant of £6,419, it will be seen that our expectations are much more pleasing than they might have been.

For illustration:

Present scheme (with available labour)

Contractors guide line Estimate	£67,017
C.D.W. grant (subject to approval)	<u>£36,841</u>
Approx. cost to taxpayer	£30,176

"Scheme" as envisaged in Estimates (with no labour)

Vote for 1966/67	£16,081
Vote for 67/68	<u>£40,257</u>
	£56,338
Less C.D.W. element	<u>£ 6,419</u>
Approx. cost to taxpayer	£49,919

The Honourable,
Mr. L.G. Blake, M.L.C.,
STANLEY.

The Honourable,
Mr. R.V. Goss, M.L.C.,
STANLEY

The Honourable,
Mr. A.G. Barton, C.B.E., J.P.,
STANLEY

The Honourable,
Mr. F. Cheek, M.L.C.,
STANLEY

The Honourable,
Mr. S. Miller, M.L.C., J.P.,
ROY COVE

The Honourable,
Mr. G.C.R. Bonner, M.L.C., J.P.,
SAN CARLOS

The Honourable,
Mrs. M. Vinson, M.L.C.,
DARWIN

Page two

Subject to final agreement with the contractors, and the Secretary of State's formal approval of the scheme the result, though at first sight expensive, is without doubt advantageous.

The contractors will make their start in December and expect to complete the job in August next.

5109 A list of roads and pavements involved is attached.

Yours faithfully,

COLONIAL SECRETARY

IN

SCHEDULE OF ROADS AND PAVEMENTS

<u>Roads</u>	<u>Location</u>	<u>Pavements</u>	
1330' <u>x 18'</u>	DAVIS STREET, including Glasgow Road to the entrances to the two properties that use it.	1330' <u>x 4'</u>	prov.
500' <u>x 18'</u>	HEBE STREET	500' <u>x 4'</u>	"
300' <u>x 12'</u>	PIONEER ROAD	300' <u>x 4'</u>	"
250' <u>x 12'</u>	WOODY STREET	250' <u>x 4'</u>	"
390' <u>x 21'</u>	DAIRY Paddock ROAD	390' <u>x 4'</u>	"
400' <u>x 12'</u>	DEURY WEST	400' <u>x 4'</u>	"
700' <u>x 18'</u>	FITZROY EAST	700' <u>x 4'</u>	"
700' <u>x 18'</u>	JAMES STREET	700' <u>x 4'</u>	"
200' <u>x 18'</u>	DEAN STREET	200' <u>x 4'</u>	"
500' <u>x 18'</u>	KEN ROAD	500' x 4'	"
1000' <u>x 16'</u>	RACECOURSE ROAD	1000' <u>x 4'</u>	"

Entrances to Secretariat, and
west end of Government
House.

ALL DIMENSIONS SUBJECT TO FINAL MEASUREMENT

30th November 1966

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 9.12.66 Time: 1740 Received: 10.12.66 Time: 0915

509
No. 220. Your telegram No. 169.

Stanley roads - C.D.W. application.

Approval obtained on "if and when" basis for up to £10,000 repeat £10,000, from local funds to enable work to be started.

Secer

P/L : FA

Copied to CT



A MEMBER OF THE HOLMAN GROUP

SAXTON & CO. (DEEP DRILLERS) LTD.

DIRECTORS: IAN SAXTON · JAMES RITCHIE · J. M. WILLIAMS · R. C. HOLMAN

36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdrill, Ealux London · Telex: 261542

YOUR REF

DL 9 821

DATE

512

LA
13/12

S.
13/12

meeting arranged with
Mr. Wapstone.

Sponsors of:
Saxton & Co. (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Project.

The Colonial Secretary,
Falkland Islands Government,
The Secretariat,
Port Stanley.

5th December, 1966

Dear Sir,

Stanley Roads and Pavements

507

We thank you for your letter of the 22nd November, 1966 and have pleasure in confirming that we have now received authority from our London office to accept your invitation to carry out the construction of approximately 15,000 square yards of concrete roads and pavements.

It is understood that due to the infrequency of mails between here and London we shall be commencing work prior to the completion of the contract document and it is intended that the starting date shall now be Monday, January 2nd, 1967.

With reference to supply of sand and aggregate, our London office had previously required that a specified rate per square yard should be agreed as compensation for loss of overheads and profits for this proportion of the contract value. Within the limits of telegraphic communications it has been explained that while this cannot be agreed in this form or at this stage some compromise can be arrived at to the mutual agreement of both parties.

We therefore accept your letter of intent in good faith with the understanding that the Falkland Islands Government are prepared to negotiate terms in connection with the supply of local materials and to accept the result of negotiations with E.S.R.O. on the question of repatriation costs for ex-overseas personnel.

The undersigned will be contacting the Superintendent of Works during the next few days to agree programme and details of plant requirements and materials supply.

Yours faithfully,

W. Wapstone

for Saxton & Co. (Deep Drillers) Ltd

See 514



A MEMBER OF THE HOLMAN GROUP

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36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdrill, Ealux London · Telex: 261542

YOU 8 817

OUR 817

DATE

Sponsors of:

Saxton & Co. (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Project.



The Colonial Secretary,
Falkland Islands Government,
The Secretariat,
Port Stanley.

13th December, 1966

Dear Sir,

Stanley Roads and Pavements

Further to our letter of the 5th December, our London office have now received mail sent by the Shackleton and Darwin, including copies of our letter of the 4th November and your reply of the 22nd November. Although some of the points raised in telegrams received yesterday appear to be covered by previous correspondence, they are detailed below to ensure that there is no default by omission.

X The Consortium management give authorisation to commence work on January 2nd, 1967 provided:-

1. That item 1 of our guide price is treated as a straight forward cost plus item and not limited to £110 per week as stated in your letter.
2. That we receive a "fair uplift on sand and aggregate"
3. That there is no consequent time delay on the Space Research Council Contract.
4. That the following matters are subject to agreement between ESRO and the Falkland Islands Government.
 - (a) Repatriation of ex-overseas personnel.
 - (b) Apportionment of cost of Agent's time.
 - (c) Transfer value of plant and equipment.
 - (d) Transfer value of small plant and tools.



A MEMBER OF THE HOLMAN GROUP

SAXTON & CO. (DEEP DRILLERS) LTD.

DIRECTORS: IAN SAXTON · JAMES RITCHIE · J. M. WILLIAMS · R. C. HOLMAN

36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdrill, Ealux London · Telex: 261542

YOUR REF

OUR REF

DATE

(cont)

5. That the contract terms will follow those of our present contract with the Space Research Council including terms of monthly payment. A copy of the contract document has been posted to arrive with the next incoming mail.

X We regret an arithmetical error was made in the $26\frac{1}{2}\%$ addition in the summary of our "guide price" of the 4th November. This should have read £14,380 and not £12,752.

We confirm, after discussion with the Superintendent of Works, that we propose starting preparation of the sub-base at Davis Street on the 2nd January, 1967.

