

0452/IV

618
~~318~~

9th September, 68.

Dear Mr Rowlands,

I have noted that you have not put forward any tender for the repair of Stanley roads in answer to the many broadcast notices put out recently.

I know that you are fully committed at the head of the Bay at the moment, but would be so good as to let me know whether you have any interest at all in taking up the repair of Stanley roads, say in December or January?

I shall be obliged for a reply as soon as possible.

Yours sincerely,

(W.H. THOMPSON)
COLONIAL SECRETARY

J. Rowlands, Esq.,
Stanley.

SC

Reply at 619

By 22.9.68
(main file)

620/1 removed
for Stanton file

319
619

STANLEY.
11TH SEPTEMBER 1968.

Your Ref. 0452/IV



THE GOVERNOR,
THE COLONIAL SECRETARY,
STANLEY.

WJ
Cp! 17/9

Dear Sir,

³¹⁸618 Thank you for your letter of the above
reference dated 9th Sep. 68.

In reply to your letter, regarding repairs to
Stanley roads, I am at present employed by Lock & Alluvium
Engs Ltd. and shall be for some considerable time, therefore, I
regret, I shall not be in a position to tender for the work
you mention due to start this summer.

Yours Faithfully,
John L. Lambert.

0452/IV

18th September, 68.

~~322~~
622

Superintendent,

Colonial Secretary

Public Works Department.

Repair Stanley Roads.

I have had a letter from Mr John Rowlands saying that he will not be available this summer to undertake work on the roads. Will you please plan to carry out repairs by some other means, if possible letting me know what you propose in time to inform the Legislature in early October.

See ~~325~~
625

(W.H. THOMPSON)
COLONIAL SECRETARY

SC

See 29.9.68 (1-17)

323
623

CONFIDENTIAL

File - 0452/IV

19th September, 1968.

MEMORANDUM NO. 61/68 FOR EXECUTIVE COUNCIL

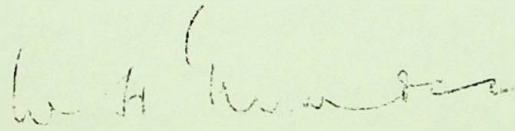
Repair of Stanley roads.

It is with regret that I have to inform Members that Mr John Rowlands is unable to accept any contract arrangements to undertake repair of Stanley roads this summer. Unfortunately, he is fully employed elsewhere.

It is essential that repairs be undertaken and the Superintendent of Public Works does not think that we should delay another year until Mr Rowlands is available. Unfortunately, there is no spare labour about and the Superintendent of Public Works has suggested that we should make use of three or four of the Chileans who have been employed by Rock and Alluvium on their Camber contract. These Chileans are due to leave the Colony on the 25th October, 1968.

No other way can be devised by which repairs can be done and Honourable Members are asked to approve this course of action.

At this stage, the reactions of the General Employees' Union have not been ascertained but these will be available in time for the meeting and I have requested the Honourable Mr R.V. Goss to be prepared to speak to the matter.



(W.H. THOMSON)
COLONIAL SECRETARY

Copy to - S.P.W.

Issued today
JA

20.9.68

SC

0452/IV

624

19th September,

68.

323

The attached memo to Executive Council is self explanatory and in accordance with my promise to the Union that we would consult and ask for your blessing on such moves, I now ask you to let me know the feelings of your Committee. If you can let me have your reply ahead of the Executive Council meeting it will at least allow me to make some moves. For example, if you do not oppose, I can do something about passages.

(W.H. THOMPSON)
COLONIAL SECRETARY

Secretary,
General Employees' Union.

c.c. S.P.W.

SC

See 628
~~328~~

By: 30.9.68.

MEMORANDUM

625 325

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

23rd September, 1968.

To: The Colonial Secretary,

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

STANLEY.

Stanley, Falkland Islands.



Discussed with Spw. nfa

SUBJECT :- Repair Stanley Roads.

622

W.I. 27/8

Ref. your Memo 0452/IV dated 18th September, 1968.

I am hoping you will be successful in negotiating the possibility of obtaining Chile Labour; failing this I propose to select a few men from P.W.D., as the only alternative, not a particularly good thing for the rest of the Department, in view of the fact that there would have to be an adjustment in wages for roadmen who would be classed as semi skilled, in order to make any progress a small per yd incentive bonus would also have to be considered, but generally speaking it would still not exceed past Road repair expense.

J.W. Royans

Supt. of Works.

326.
626

MEETING
EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL NO. 8/68 HELD ON
25th SEPTEMBER 1968.

0452/IV 9. REPAIR OF STANLEY ROADS (Memo 61/68) 623

Council discussed the question of using Chilean labour on the repair of Stanley roads, and advised that the matter should be dealt with by the Colonial Secretary and the General Secretary of the General Employees' Union, the final arrangement to be reported to Council.

Flowing
Ag. Clerk of Council

B. 8. 10. 68.

8th October,

68.

Dear Sir,

I shall be obliged if you will let me know whether you have anything to report upon your discussions concerning the use of Chilean Labour to carry on with Stanley roads. You will recall the matter was passed to us by the Governor in Council.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

General Secretary,
General Employees' Union.

See B28

SC

By 11.10.68

Falkland Islands General Employees Union

[FORMED 28th OCTOBER 1943]

628
328

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,

.8th. October, 1968.

The Honourable,
The Colonial Secretary,
STANLEY.

Dear Sir,

Thank you for your letter 0452/IV of the 19th September, and attached memo to Executive Council suggesting the use of three or four Chileans to assist in repairing the Stanley Roads.

The matter was raised during a meeting of my Executive Committee held on the 4th October, and I am directed to advise you that the suggestion to make use of the Chileans to assist in the repair of the roads will not be contested by the Union provided that employment is available for all locals now employed at the Camber and that the Chileans are not taken off the Camber job before it is completed.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'A. J. Jones', written over a horizontal line.

GENERAL SECRETARY.

0452

329
629

9th October, 68.

Superintendent, Public Works Department

Colonial Secretary

c.c. The Hon. Mr R.V. Goss, E.D.

Stanley Roads

It has been agreed with the General Employees Union that three or four Chileans may be taken on to assist in repairing Stanley roads.

This is contingent on first offer of employment being given to all local persons now employed at the Camber and that the Chileans are not taken away from the Camber job before it is completed.

Will you please approach Mr Lemon of Rock and Alluvium about this and get his assurance that Rock and Alluvium will continue to honour their obligation for paying the outward passages of the Chileans concerned. If there are any difficulties, please let me know.

B.M. 11.10.68.
(Ex. Co.)

(W.H. THOMPSON)
COLONIAL SECRETARY

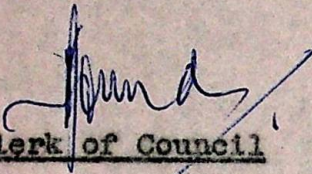
329A
630

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL

NO. 9/68 HELD ON THE 14TH & 15TH OCTOBER 1968

0452/IV 10. REPAIR OF STANLEY ROADS

The Colonial Secretary informed members that the three remaining Chileans employed by Messrs Rock and Alluvium could be available to Government on completion of the Camber project. Meanwhile the Superintendent of Public Works would explain his plans to the Standing Finance Committee scheduled to meet later in the week.


Clerk of Council

FA

ROSS ROAD WEST.

Monument Hill	Re-surface for	
Area No. 6.	Pothole	6' x 6'
" No. 10.		6' x 10'
" No. 19		6' x 20'
" No. 24.		6' x 20'
" No. 27.		6' x 20'

140 yds x 7 yds Re-surfacing Monument Hill.

BRANDON ROAD

			Depth.
Area outside No. 16.	Pothole	5' x 5'	6"
" " No. 12.	"	5' x 5'	6"
" " No. 7.	"	10' x 10'	6"
" " No. 5 to No. 1.	Breakout	60' x 20'	6"
" " No. 2.	"	20" x 20"	6"

ST. MARY'S WALK.

Area outside Hospital entrance. 15' x 10' 6"

JOHN STREET

Area outside Est. Louis Williams 30' x 10'
10' x 10'

FITZROY ROAD.

Area No. 39.		10' x 10'
" No. 35.	Pothole	6' x 6'
" No. 32	Centre Strip	10' x 4'
" No. 21.		10' x 10'
" No. 19.		20' x 30' * Ramp. Hardy
" No. 15		30' x 20'
Bakery		20' x 40' + Sidewalk.
Area No. 4.		20' x 20'

DAVIS STREET.

Area No. 8.	Pothole	6' x 6'
Junction Dean St.		40' x 20'
Area No. 32.		40' x 20'
" No. 40.		10' x 20'
Junction to No. 54		10' x 60'
Area No. 72		30' x 20'
To concrete		40' x 6'

ROSS ROAD EAST.

Area West 6' x 10'
Cemetery 80' x 10'

PHILOMEL STREET.

GLOBE HOTEL 6' x 6'
John St. Junction 20' x 40'
No. 4. 10' x 40'

DEAN STREET.

West Stores 4 potholes at 6' x 6'.

VILLIERS STREET.

Ship Hotel 22' x 100'
Near Top 40' x 10'
At Top 20' x 60'

BRISBANE ROAD.

10' x 10'

RESERVOIR ROAD.

potholes only.

STANLEY ROAD REPAIRS.

ROSS ROAD EAST	Scarify and make Good	95 yds
PHILOMEL STREET	" " " "	137 yds
DEAN STREET	" " " "	4 yds
VILLIERS STREET	" " " "	422 yds
BRISBANE ROAD	" " " "	9 yds
DAVIS STREET	" " " "	364 yds
JOHN STREET	" " " "	44 yds
FITZROY ROAD	" " " "	300 yds
ST. MARY'S WALK	" " " "	16 yds
BRANDON ROAD	" " " "	19 yds
ROSS ROAD WEST.	" " " "	50 yds.