Yours faithfully,

for Saxton & Co(Deep Drillers)Ltd.,
W.R. Waghorn

See 522

513a

Extract from Executive Council Minutes of Meeting No. 13/66 held on the
14th December, 1966

0452/III

11. STANLEY ROADS

The Colonial Secretary reported that Messrs Saxton and Co. (Deep Drillers) Ltd., had accepted, with certain minor reservations, an invitation to carry out the construction of approximately 15,000 square yards of roads and paving in Stanley. They expected to commence work on 2nd January 1967 and hoped to complete the task about mid August 1967.

Clerk of the Council

514

16th December

66.

Dear Sir,

Stanley Roads and Pavements

512, 518

I refer to your letters of the 5th and 13th December 1966 and confirm that we are ready to meet you to discuss the various points you have made.

I suggest that we should meet together with the Colonial Treasurer at my office at 2.30 p.m. on Friday 23rd December.

In view of the meeting there seems to be no point at this stage in offering any comment.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

W. Waghorn, Esq.,
Falkland Islands Agent for
Saxton & Co., (Deep Drillers) Ltd.,
STANLEY.

Copy to Colonial Treasurer

Bu 23.12.66

516
515

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 19th December 1966.

Copy to: C/T

0452/III

No. 191 SAVING. COLONY

C.D. & W. Grant.

Arising out of a telegraphic correspondence, details of which are set out below, an application is attached in the sum of £36,841 for the extension and making up of unsurfaced roads in Stanley Town.

The relevant telegrams read:

From Governor to Secretary of State

"No. 156. Rock and Alluvium consortium presently contracting for E.S.R.O. in Stanley interested in contracting for construction remaining roads in Stanley. This presents excellent chance of completing the work that has been virtually at a standstill through lack of labour since 1961. In view of economic situation in Britain consortium unable to make lower quotation than cost plus 26½% for overheads and profits. Rough estimate total expenditure completing the work now £70,000. Expenditure on Stanley roads to 30th June 1966 totals £89,000 from Colony funds £79,000 from Colonial Development and Welfare. Unspent balance of Colonial Development and Welfare grants for roads now £7,000 Colony's reserves recently committed to £55,000 for unexpectedly early replacement aircraft. Grateful early consideration further grant for roads from current Colonial Development and Welfare allocation."

From Secretary of State to Governor

"No. 201. Stanley Roads. No objection use of CDW funds on this project but according to our records your uncommitted balance current CDW allocation to 31st March 1968 amounts to £36,841; thus provided you are satisfied this project has priority claim over any other intended schemes you may meet up to amount of above uncommitted balance only from CDW funds. Assuming you wish proceed with above and recommence work previously started we would be able to obtain if and when approval pending submission and agreement of a detailed scheme: please confirm or otherwise.

In event you now wish use full uncommitted balance no repeat no further CDW funds will be available for Colony before 31st March 1968."

From Governor to Secretary of State.

"No. 169. Your telegram No. 201. Stanley Roads CDW Application. Most grateful. Confirm we wish proceed. Detailed application follows first available bag."

From Secretary of State to Governor

"No. 220. Stanley Roads - CDW application. Approval obtained on 'if and when' basis for up to £10,000 repeat £10,000 from local funds to enable work to be started."

APPENDIX A

Falkland Islands

Extension and improvement of roads within the Stanley Township

The Falkland Islands Government has, for many years, been carrying out a programme of road improvement, surfacing, draining and laying pavements within the residential areas of the town.

The town is situated on hard rock, with extensive outcrops, and upon layers of thick peat both of which make construction slow and difficult.

Since 1961, work has been at a virtual standstill through lack of labour, but the installation of a European Space Research Organisation satellite and tracking station has brought to the Islands a contracting organisation (Saxton & Co. (Deep Drillers) Ltd., of the London based Holman Group of Companies) which would otherwise be outside the financial ability of this Government to engage.

To allow the contracting consortium to leave the Colony without making the fullest possible use of their labour, machinery, organization and skills would not be in the interests of the inhabitants, and would indeed mean that the Stanley roads might never be completed.

Furthermore the Colony has been faced with unexpected expenditure for the replacement of aircraft and is unable, at the moment, to meet the total cost of a roads scheme without outside aid, the only source of which is a Colonial Development and Welfare allocation.

The roads concerned in this scheme are in addition to those which have already been the subject of a CDW grant (Schemes Nos. D2959&A&B).

The roads and pavements concerned are:

Davis Street	}	To a maximum of 15000 square yards.
Glasgow Road (in part)		
Hebe Street		
Pioneer Road		
Moody Street		
Dairy Paddock Road		
Drury West		
Fitzroy East		
James Street		
Dean Street		
Racecourse Road		
Secretariat Road		
Government House West		

The total cost of labour, materials and equipment is estimated at £67,017 against which a grant of £36,841 from the Falkland Islands territorial allocation of C.D. & W. funds is requested. The balance to be met from Colony funds. Financial summary and estimates are attached as appendices B and C.

APPENDIX E

1.	Administering Authority	Government of the Falkland Islands
2.	Allocation	Government of the Falkland Islands
3.	Classification	Economic: Roads
4.	Description of Scheme	Extension and improvement of roads and pavements within Stanley Town.
5.	Total estimated cost	£67,017
6.	C.D. & W. Assistance required	£36,841
7.	Basis of administration for accounting purposes.	Single head Capital £67,017
8.	Basis of calculation of claim	Unspent balance of C.D. & W. allocation for period to 31st March 1968. £36,841

APPENDIX C

Estimates.

These estimates are based on specifications issued by the Superintendent of Public Works, Falkland Islands Government, and which are in turn similar to those approved by the United Kingdom Government for the existing European Space Research Organisation contract in the Falkland Islands. They are however superior in some respects in that road widths are greater and the carriage way will lie on prepared foundations of a 6" bed of concrete 4:2:1 graded and laid out in one operation in bays not exceeding 450 feet super: fully tamped and finished to a true running surface, free from depressions or irregularities exceeding $\frac{1}{8}$ ". Mesh re-inforced. Expansion jointed to full slab thickness and to be constructed of $\frac{1}{2}$ " approved jointing materials, sealed and raked to an approved standard on drying. Nine day cured. Kerbs to be reinforced 4" deep x 3" thick to lines and contours indicated.

The estimate is based on a total of 15000 square yards.

	<u>Per week</u>
1. <u>Engineering Supervision, site administration and clerical work</u>	£160

<u>Labour and Accommodation</u>	<u>Total Estimated Weekly Cost *</u>	
1. General Foreman	£ 50	
1. Carpenter/Chargehand	£ 30	
5. Keymen (mechanic, drivers, and machine operators)	£125	
9. Labourers (including cook)	£180	
	<u>£385</u>	£385

*Including overtime, bonus and accommodation for overseas personnel.

3. Plant & Equipment

Estimated cost to contract £4440

Duration contract = 33 weeks

* 50% plant 8 weeks

100% " 25 "

Total 29 plant weeks

therefore cost of plant per week = $\frac{4440}{29} =$ £153

Total Supervision Labour and plant per week: £628

<u>Materials.</u>	<u>Tons</u>	<u>Price per ton</u>	<u>Total 15000 sq. yd.</u>	<u>Cost per Sq. Yd.</u>
Cement	750	£17.10.0	£13,125	17.6/-
Aggregate	2730	£ 3.	£ 8,190	10.92/-
Sand	1355	£ 1.	£ 1,365	1.32/-
Mesh	15000	<u>Sq.yd.10/-</u>	£ 7,500	10.0/-
Fuel				
Allow 29 weeks @ £15			£ 435	.58/-
		<u>Total</u>	<u>£30,615</u>	<u>40.95/-</u>

5. Small Plant and Tools, and Spares

* Taken over H.S.R.O. contract
Estimated at £2,333

Local purchases allow
£100 per month for 6½ months 650

£2,983

Cost per sq. yd.

4.0/-

6. Local Services

Allow £50 per month
for 6½ months £325

.43/-

7. SUMMARY

Items 1, 2 and 3

* 8 weeks x 50%
25 weeks x 100%
= 29 x £698 £20,242

Item 4 £30,615

Item 5 £ 2,983

Item 6 £ 325

£54,165

Add overheads and contractors
profit £12,752

£67,017

X

* It should be noted that the calculations envisage a period during which certain elements are shared between the H.S.R.O. and Falkland Island Government contracts and these have been calculated pro-rata.

It should also be noted that all cement and materials, loss sand and aggregate have to be imported and these estimates are inclusive freight rates.

Ref. folios 512 & 513.

Meeting in C.S. Office

Present. C.S. C.T. Mr Wapnon

Agreed:

1. Saxton to be asked to clarify the meaning of para 1 in 513, and to state a definite figure for consideration.
2. Saxton offered 2/6 per yard handling charge for sand and aggregate. This as a counter-offer to their request for 2/10^d which was based on a cost of ^{last estimate} £3 per ton aggregate as opposed to a more probable figure of £2 per ton.
3. Wapnon to produce a copy of the K-SRO contracts for examination.
4. No time delay will be caused to K-SRO Contract.
5. L.G. will approach K-SRO concerning the points in para 4 of 513.
6. That the 'error' noted in the penultimate para of 513 will be absorbed and in view of the indication that the guide price estimate figure will not be reached no extra provision ^{should} ~~will~~ be needed.
7. Mr Wapnon will submit a copy of his bonus-payment scheme for information.

23/12



Science Research Council
RADIO AND SPACE RESEARCH STATION
Port Stanley,
Falkland Islands.

Your reference:

Our reference: 3/9

December 20th, 1966.

The Honourable,
The Colonial Secretary,
The Secretariat,
Stanley.



Dear Sir,

Passing places on the harbour road

At the meeting in the Secretariat on April 11th, 1966, which you and Clarke of R.S.R.S. attended, it was agreed that three passing places should be provided along the harbour road. I am writing to ask for your agreement that these are no longer necessary, on the grounds that a hard shoulder is now being provided, at the same height as the concrete strip, along the whole length of the road. A vehicle is therefore unlikely to wait at a lay-by to be passed, but will draw on to the hard shoulder wherever it happens to meet another.

The road will, however, be widened for a short distance just this side of the Felton Stream bridge. The purpose is two fold; firstly, to provide an adequate turn-off to the *pasà libre* at the start of the peat track up the Felton valley and secondly, to make a waiting place for larger vehicles proceeding westwards, because the kerb to kerb width of the new bridge will be fourteen feet and therefore not sufficient for large vehicles to pass on it. It therefore seems advisable to surface this section of hard shoulder with concrete because of the increased usage.

I should be glad to have agreement to these modifications to the original scheme as soon as possible.

Yours faithfully,

Donald E. Moefler

D. E. MOEFLEER
Officer in Charge

Reply at 518

29th December 66.

Dear Sir,

517 Thank you for your letter of the 20th December concerning waiting places on the new west road.

The hard shoulders are not, and cannot be, permanent, and my statement to Mr. Clarke that the Falkland Islands Government cannot possibly guarantee to maintain any part of the road in the near future still holds good.

Provided the Superintendent of Works agrees I am prepared to accept a modification whereby the widened stretch near the Felton Stream would count as one of the passing places.

By copy of this letter I am asking the Superintendent of Works to consult with you.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY.

The Officer in Charge,
Radio and Space Research Station,
STANLEY.

Copy: S/W

TB

519

29th December,

66

Dear Sir,

West Road

One stretch of the new road is perilously near to the sea edge and winter ice will make it extremely dangerous.

We would like to see some strong marker posts at this point. Will you please arrange this.

Yours faithfully,

(Sgd.) W.H. THOMPSON

COLONIAL SECRETARY

W. Waghorn, Esq.,
Saxton & Co. (Deep Drillers) Ltd.,
BRANBY.

Copies: Oi/c, RSRS
S.P.W.

IM.

PC

S20

31st December,

66

To: The Superintendent,

From: The Colonial Secretary,

Public Works Department,

STANLEY.

Stanley Roads Contract

I attach a copy of the ESRO/Saxton contract which is based on the standard U.K. contract and upon which our own will be based.

Please read, consider and discuss with myself and the RGSC at 10 a.m. on Thursday 5th January, 1967.

(Sgd.) W.H. Thompson

COLONIAL SECRETARY

Copy to RGSC

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

PI677 P4416 8/64

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

Stanley

3.1.67

To				
	LTF RADSEARCH SLOUGH			HOM/E

ESRO roads contract stop For Clarification stop Falklands Government have placed contract Saxtons for making local roads stop Letter follows but grateful you agree in principle to apportionment of following between ESRO contract and Falklands contract on pro-rata basis (a) cost repatriation overseas personnel (b) apportionment of cost agents time (c) transfer value plant and equipment (d) transfer value small plant and tools stop All this on understanding that any over-lapping of contract will in no way delay ESRO work which shall retain its priority stop Effect suggestions very much advantage ESRO

Colonial Secretary

ER

File 23.167

Time



A MEMBER OF THE HOLMAN GROUP

SAXTON & CO. (DEEP DRILLERS) LTD.

DIRECTORS: IAN SAXTON · JAMES RITCHIE · J. M. WILLIAMS · R. C. HOLMAN

36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdgill, Ealux London · Telex: 261542

YOUR REF.

OUR REF.

DATE

*C.I. informed by me
C.I. to see 11/1
SI 6/1
I have asked Wayman
for an elaboration of 2 below*

Sponsors of:
Saxton & Co. (Deep Drillers) Ltd.
Rock & Alluvium Engineers Ltd.
Falkland Islands Project.

The Colonial Secretary,
The Falkland Islands Government,
The Secretariat,
Port Stanley.

31st December, 1966

Dear Sir,

Stanley Roads and Pavements

Further to our letter of the 13th December, we have now received a telegram from our London office replying to two queries raised at the meeting in your office on 23rd December.

1. The Consortium management accept your offer of 2/6d per square yard of concrete slab completed, to cover overheads and profits on the local materials used on the contract.
2. The Consortium management submit for your agreement the figure of £130 per week for item one of our guide price. Of this figure a percentage of £110 will be borne by ESRO for the period during which the two contracts are running simultaneously. This has been estimated at 60% for 17 weeks, but is still subject to agreement with the Space Research Council.