1st CONSIDERATION

1,461 yds = 10 drums. *GOLAS*
50 ton chipping.

RESURFACE TWO COATS

2nd CONSIDERATION

ROSS ROAD WEST (Monument Hill) 980 yds
DRURY STREET. 700 yds

1,680 yds = 12 Drums "
56 ton $\frac{3}{8}$ chippings.



Public Works Department,
Stanley, Falkland Islands.

~~330~~
631

22 Oct.....1968

Box. Sec.

Stanley Rds.

G.O.
on file
G.I.
/

Enclosed a copy of the proposed
repairs.

The most severe remedial work will take
priority

S.P.W.

28th October,

Superintendent, Public Works Department

Colonial Secretary

c.c. The Hon. Mr R.V. Coase, F.R.
c.c. The Hon. Mrs. N. King
c.c. The Hon. Mr W.H. Clement, J.P.
c.c. The Hon. Mr R.W. HillsStanley Roads

I am glad that you have been able to make a start no matter how limited.

I hope that you will be able to contact the Members of the Legislature for Stanley to put them in the picture about what is going on.

It is essential that they know your difficulties which, I am sure, are not fully appreciated.

Please let me know when you have managed to have a chat with each of the four Members.

(W.H. THOMPSON)

No. FWD 011.

MEMORANDUM

~~332~~
- 633

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

31st October, 19 68.

To: The Colonial Secretary,

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

STANLEY.

Stanley, Falkland Islands.

SUBJECT :- Road Repairs.

As previously discussed and verbally agreed on as the only alternative in getting the road repairs underway, I managed to recruit a small team of one Staff member and 5 others by introducing a production bonus as an incentive, I also spoke to H.E. which met with his approval verbally.

I have discussed with the Colonial Treasurer as to the method of payment and explained that in order to revert back to normal without complications at a later date, payment can be made as for temporary services on a voucher.

Could I now have confirmation of approval which will also include temporary services for painting.

~~333~~ 634

C.P. Do you agree?

S. 1/11

J.W. Rogers

Supt. of Works.

C. S.

334
635
L.S.M.

I asked A. P. W. to set out in detail the proposals he had made, and to get the formal approval of Government to proceed. What the incentive proposals are I do not know, but I need to know before passing vouchers for payment. I note that one staff member is involved and should be grateful for a clear indication that the incentive is to be offered to him also.

L.S.
1/11/68

S.P.W.

636 ~~334 A~~

See above & provide answer please. Discuss if necessary

S.P.W. 1/11

Production bonus :-

Work involves, Preparatory work, supplies, Plant operation, breaking out, scarifying, trimming, removing and stockpiling loose material, backfill and roll, seal coat and sand, surface coat with chippings and compact, generally make good the area.

Breakdown per sq yd. :-

Setting up, breaking out, removal etc and ready for backfill.

2^d per man - 6 man team = 1/-

Backfill and compact ready for seal coat

2^d per man - 6 men = 1/-

Seal and surface - two coats to completion.

1^d per man - 6 men = 6^d.

Total per completed yd. 2/6^d

Owing to tade work being involved it requires the services of a mason "scale H." K Summers being the only one available, it is appreciated that he is on a fixed rate, but as he is being detailed to supervise 3 or more men, with added responsibility, I consider he should at least be included in the Bonus shareout, if he is not then 2/6 still remains between the five or less in attendance, this after weeks of negotiating is the only acceptable terms that would show any progress in road repairs, and already is proving to cut down time considerable in comparison to straight out direct labour.

Six man gang. at present are :-

K. Summers.
R McKay.
J Jones
L Middleton
H Steward
J McFarlan.

638
See 336

5th November,

68. 638

Superintendent, Public Works
Department.

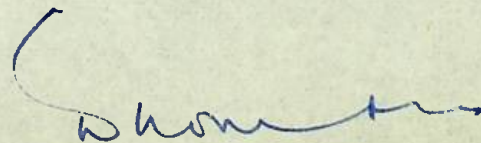
Colonial Secretary

c.c. Colonial Treasurer

Stanley Roads - Bonus for production.

You are authorised to make payment of a production bonus of 2/6d. per completed yard on the lines laid down by you (and which, for future reference, is at folio 335 on file 0452/IV).

The bonus may also be paid to K. Summers who is the holder of an established post.



(W.H. THOMPSON)
COLONIAL SECRETARY



338 removed,
For Saxtons File

~~337~~
639

ROCK & ALLUVIUM ENGINEERS LIMITED

SPECIALIST CIVIL ENGINEERS

46 VICTORIA STREET · LONDON · SW1
TELEPHONE 01 222 1440

OUR REF.

YOUR REF.

DATE



7th November, 1968

Dear Sir,

With effect from Monday 11th November, 1968 Mr. J. Rowlands will take over all responsibilities as Site Agent for Messrs. Rock & Alluvium Engineers Limited who are acting as contractors for the Falkland Islands Co.Ltd., Ministry of Defence and British Antarctic Surveys.

He will be based at the office at No.56. John Street, Telephone No.42.

Yours faithfully,
for Rock & Alluvium Engineers Ltd.

G.R. Lemon
(G.R. Lemon)
Site Agent

- Colonial Secretary
- Supplies Officer Central Store
- Supt. Public Works
- Senior Medical Officer
- Inspector of Police
- Supt. Posts & Tels.
- Supt. Power & Elect.
- OIC. B.A.S.
- OIC. E.S.R.O.
- W.E. Bowles
- OIC Cable & Wireless
- OIC. Naval Party 8902
- OIC. Naval Party 8901
- R.W. Hills
- Estate Louis Williams
- F.I.C. Colonial Manager.

CI
to see
h.l.
12/11/68

lee 02452/11

~~344~~ Removed for
Saxtons File
D1 12/11 ~~339~~
640

Public Works Department,
Stanley,
Falkland Islands.

12th November, 1968.

THIS IS TO CERTIFY that the works relating to the
Town Roads Contract have been satisfactorily completed and
that the effective date of completion was 12th March, 1968.

IT IS FURTHER CERTIFIED that the Contractors have
satisfactorily maintained the completed works during the
six months following 12th March, 1968.

J W Rogers

Superintendent of Public Works.

0452/IV

343 removed
for Flaxton File

~~342~~ 641

11th February

69

To: Supt. Public Works Dept.,

From: Colonial Secretary,

STANLEY.

Repair of Pot holes near Wireless station-paso libre on
Surf Bay Road and two main holes in Dairy Paddock.

Please arrange for debris from road repairs to be dumped into these areas and not into the sea.

Please telephone me to discuss further and mention winter programme on tender.

(W. H. Thompson)
COLONIAL SECRETARY.

AR.

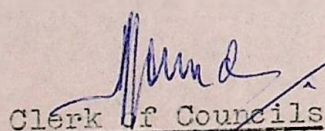
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344
642

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL MEETING
NO 4/69 HELD ON 22nd, 23rd, 24th, 25th, 26th, 29th, 28th, 30th,
April and 1st May 1969.

0452/IV (15) Stanley Roads

Concern was expressed that the tarmac surface of the Stanley roads has never been sealed. Council advised that the Superintendent of Public Works be asked to advise on this and to prepare a report on the condition of the roads with an estimate of the cost of carrying out complete repairs. This would be required for consideration in Select Committee.


Clerk of Councils

0452/IV

10th May

~~345~~
643
69.

To: Superintendent of Public Works,

From: Colonial Secretary.

STANLEY.

Stanley Roads

Concern has recently been expressed that the tarmac surfaces of Stanley roads have never been sealed. Would you please consider and advise.

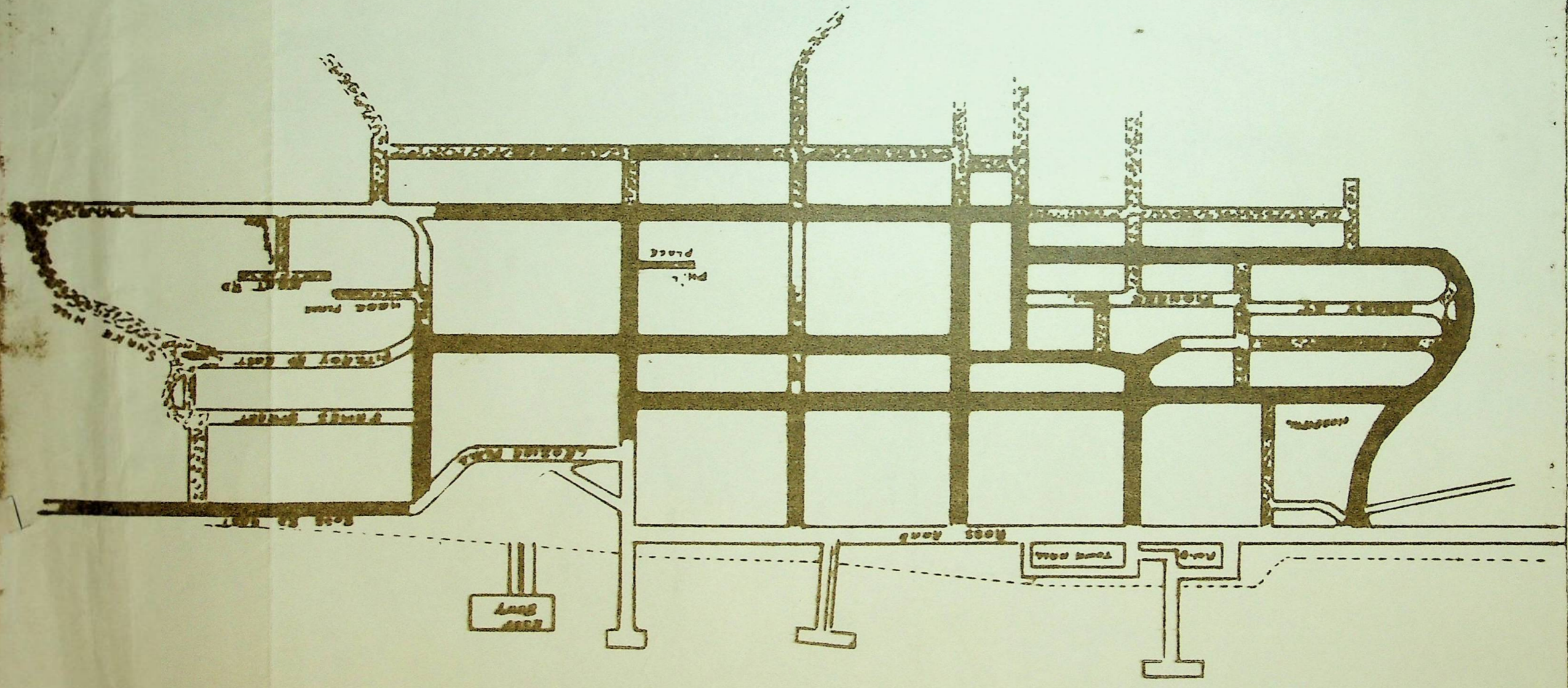
I am also to request that you prepare a report on the general conditions of Stanley roads and submit an estimate of the cost of carrying out complete repairs for consideration in Select Committee which is due to sit on 21st May.