A form of Daily Report has been seen and approved by the Superintendent of Works and is enclosed for your information. Monthly statements supported by invoices and pay sheets will be based on these agreed reports. Details of the method of Bonus payment for this contract have also been passed to you for information.

It is intended to start work on the DavisSt/Hebe St/Kent Road section of the work on Monday, January 2nd using only a small labour force initially to prepare surfaces.

Yours faithfully,

Wayman
for Saxton & Co (Deep Drillers) Ltd

Reply at 528

Saxton & Co. (Deep Drillers) Ltd.,
Rock & Alluvium Engineers Ltd.,
Falkland Islands Consortium.

DAILY RECORD No

Date _____

STANLEY ROADS CONTRACT

LABOUR ALLOCATION							Starting time		Finishing time		PLANT EMPLOYED						
NAME	A	B	C	D	E	Total Hours	DESCRIPTION	Wrkg	Idle	B/D							
											Local Purchases including Fuel						
											Supplier	Quantity	Description				
											Agent's time				%		
											Gen. Foreman's time				%		
											Remarks (Weather, Visitors ets)						
WORK CARRIED OUT																	
Loc. L W A																	
A	Road Surface Prep.																
B	Pavement " "																
C	Formwork Fixed																
D	Rd. Slab Conc.																
E	Pavement "																
F																	
G																	
H																	
I																	
J																	
							AGREED	For Consortium									
							AS	Site Agent									
							TRUE	For Falkland Islands Government									
							RECORD	Superintendent of Works									



A MEMBER OF THE HOLMAN GROUP

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36 · BRUNEL ROAD · EAST ACTON · LONDON W.3

Telephone: Shepherds Bush 0667 (4 lines) · Telegrams: Airdrill, Ealux London · Telex: 261542

YOUR REF

CLERK REF

DATE

523

[Handwritten signature]
[Handwritten initials]

Sponsors of:
Saxton & Co. (Deep Drillers) Ltd.
Rock & Alluvium Engineers Ltd.
Falkland Islands Project.

The Colonial Secretary,
Falkland Islands Government,
The Secretariat,
Stanley.

1st January, 1967

Dear Sir,

West Road

We thank you for your letter of the 29th December, regarding a stretch of road close to the sea wall. We confirm that arrangements are being made to provide a curb and barrier for two stretches of approximately 100 ft.

Yours faithfully,

[Handwritten signature]

Saxton & Co. (Deep Drillers) Ltd.

524

4th January

67.

Dear Sir,

Costing: Stanley Roads

I note that in your note on the 'bonus scheme' you refer to works on Kent Road.

The 'contract' does not in fact envisage any works there, the entrances to the Secretariat and Government House (west) having been substituted.

I hope this will clear up any doubts which might exist.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

W. Waghorn, Esq.,
Saxton & Co. (Deep Drillers) Ltd.,
STANLEY.

Copies to: C.T.
S.P.W.

4th January

67.

Dear Sir,

521 I confirm my telegram of the 3rd January 1967 which read:

"ESRO roads contract. For Clarke. Falklands Government have placed contract Saxtons for making local roads.

Letter follows but grateful you agree in principle to apportionment of following between ESRO contract and Falklands contract on pro-rata basis (a) cost repatriation overseas personnel (b) apportionment of cost agents time (c) transfer value plant and equipment (d) transfer value small plant and tools.

All this on understanding that any over-lapping of contract will in no way delay ESRO work which shall retain its priority.

Effect suggestions very much advantage ESRO"

I think you will agree that any sharing of repatriation costs is to the advantage of the European Space Research Organisation, which, under the existing contract with Saxtons (Deep Drillers) Ltd., is otherwise destined to meet the entire item. Our proposal is that the repatriation charges for each individual concerned shall be shared on the basis of weeks worked for E.S.R.O., and weeks worked for the Falkland Islands Government. The Agent's family to be costed on the same basis but calculated on the respective amounts of time worked for both parties by the Agent himself.

A similar apportionment is also proposed for the costs of the Agent's time.

In both cases the Agent would either submit a suitable covering certificate, or merely adjust his charges on billing. The Agent, being neutral, is obviously the proper person to make the adjustments as and when necessary.

The transfer value of plant, equipment, small plant and tools should, we suggest, be agreed between the Agent (on behalf of the original client and the contractors), and the Superintendent of Public Works (on behalf of the Falkland Islands Government).

The determination of the respective transfer values should not cause any difficulties and our relative accountants would no doubt be prepared to accept a simple certificate of determination of value.

It is not, of course, the intention of my Government to take over any unnecessary plant, and it is certain that some items of no use to us, will remain fully costed to the ESRO contract.

I hope that by the time this reaches you your preliminary agreement to this mutually advantageous arrangement will have reached us.

Yours faithfully,

KIV 522

(W.H. THOMPSON)
COLONIAL SECRETARY

The Director,
Radio and Space Research Station,
Bitten Park,
Slough, Bucks.

Copies: Saxtons 1
Agent 2
C.T. 1
S.P.W.

Ref: 0452/III

Colonial Secretary's Office,
Stanley, Falkland Islands.

6th January 1966.

Dear

During the recent Executive Council Meeting a query was raised about the safety of certain stretches of the new West Road which run close to the sea-wall.

The contractors have now agreed to provide a curb and barrier for the two stretches involved.

Yours faithfully,

(W. H. THOMPSON)
COLONIAL SECRETARY

The Honourables -

Colonial Treasurer

Mr. G.C.R. Bonner, M.L.C., J.P.

Mr. S. Miller, M.L.C., J.P.

Mr. R. V. Goss, E.D., M.L.C.

Mr. F. J. Cheek, M.L.C.

Mr. A. G. Barton, C.B.E., J.P.

FA

KIU 522

527



Science Research Council
RADIO AND SPACE RESEARCH STATION
Port Stanley,
Falkland Islands.

Your reference:

Our reference:

The Honourable,
The Colonial Secretary,
Stanley.



*Noted
S.I. 24/1*

Dear Sir,

Herewith a copy of a telegram, addressed to us, which we received last evening.

"Colonial Secretary. Agree your proposals regarding ESRO and Government road contracts in broad principle. Propose holding detailed discussion Commonwealth Office when mail arrive

Clarke"

Yours faithfully,

Donald E. Mortimer

D. E. MORTIMER
Officer in Charge.

KIV 522

12th January,

67.

Dear Sir,

Stanley Roads and Pavements

522

I refer to your letter of the 31st December 1966 and our subsequent conversation and confirm that:

1. 2/6d per square yard of concrete slab completed will be paid to cover overheads and profits on the contract. This sum will not be subject to a 26 1/4% profit surcharge; and
2. Item one of the guide price estimate is acceptable at £130, subject to any adjustment which may come out of the negotiations with E.S.R.O.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

Mr. W. Waghorn,
Saxton & Co. (Deep Drillers) Ltd.,
STANLEY.

Copies: S.P.W. & C.T.

Liv 513a for Eigning

21st January 67.

Dear Sir,

I refer to our correspondence spanned by the period 2nd of November to the 31st December 1966.

a + b

I now attach for the consideration of your London office a draft contract for the Stanley Roads Scheme.