(H. L. BOUND)
for COLONIAL SECRETARY

AA.

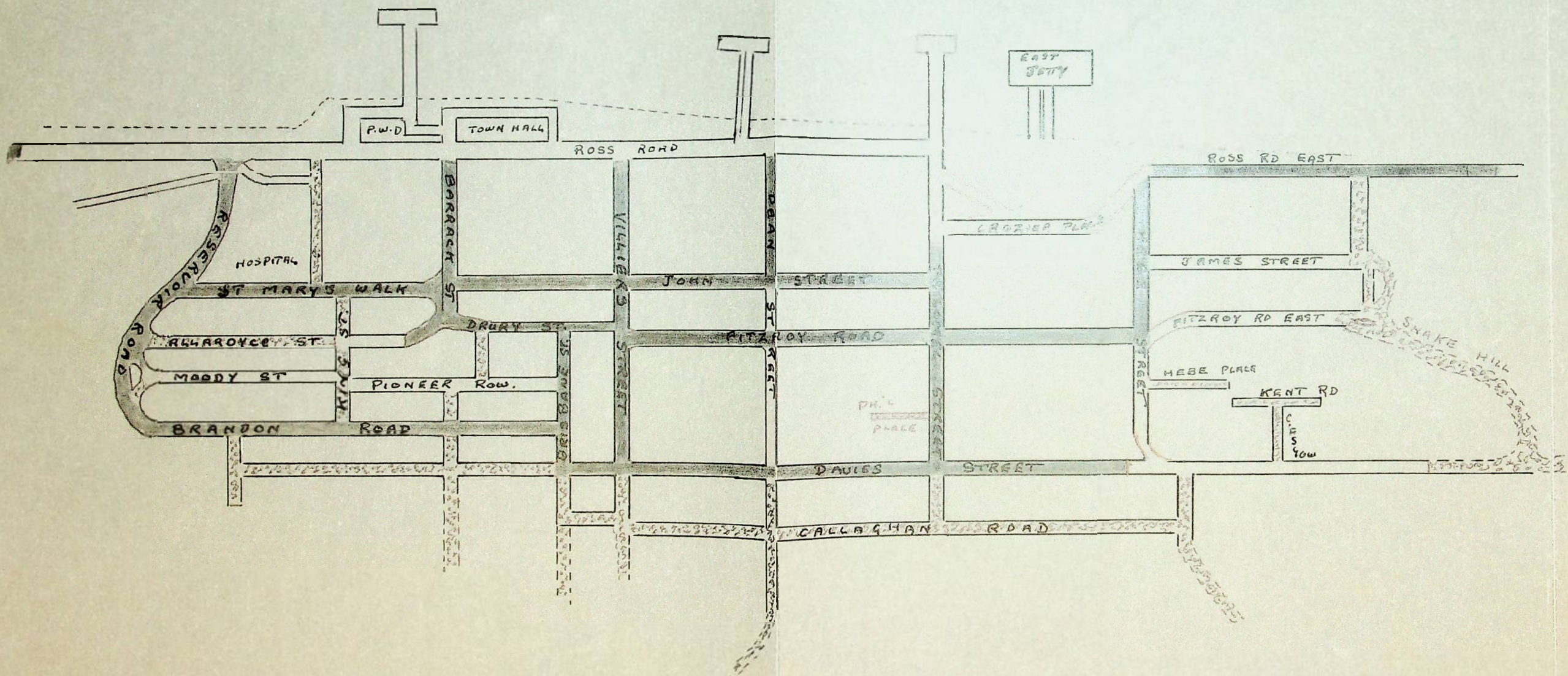
B4 19-5-69

1941



for main plan

~~346e~~
644c



	MACADAM
	CONCRETE
	STONE SURFACE

~~346~~
6449

Copy of a Report made by the Superintendent of Public Works, 6th May, 1969.