It is based on the E.S.R.O. contract with certain limited alterations all of which we have discussed together. My draft is in every respect that to which you gave your tentative approval.

For ease of reference the differences between the draft and the E.S.R.O. contract are as follows:

Title Page. Substitution of Falkland Islands Government for Science Research Council.

Preamble to "1. General Conditions" Line 2 insertion of "of the United Kingdom Government".

Sub-clause 2. Changed to Falkland Islands Government and Colonial Secretary.

Sub-clause 3. Substitution of Superintendent of Public Works for M.L. Nelson etc., and in line 3 deletion of the words "in the Falkland Islands".

Sub-clause 4. Being unnecessary is deleted.

Condition 7 (2) (1). Deleted. With both parties on the spot 7 days is a sufficient and reasonable period.

must 28 days

Condition 30. "and 37" is deleted. In any case no mention is made of condition 37 in original condition 30.

Condition 38. Deleted. This does not apply.

Condition 44 (5). As drafted this does not suit our circumstances: the last line is deleted and replaced by "the matter shall be referred to arbitration in accordance with the provisions of the Arbitration Act, 1950."

Interim Payments. Sub-clause (d). The ultimate fall stop is deleted and the clause carries on "provided that for the purposes of this calculation the sum of 2/6 per square yard of concrete slab completed to cover over-heads and profits on the local materials used on the contract shall not be subject to the said percentage charge."

In view of our correspondence no explanation of this change appears to be required.

Sub-clause (f) is changed to allow payment by the Colonial Treasurer.

Mr. W. Waghorn,
Saxton & Co. (Deep Drillers) Ltd.,
STANLEY

Instructions by Cable. This clause hardly appears necessary but in case it should be wanted to provide cover the following alterations have been made:

Deletion in the third line of "Representative in the Falkland Islands" and substitution in the penultimate line of "Colonial Secretary" for "S.O.'s" representative".

Third Party Claims. The limit has been altered to \$60,000.

Disposal of Plant. E.S.R.O. have not yet given outright approval to a sharing of disposal costs and this clause has been simplified. It would seem that the words "be the subject of negotiation" are quite sufficient to cover the case.

Maximum liability of Authority. Our present agreement does not have an upper limit and the proviso has been deleted.

19(11) and 20. Deleted as inappropriate.

The specification, which is also based on the E.S.R.O. model, requires no elaboration.

If your Principals will agree to this draft and authorize you to sign it I am ready to do so on behalf of Government.

Yours faithfully,

S' (W.H. THOMPSON)
COLONIAL SECRETARY

a

An Agreement made the day of 1967.
between the Falkland Islands Government (hereinafter called
"the Authority") and Saxton & Co. (Deep Drillers) Limited of
Copthall House, Copthall Avenue, London, E.C.2. representing
a Consortium of Saxton & Co. (Deep Drillers) Limited of
Copthall House, Copthall Avenue, London, E.C.2., and Rock
& Alluvium Engineers Limited of 46 Victoria Street, London,
S.W.1. (hereinafter called "the Contractor").

The Contract shall cover the execution of civil
engineering works in the Falkland Islands.

Now it is hereby agreed as follows:-

The Contractor shall carry out the Works described in the
Specification annexed hereto as Appendix I, under the Conditions
of Contract set out hereinafter:-

1. GENERAL CONDITIONS

The Contract is subject to the General Conditions of Government Contracts for Building and Civil Engineering Works of the United Kingdom Government Form CCC/Works/1 (Edition 9, October 1959) as follows:

Nos. 1-4, 7-10, 13, 15-28, 30-32, 36-39, 42-56, 58-61 inclusive save as the same may be varied by and are not inconsistent with the following special conditions.

For the purposes of Condition 1 - Definitions, etc., the following meanings shall apply:-

- (i) "the Contractor" means Saxton & Co. (Deep Drillers) Limited of Copthall House, Copthall Avenue, London E.C.2., representing a Consortium of Saxton & Co. (Deep Drillers) Limited of Copthall House, Copthall Avenue, London E.C.2. and Rock and Alluvium Engineers Limited of 46, Victoria Street, London, S.W.1.
- (ii) "the Authority" means the Falkland Islands Government acting through the Colonial Secretary or his authorised representative.
- (iii) "the Superintending Officer" ("S.O.") means the Superintendent of Public Works or his authorised representative, herein-after referred to as "the S.O.'s Representative". Reference throughout these conditions to the S.O. shall include the S.O.'s Representative where appropriate, subject to the limitations of Clause 2 below.

Condition 3. In line 3, after the words "things whatsoever" insert "excluding hire plant".

Condition 9. Delete paragraphs (2) and (3) and insert new paragraph (2):- "The said value of all alterations, additions and omissions shall be ascertained by measurement and valuation as may be deduced or ascertained in accordance with the detailed statement of estimated costs and expenses referred to in Clause 8 hereof furnished by the Contractor to the Authority."

Condition 28 (ii). In the first line after "shall not be entitled to" insert "(but may at the discretion of the Authority be allowed)".

Condition 30. Delete reference to Condition 35.

Condition 37. In the first line after "Contractor's representative" insert "(or his sub-contractor during the maintenance period)".

Condition 42. Delete references to Conditions 40 and 41 and substitute therefore "Clause 8 hereof".

Condition 44(5). Delete all following "reasonable" in the penultimate line and insert "and should there be failure to agree between the parties the matter shall be referred to arbitration in accordance with the provisions of the Arbitration Act 1950."

Condition 46 (1) (d) (iii). Delete in toto.

2. DUTIES AND POWERS OF S.O.'s REPRESENTATIVE

The duties of the S.O.'s Representative are to watch and supervise the Works and to test and examine any materials to be used or workmanship employed in connection with the Works. He shall have no authority to relieve the Contractor of any of his duties or obligations under the Contract nor except as expressly provided hereunder or elsewhere in the Contract to order any work involving delay or any extra payment by the Authority nor to make any variation of or in the Works.

The S.O./.....

The S.O. may from time to time in writing delegate to the S.O.'s Representative any of the powers and authorities vested in the S.O. and shall furnish to the Contractor a copy of all such written delegations of powers and authorities. Any written instruction or approval given by the S.O.'s Representative to the Contractor within the terms of such delegation (but not otherwise) shall bind the Contractor and the Authority as though it had been given by the S.O. provided always as follows:-

- (a) Failure of the S.O.'s Representative to disapprove any work or materials shall not prejudice the power of the Authority thereafter to disapprove such work or materials and to order the pulling down removal or breaking up thereof.
- (b) If the Contractor shall be dissatisfied by reason of any decision of the S.O.'s Representative he shall be entitled to refer the matter to the S.O. who shall thereupon confirm, reverse or vary such decision.

3. PROGRAMME

As soon as practicable after the acceptance of his tender the Contractor shall if required submit to the S.O. for his approval a programme showing the order of procedure and method in which he proposes to carry out the Works and shall whenever required by the S.O. or the S.O.'s Representative furnish for his information particulars in writing of the Contractor's arrangements for the carrying out of the Works and of the Constructional Plant and Temporary Works which the Contractor intends to supply use or construct as the case may be. The Submission to and approval by the S.O. or S.O.'s Representative of such programme or the furnishing of such particulars shall not relieve the Contractor of any of his duties or responsibilities under the Contract.

4. SETTING-OUT

The Contractor shall be responsible for the true and proper setting-out of the Works and for the correctness of the position levels dimensions and alignment of all parts of the Works and for the provision of all necessary instruments appliances and labour in connection therewith. If at any time during the progress of the Works any error shall appear or arise in the position levels dimensions or alignment of any part of the Works the Contractor on being required to do so by the S.O. or the S.O.'s Representative shall at his own expense rectify such error to the satisfaction of the S.O. or the S.O.'s Representative unless such error is based on incorrect data supplied in writing by the S.O. or the S.O.'s Representative in which case the expense of rectifying the same shall be borne by the Authority. The checking of any setting-out or of any line or level by the S.O. or the S.O.'s Representative shall not in any way relieve the Contractor of his responsibility for the correctness thereof and the Contractor shall carefully protect and preserve all bench-marks sight rail pegs and other things used in setting-out the Works.

5. SUSPENSION OF WORK

The Contractor shall on the written order of the S.O. suspend the progress of the Works or any part thereof for such time or times and in such manner as the S.O. may consider necessary and shall during such suspension properly protect and secure the work so far as is necessary in the opinion of the S.O. The extra cost (if any) incurred by the Contractor in giving effect to the S.O.'s instructions under this Clause shall be borne and paid by the Authority unless such suspension is

- (a) otherwise provided for in the Contract, or
- (b) necessary for the proper execution of the work or by reason of weather conditions affecting the safety or quality of the Works or by some default on the part of the Contractor, or
- (c) necessary for the safety of the Works or any part thereof.

Provided that the Contractor shall not be entitled to recover any such extra costs unless he gives notice in writing of his intention to claim to the S.O. within 28 days of the S.O.'s order. The S.O. shall settle and determine the extra payment to be made to the Contractor in respect of such claim as the S.O. shall consider fair and reasonable.

If the progress of the Works or any part thereof is suspended on the written order of the S.O. for more than 90 days, the Contractor may serve a written notice on the S.O. requiring permission within 28 days of the receipt thereof to proceed with the Works or that part thereof in regard to which progress is suspended and if such permission is not granted within that time the Contractor by further written notice so served may, but is not bound to, treat the suspension where it affects part only of the Works as an omission or where it affects the whole Works as an abandonment of the Contract by the employer.

6. POSSESSION OF SITE

Save in so far as the Contract may prescribe the extent of the portions of the Site of which the Contractor is to be given possession from time to time and the Order in which such portions shall be made available to him and subject to any requirement in the Contract as to the order in which the Works shall be executed the Authority will with the S.O.'s written order to commence the Works give to the Contractor possession of so much of the Site as may be required to enable the Contractor to commence and proceed with the construction of the Works in accordance with the programme referred to in Clause 3 above (if any) and otherwise in accordance with such reasonable proposals of the Contractor as he shall by notice in writing to the S.O. make and will from time to time as the Works proceed give to the Contractor possession of such further portions of the Site as may be required to enable the Contractor to proceed with the construction of the Works with due despatch in accordance with the said programme or proposals (as the case may be). If the Contractor suffers delay or incurs expense from failure on the part of the Authority to give possession in accordance with the terms of this Clause the S.O. shall grant an extension of time for the completion of the Works and certify such sum as he considers fair to cover the expense incurred which sum shall be paid by the Authority.

7. RETURNS OF LABOUR, ETC.

The Contractor shall if required by the S.O. deliver to the S.O.'s Representative or at his office a return in detail in such form and at such intervals as the S.O. may prescribe showing the numbers of the several classes of labour from time to time employed by the Contractor on the site and such information respecting Constructional Plant as the S.O.'s Representative may require.

8. SCHEDULE OF RATES

The Contractor shall provide the Authority and the S.O. with detailed schedules based on the programme referred to in Clause 3 above indicating the breakdown of costs of labour, materials and other expenses likely to be necessarily incurred in the completion of the Works as specified to the Contractor, together with such percentage addition as has been agreed between the parties hereto.

9. INTERIM PAYMENTS

The Authority shall pay the Contractor during the continuance of the Contract for materials and services provided by the Contractor to complete the work so specified in the following manner:-

- (a) The Contractor may at intervals of not less than one month submit interim accounts together with such receipts, wage sheets, bills of lading, cables, code signals and supporting documents as the S.O. may deem necessary to the S.O. for certification for expenditure incurred in the preceding month in accordance with the said programme subject to any alterations, variations or omissions as may be approved or directed by the S.O.

- (b) The said interim accounts will cover expenditure approved by the S.O. as necessary for the Works and shall be submitted in a detailed form as may be required and agreed with the S.O. Should the said interim accounts at any time contain an item or items upon which the S.O. shall require further verification or information the S.O. shall nevertheless certify the said interim accounts to the extent that he is satisfied and the Authority shall pay in accordance with sub-clause (f) hereunder, withholding such amount as may be specified by the S.O. until such time as he shall be satisfied by the Contractor of the expenditure made in respect of such item or items.
- (c) The Contractor shall be entitled to charge for any variation, addition or omission as may be approved or directed by the S.O., but such expenditure shall at all times be shown separately in the said interim accounts.
- (d) The Contractor shall be entitled to add to the expenditure detailed in the said interim accounts a percentage of $26\frac{1}{2}$ per cent for overhead charges and profit and the total of the said expenditure and the said percentage are hereinafter referred to as "the Total Cost" provided that for the purposes of this calculation the sum of 2/6d. per square yard of concrete slab completed to cover overheads and profits on the local materials used on the contract shall not be subject to the said percentage charge.
- (e) Before certification of the said interim accounts or of the final certificate upon completion of the Works the Contractor shall if requested by the S.O. satisfy him that the accounts of all sub-contractors and suppliers of materials covered by any previous payment have been discharged and upon a certificate from the S.O. that any such account or part thereof has not been discharged the amount previously paid in respect thereof shall be forthwith recoverable by the Authority from the Contractor and the Authority may in addition withhold the whole or any part of payments under the said interim account or of the final certificate until such account has been wholly discharged by the Contractor. The decision of the S.O. as to whether any such account or part thereof has or has not been discharged and of the Authority as to the amount to be recoverable and as to the additional amount if any to be withheld shall be final and conclusive.
- (f) After certification of each of the said interim accounts by the S.O. the Contractor shall forward the certified interim account to the Colonial Treasurer, Stanley who shall forthwith make a payment amounting to 90 per cent of the Total Cost shown thereon.
- (g) If as a result of payments made in accordance with the provisions of this Clause overpayment to the Contractor results from any cause whatsoever, the amount of such overpayment shall be taken into account in assessing any further payments or shall be recoverable from the Contractor.

10. METHOD OF MEASUREMENT

The Works shall be measured notwithstanding any general or local custom except where otherwise specifically described or prescribed in the Contract.

11. MAINTENANCE OF WORKS

The Contractor shall be responsible for and shall meet all costs in connection with the maintenance of the Works for a period of six calendar months from the date on which the S.O. shall certify that the Works have been completed to his satisfaction.