STANLEY ROADS

At the request of His Excellency the Governor, I have the honour to submit this report.

TARMACADAM ROADS:

Fifteen of this type are in use in Stanley (as shown in sketch attached), normally these roads would have been constructed on a prepared subgrade foundation, followed by four inches or more of Tarmacadam with a one and half inches of wearing course.

Re-surfacing would then take place about every five years, but in the case of the above mentioned roads having been for the greater part laid on unprepared foundation, it would have been reasonable to suggest resurfacing every three years.

There is no evidence of a wearing surface at all on these roads, consequently they are all open in texture, although road conditions change every few yards approximately fifty per cent have depreciated to the extent that they could hardly be classed as even light traffic roads, and are going to be a perpetual burden, most of the repair areas have been patched and repatched in the same spots.

It is unlikely that an ordinary surface of tar and chippings would be successful over these roads due to depreciation, voids are in evidence over ninety per cent of road surfaces.

Some roads however, as detailed, could be saved by either of two choices. Tar spraying with a sand blinding, until the surface is uniform, then spray tar and chippings, then roll.

The other choice to save all roads is to import an experienced road foreman. It is folly to expect P.W.D. with its extremely limited supervisory staff to maintain its many other commitments and keep a regular efficient road team full time on roads, and full time is what is now required. Anything else will result in total loss of some roads, for example Drury St. and a large part of Villiers Street.

At the best P.W.D. can produce with its staff and labour problems is a small team to try and keep up with potholes and complete road failures, and these have to be done in concrete for speed and simplicity.

TARMACADAM ROADS

Street	Approx yds length	Ft. width	Approx. area possible to surface	Recent repairs sq. yds.
Davies St.	1,375	18	70%	287
Ross Rd. East	300	16	90%	NIL
Hebe Street	150	18	80%	NIL
Drury Street	150	Varies	10%	NIL
x Barrack Street	155	18	100%	9
* x Ross Road West	350	18	100%	32
x Reservoir Road	280	18	100%	20
* Brandon Road	600	20	30%	150
x John Street	610	20	100%	10
Villiers Street	500	18	50% ^x	150
Dean Street	50	18	80%	NIL
Philomel Street	450	18	50% ^x	90
x Brisbane Road	350	18	100%	6
Fitzroy Road ^x	600	18	50% ^x	35
x St. Mary's Walk	350	20	100%	20

* Indicating possible subsidence, in small areas

31380 ✓ 6270 x 15 = 94050 6270 x 6 x 4
 20 47825

~~3466~~
6446

STANLEY STONE ROADS

Street	Yds length	Ft. width	Remarks
Callaghan Road	810 ⁶²⁷⁰ 7080	18	Very rough, but no potholes
Surf Bay Road	70 7150	20	Poor drainage, rough surface and potholes
Dean Street	70 7220	20	Rough surface
Villiers Street	70 7290	20	Rough surface
Brisbane	70 7380	20	Rough surface
* Hackets Hill	60 7440	20	Hazardous outcrop rock and potholes
* King Street	150 7590	20	Loose stone, rough surface
Allardyce	170 7760	15	Reasonable compacted surface
Pound Lane	60 7820	10	Not drained - poor condition
* Cable Lane	120 7940	12	Poor drainage - mud
* Snake Hill	500 8440	24	Very bad surface, loose stones, outcrop rock, no drainage.

8,440 sq. yds.

* Roads marked * No need to be through roads

CONCRETE ROADS

Davies Street	447 447	18	No attention required
Hebe Street	170 617	18	Unsuccessful road drainage. Water seeping through the expansion gaps
Pioneer Road	170 777	12	No attention required
Moody Street	83 860	12	No attention required
Drury Street (West)	130 990	12	No attention required
Fitzroy Road (East)	230 1220	18	No attention required
James Street	230 1450	18	No attention required
Dean Street	100 1550	18	No attention required
Racecourse Road	333 1883	16	No attention required
Ross Road			Sympathetic cracks but structurally sound.
Ross Road West			Evidence of undermining in two bays

1,553 sq. yds.

8420
6270
50520

8440
6270
4710
6
0

Approx cost per sq. yd.

Concrete 75/-

Tarmacadam 60/-

Prime & Seal Coat 40/-

Add 10/- sq yd for any existing Road Removal.

Annual cost of resurfacing roads in 3-yr. cycle: —

8,440 sq. yds. of tarmac road.

If resurfaced every 3 yrs, 1/3rd per yr = 2810 sq. yds annually.

This, at £2 per sq. yd., = £5,600. say £6,000 p.a.

Issue. 17/5/69.

346

644

CONFIDENTIAL

Ref: O452/IV

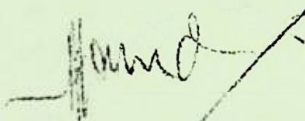
16th May 1969.

MEMORANDUM NO 39/69 FOR EXECUTIVE COUNCIL

Stanley Roads

The attached report has been submitted by the Superintendent of Public Works in response to questions raised at the last meeting of Executive Council

The report is circulated for information and will be discussed at the next meeting of Executive Council.


COLONIAL SECRETARY

AA.

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL HELD ON
20TH AND 27TH MAY 1969.

3469

645

0425/IV

6. REPORT ON STANLEY ROADS (Memo. 39/60)

644

After studying the report submitted by the Superintendent of Public Works on the condition of the Stanley Roads Council noted that whereas some of the tarmacadam surfaces had deteriorated beyond economical repair, some were still in a reasonable condition and further deterioration could be prevented by sealing the present surfaces.

The general feeling was in favour of remedial action for roads which could benefit therefrom, particularly Barrack and John Streets, Reservoir and Brisbane Roads, Ross Road West and St. Mary's Walk, perhaps financed from local funds, combined with a selective programme of rehabilitation or possibly rebuilding of other roads in concrete with British financial help.

As a first step it would be necessary to establish definitely which tar roads could be saved by remedial action using the same material and which had so deteriorated as to make their rehabilitation/rebuilding in concrete absolutely necessary. This appraisal could be carried out initially without taking financial consideration into account.

The possibility of the Public Works Department establishing an experienced road-building/repair gang by recruitment from the private sector should also be examined.

There might be a need, if a local rehabilitation programme utilising local funds was to be embarked upon, to increase the amount of funds, over the current and the forthcoming (and possibly the subsequent) financial year to a total of between £25,000 and £30,000.

It was agreed that the Colonial Secretary should pursue the matter further with the Superintendent Public Works along the foregoing lines and report back to Council.

Clerk of Council

0452/IV

25. STANLEY ROADS

The Superintendent of Public Works attended and explained that the construction of tarmacadam roads could not be undertaken without obtaining the services of a qualified road supervisor. He was, however, satisfied that if the services of a particular local foreman could be recruited it would be possible to carry out the task of sealing the six roads requiring that service. The same foreman was also experienced in concrete road construction and was qualified to undertake a programme of this kind. Allowing for the fact that some supplies of tar are already available a rough estimate of £25,000 should be adequate to finance the sealing of the six tarmacadam roads requiring the least attention.

The Superintendent Public Works informed Council that there might be equipment difficulties. The crushing machine tended to wear quickly because of the unusually abrasive nature of the stone quarried near Stanley. He also mentioned that a mechanical loader would be required. It was felt that this requirement could be met by borrowing the J.C.B. excavator from South Georgia.

Council advised that in order to prevent existing tarmacadam roads deteriorating beyond repair, work of sealing the surfaces should be begun soon if it was found possible to assemble staff, equipment and materials needed for the task.


Clerk of Council

No.

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

MEMORANDUM.



29th May

19 69

347

647

To Colonial Secretary,

Stanley,

Falkland Islands.

From Chief Meteorological Officer

Stanley, Falkland Islands.

SUBJECT:- ROAD TO METEOROLOGICAL OFFICE

" I would like to draw your attention to the terrible state of the road to the Stanley Met Office. Apart from the Met staff and the people living nearby, this road is used by a large number of Stanley ^{people} getting to their Peat bogs. What used to be moderately sized holes have now become what can only be described as craters.

I fully appreciate that Government has little or no money to improve such a road and that a tarmac road is out of the question. However, it would be very much appreciated if quantities of rubble etc could be dumped and levelled on the road. During the day one can manage to walk to the office keeping dry, but this is next to impossible at night when my and the Colony staff attend the office.

A handwritten signature in black ink, appearing to read "R.F. Johnson".

see 650

R.F. Johnson CMO. "

CONFIDENTIAL.

No. _____

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



~~348~~
648

30th. May, 1969.

To: Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :-

ROAD'S PROGRAMME.

I have made some progress in working out a guide programme, but can go little further until I have had ~~more~~ more discussion with Mr. J. Rowlands.

I have however had a recent discussion with him and we are to meet again during the next week to see if we can at least get a substantial answer on what would be his requirements; Contract, prices, Plant, assisted labour or direct labour etc.

I will again report on progress after the meeting.

J W Royans

Supt. of Works.

CONFIDENTIAL.

MEMORANDUM

No. _____

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

J 3/6

349 649
3rd. June, 19 69.

To: Colonial Secretary, _____

STANLEY. _____

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

Stanley, Falkland Islands.

SUBJECT :-

STANLEY ROADS.

A more recent discussion with Mr. J. Rowlands was held on Saturday May 31st. The position remains much the same, he is still interested but is uncertain of his present obligations to his present employer and has agreed to hold further discussion after the next U.K. mail arrives.

Next step will be approximately 12th. June.