12. PAYMENT ON AND AFTER COMPLETION

(1) Upon the completion of the Works to the satisfaction of the S.O. the Contractor shall be entitled to be paid 95 per cent of the Total Cost (less any payments already made) calculated in accordance with Clauses 8 and 9 hereof.

(2) Within two months after the completion of the period of maintenance of the Works to the satisfaction of the S.O., the Contractor shall, unless the Authority otherwise agrees, forward an account for the Final Sum certified by an independent firm of professional accountants. The Authority shall within one month of the receipt of this final account make payment of the balance of any monies due to the Contractor.

13. PERIODS OF NOTICE

Notwithstanding anything hereinbefore contained the S.O. and the Contractor shall be entitled to 28 days' notice by letter post or 14 days by cable of any variation, addition or omission or any other matter upon which written authority is required by the terms of the General Conditions.

14. SUB-CONTRACTORS

The Contractor shall be entitled, subject to the approval of the S.O. to employ sub-contractors during the maintenance period referred to in Clause 11 hereof.

15. INSTRUCTIONS BY CABLE

In the event that letter post will cause undue delay either in receiving or the giving of instructions, it is agreed that cables signed by the S.O. and where necessary endorsed by the Contractor's representative in the Falkland Islands, shall be sufficient proof of monies expended or action taken. Likewise the Contractor agrees that in special circumstances he will accept instructions by cable through the Colonial Secretary in the Falkland Islands provided always that such cables are confirmed in writing.

16. UNEXPECTED OBSTRUCTIONS

Notwithstanding the provisions of General Condition 2, if during the period of the Works conditions or artificial obstructions are encountered which could not have been reasonably foreseen by the Contractor then the Authority shall pay such additional expenses as the Contractor may reasonably have incurred as a result of such conditions or artificial obstructions provided that the Authority shall be under no liability to make any payment to the Contractor under this Clause unless the Contractor shall have given notice in writing to the Engineer of his intention to submit a claim within 28 days of the occurrence of the event giving rise to the claim.

17. THIRD PARTY CLAIMS

The Contractor's liability in respect of third party claims arising from any act or omission on the part of the Contractor shall be limited to £60,000 in respect of any one claim. The Authority will indemnify the Contractor in respect of any amount in excess of the said figure.

18. DISPOSAL OF PLANT

The cost of all plant and equipment remaining the property of the Contractor is to be the subject of negotiation.

19. MAXIMUM LIABILITY

If after the end of the maintenance period referred to in Clause 11 above the S.O. has certified that the Works are in a satisfactory state and if the Final Sum has been agreed, there shall be paid to the Contractor the balance of all retention monies due to the Contractor.

As witness the hands of.....
on behalf of the Authority and of.....
on behalf of the Contractor.

SIGNED BY

On behalf of the Falkland Islands Government in
the presence of:-

Witness

Address

.....

Occupation

SIGNED BY

On behalf of:-

in the presence of:-

Witness

Address

.....

Occupation

Public Works, Stanley

Falkland Islands.

Specification.

Nature of work

1. The works are situated in the Falkland Islands in the town of Stanley.
The works consist of the preparation and construction of public roads.

Contract Time

2. The date of completion should be August 1967.

Limits of Site

3. For the purpose of this contract the site shall include:

Location

<u>Roads</u>		<u>Pavements</u>	
<u>1330'</u> <u>x 18'</u>	Davis Street, including Glasgow Road to the entrances to the two properties that use it.	<u>1330'</u> <u>x 4'</u>	prov.
<u>500'</u> <u>x 18'</u>	HEBE STREET	<u>500'</u> <u>x 4'</u>	"
<u>300'</u> <u>x 12'</u>	PIONEER ROAD	<u>300'</u> <u>x 4'</u>	"
<u>250'</u> <u>x 12'</u>	MOODY STREET	<u>250'</u> <u>x 4'</u>	"
<u>390'</u> <u>x 21'</u>	DAIRY PADDOCK ROAD	<u>390'</u> <u>x 4'</u>	"
<u>400'</u> <u>x 12'</u>	Drury WEST	<u>400'</u> <u>x 4'</u>	"
<u>700'</u> <u>x 18'</u>	FITZROY EAST	<u>700'</u> <u>x 4'</u>	"
<u>700'</u> <u>x 18'</u>	JAMES STREET	<u>700'</u> <u>x 4'</u>	"
<u>200'</u> <u>x 18'</u>	DEAN STREET	<u>200'</u> <u>x 4'</u>	"
<u>1000'</u> <u>x 16'</u>	RACECOURSE ROAD	<u>1000'</u> <u>x 4'</u>	"

Entrance and exit to Secretariat. West entrance to Government House.

All boundaries shall be as indicated by the S.O.

Supply of Materials

4. The contractor shall supply all materials necessary for the works except where otherwise specified.

Plant

5. The contractor must supply all those tools and plant for the execution of the works which are not supplied by the Authority.

Water Supply

6. The contractor shall, for the duration of the contract, install, operate and maintain such sumps, pumps and storage as are necessary to ensure an absolutely regular supply of clean water at all times for the works. He shall also arrange for drinking and domestic supplies of water for his labour camps. The cost of such supply shall be part of the contract.

Temporary Sanitary Arrangements

7. The contractor shall provide all proper conveniences for his men and separate conveniences for the men in the employ of the S.O., and shall disinfect with earth or otherwise and clear out daily all night soil which, together with any organic refuse produced by the works, shall be removed and buried by the contractor in such manner as may be from time to time directed and all such arrangements shall be submitted to, and from time to time be modified as may be deemed desirable, by the S.O., and the price for all such work will form part of the contract cost.

No Limitation by Detailed Description

8. Neither the following Clauses nor the detailed descriptions therein, nor the specification nor quantities shall limit the obligations and liabilities of the contractor under the accompanying Conditions of Contract.

Exceeding the Dimensions Directed

9. Should the contractor in making excavations exceed the dimensions directed by the S.O., or shown upon the drawings the extra space excavated shall be filled with such material as the S.O. may direct.

Discharge of Water from Works and Fouling of Streams

10. The contractor shall make such provision for the discharge of any water, whether foul or discoloured or otherwise, from the works as shall be satisfactory to the S.O., and to any persons having rights over the land and water courses over or down which such water is discharged and shall exercise due care to prevent the fouling of streams.

Works to be Kept Clear of Water.

11. At every point in the works at which water is liable to accumulate, proper drains and, if required, sump holes or wells shall be formed and if, in the S.O.'s opinion it is expedient, such sump holes shall be placed

entirely without the limits of the work and any pumping that may be necessary to keep any excavation clear of water, either during the sinking or subsequently, shall be so conducted from such sump holes that no wash or disturbance to the bottom or sides of the excavation shall occur and during the process of performing any concrete or other work the water in the sump holes from which such pumps draw shall be maintained below the lowest level of such works, The water shall be led to such sump holes or wells by specially constructed drains which shall, if necessary, be carried across the concrete or other work in troughs. The contractor shall also make proper provision for the exclusion of surface water and water diverted as specified above from all trenches and for the prevention of such water from eroding the embankment slopes.

Tests

12. Such tests as the S.O. may require from time to time to establish the quality of the work and the efficiency of construction shall be carried out. The contractor shall co-operate in carrying out such tests and shall make due allowance for delays, if any, which may occur as a result of carrying out such tests. When tests are being made which will assist the S.O. to judge whether or not to accept work, then the contractor shall have the right to be represented at those tests.

Trespass

13. The contractor shall prevent trespass by his workmen on land adjoining the site or labour camps and shall indemnify the employer against any claims for damages caused by such trespass.

Mechanical Plant Approval and Restrictions

14. All mechanical plant shall be of such type and size and of such method of working as the S.O. approves. If for any reason whatsoever the S.O. shall be of the opinion that it is undesirable that any machine or appliance employed or proposed to be employed by the contractor for the purpose of the works should be used, or that any such machine or appliance is unsuitable for use on the works, or that it is likely to break or damage any property or work of any kind through or near the ground to be excavated, or to cause nuisance by noise or otherwise, the S.O. may prohibit or suspend the use and/or require the removal from the works of such machine or appliance. Any changes in the method of performing the work as a consequence of such order shall be at the cost of the employer.

31st January, 1967.

Dear Mr. Barton,

As requested by you I have looked into the matter of the large scale repair to the road northwards of Rowan House.

The Superintendent of Public Works says that due to severe water logging at the foot of the hill, bad main drainage and a bad sub surface of clay and peat a deep job was necessary and any lesser job would, in his opinion, be a waste of the taxpayers' money. On the other hand some of the road repairs, for example on Ross Road West and Brandon Road, will mean only minute and shallow excavations.

The contract allows for this and is, in fact, based more on depth than surface area.

Yours faithfully,

(Sgd.) W. H. Thompson.

COLONIAL SECRETARY

Mr. A.G. Barton, C.B.E., J.P.,
STANLEY.

FALKLAND ISLANDS

Form B.

Administering Authority Government of the Falkland Islands

Scheme Number and Title 20000 and A and B Stanley Roads
(including Supplementaries)

Annual Audited Statement for the period ended 31st June 1966

Estimated Cost (including Supplementaries)

Approved Grants/Loans
(including Supplementaries)

£ 100,000 (Agreeing with total of column 5
of (D) overleaf)

£ 85,470

(A) Receipts		£	s.	d.
(i) Issues from Colonial Office Votes				
(a) Total brought forward from previous statement	....	70722.	..	..
(b) Total during this financial year	....	10.	..	..
(c) Total	....	70826.	..	..
(ii) Any other cash receipts which affect the amount of the assistance to be given from United Kingdom funds				
(a) Total brought forward from previous statement	....	..	..	..
(b) Total during this financial year	....	..	..	..
(c) Total	....	..	..	..
(B) Expenditure in respect of which assistance is being given in whole or in part from United Kingdom				
(a) Total brought forward from previous statement	....	112028.	7.	9.
(b) Total during this financial year	....	205.	7.	1.
(c) Total (agreeing with total of column 4 of D)	....	112233.	14.	10.
(C) Amount of assistance qualified for in respect of the total expenditure at B (c) above (after allowing for receipts at A (ii) (c))				
(a) Total brought forward from previous statement	....	70575.	3.	8.
(b) Total during this financial year	....	251.	2.	3.
(c) Total	....	70826.	5.	11.

(D)

(E) Remarks :

(F) Particulars of losses :

(G)

(H)

Certified that all the terms and conditions
attaching to the assistance from United
Kingdom funds have been observed.

Examined

J. Kelly
Auditor

Date _____



Noting

Colonial Treasurer.

Date 12th October, 1964

531
DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 3.2.67 Time: 1805 Received: 4.2.67 Time: 0900

No 23 Reference Colonial Secretary's letter 0452/111 of 4th January
to R.S.R.S. ESRO/Roads Contracts

1. R.S.R.S. make following proposals on basis ESRO roads contract will
cover 49 (repeat 49) and 25 (repeat 25) weeks respectively

(1) because pro-rata both time and contract values very close
suggest FIG one-third (repeat one-third): ESRO two-thirds
(repeat two-thirds) be accepted as firm ratio,

(11) your (A), agree repatriation costs all personnel
transferred to roads contract apportioned same ratio except
agent and family (your (B) who will be on basis actual time
spent each contract. To satisfy ESRO necessary for SRC
request similar costs for outward journeys same personnel,
in which case total ^{cost} FIG not (repeat not) expected exceed
£1,000 (repeat £1,000),

(111) your (C), understand FIG may wish to purchase some plant
and equipment transferred to roads contract. This is
Consortium property but they willing to accept transfer at
agreed value provided this is more than one-third (repeat one-third)
of initial cost, total value plant on ESRO contract £15,770 (repeat
£15,770). Freight costs, inclusive small tools £7,228 (repeat
£7,228), to be apportioned in same one-third: two-thirds ratio.

Alternatively plant and equipment could be transferred to FIG for
duration of roads contract only at one-third (repeat one-third) initial
cost and ownership retained by Consortium

(1V) your (D), small plant and tools to be sold to FIG at
agreed valuation, purchase cost £7,666 (repeat £7,666) ex U.K.
plus £701 (repeat £701) ex Falklands,

2. Costs at 1. (111) and (1V) do not (repeat not) include Consortium
overheads and profits.

3. Request Agreement for notional closing date of ESRO contract 22nd April,
thus if labour retained on island beyond agreed date because of roads works,
costs thereby incurred would not (repeat not) be ESRO liability.

4. Grateful for early reply

Secer

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 7.2.67 Time : 1500 Received : Time

No 31 ESRO/Roads. Your telegram No 23 refers. Your para 1(1) acceptable.

1(11) General personnel agreed but cannot see reason why ESRO expects FIG to pay proportion passages to Falklands. Local taxpayer cannot share costs of setting up ESRO Station but reasonable reimburse for passages from repeat from Falklands pro rata time worked.

1(111) will agree figures quoted as basis repeat basis for negotiation but only on those items used both contracts. Cannot negotiate for specialist items not used on roads. Alternative appears unattractive.

1(1V) as for 1(111)

Your 2. Noted

Your 3. April 22nd agreed subject to no unforeseen delays on ESRO contract

Governor

P/L : ER

Reply at 535

ESRO - Roads Contract.Folio 531 refers.

I have discussed with Mr. Waghorn. The basis of proposal is very fair indeed and sub-para 1 which actually turns the 49 week period into a 50 week one (50 being 2/3rds of 75) makes it even more to our advantage.

Therefore (1) (1) acceptable.

11 (A) is in accordance our agreement

11 (B) Agent's family is not acceptable and there is no conceivable reason why we should accept outward passage liability.

111 (C) they have not appreciated that we do not propose to transfer all items. There are some specialist pieces which are of no use to us at all. We can accept the figures given as a valid basis for negotiation but as we could not and would not purchase wrecks or worn out equipment it is no more than that. We are not interested in the alternative.

IV (D) as above.

2. Noted. We recognise that a negotiated price must include an element of overheads and profit.

3. Provided that there are no unforeseen delays on ESRO Contract this is a very fair ^{notional} ~~nominal~~ date.

C.S.

7th February 1967.

TB