J W Royans

Supt. of Works.

General Office. F+R. J 3/6

4th June

69

350
650

To: Supt. Public Works Dept.,

From: Colonial Secretary,

STANLEY.Road to Meteorological Office.

647
A letter has recently been received from the Chief Meteorological Officer concerning the condition of the road leading to the Met. Office and I am to ask if you would be good enough to let me have your comments.

The letter reads as follows:-

"I would like to draw your attention to the terrible state of the road to the Stanley Met. Office. Apart from the Met. staff and the people living nearby, this road is used by a large number of Stanley people getting to their peat bogs. What used to be moderately sized holes have now become what can only be described as craters.

I fully appreciate that Government has little or no money to improve such a road and that a tarmac road is out of the question. However, it would be very much appreciated if quantities of rubble etc. could be dumped and levelled on the road. During the day one can manage to walk to the office keeping dry, but this is next to impossible at night when my and the Colony staff attend the office.

(sgd) R.F. Johnson C.M.O.

(H. L. Bound)
for COLONIAL SECRETARY.

AR.

357
651

Y.E.

Stanley Roads

You asked me a day or two ago what was the latest position regarding Stanley Roads and I mentioned to you that S.P.W. had sent another short note on his most recent approach to Mr J. Rowlands. The position remains much the same. Mr Rowlands is still interested but is uncertain of his obligation to his present employer; however, it is possible that the next mail from Britain may help to clarify matters for him and S.P.W. will be having a further discussion with him after the "Darwin" has arrived. It may therefore be expected that we shall hear something more round about the 12th to 14th June.

2. Meanwhile, I shall be having a further discussion with S.P.W. myself on the question of the roads.

(J. A. JONES)
COLONIAL SECRETARY

June, 1969.

0452

SC

c.c. S.P.W. - (n.o.o.) I shall be obliged if you will get in touch with me with a view to our having a further discussion on this subject generally.

J.A.J.

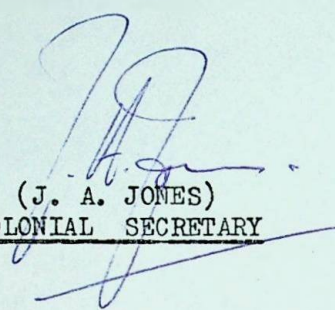
A.C.S.

352
652

Stanley Roads

You will recall the recent Exco discussion (which S.P.W. attended) on the above subject and the decisions there arrived at. (It would be as well for those decisions to be provisionally recorded in the file, in advance of the production of the faired Exco minutes).

2. Since then S.P.W. has sent us a ³⁴⁹ memo setting out the latest position regarding Mr Rowlands. And that is all. However, there is a good deal of other work S.P.W. should be engaged upon in connection with Stanley Roads - estimating proposing development plans, etc: and I would like to be assured that this is not being overlooked. Would you please go over the position with Mr Royans and let me know in due course how matters stand?


(J. A. JONES)
COLONIAL SECRETARY

9 June, 1969.

0452/IV

SC

~~343~~
653

The Superintendent of Public Works attended and explained that the construction of tarmacadam roads could not be proceeded with without obtaining the services of a qualified road engineer. He was however satisfied that if the services of a local foreman could be recruited it would be possible to carry out the task of sealing the six roads requiring that service. The same foreman was also experienced in concrete road construction and was considered suitably qualified to undertake the programme envisaged without supervision. Allowing for the fact that sufficient tar already existed a rough estimate of £25,000 was quoted to complete the task of sealing the six tarmacadam roads requiring the least attention.

Referring...

Works mentioned that the same difficulties might arise with the crushing machinery which tended to wear quickly with the highly abrasive stone that existed near Stanley. He also pointed out that a mechanical leader would be required and it was felt that this problem could be overcome by obtaining the services of the JCB excavator from South Georgia.

Council advised that in order to prevent existing tarmacadam roads deteriorating beyond repair, the work on sealing the surfaces should be commenced with as little delay as possible.

6. REPORT ON STANLEY ROADS (Memo 39/60)

354
654

After studying the report submitted by the Superintendent of Public Works on the condition of the Stanley Roads, Council noted that whereas some of the tarmacadam surfaces had deteriorated beyond economical repair, some were still in a reasonable condition and further deterioration could be prevented by sealing the present surfaces.

Council/...

Barrack Street

Ross Road West

Reservoir Road

John Street

Brisbane Road

St. Mary's Walk

The remaining tarmacadam roads which have deteriorated beyond repair should be renewed in concrete.

Council further advised that consideration be given to increasing the provision for road repairs in 1969/70 to £27,000 and that an application be made to Her Majesty's Government for financial assistance to provide new concrete roads where needed.

C.S.

~~355~~ 655

Your minute at 352

I have discussed with Mr. Rogers & he will
be seeing you shortly himself.

Meanwhile I have filed a file of Exco extracts
at pp. 353/354 herein.

J 10.6.69

No. 0452/IV.

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



356
656

7th. June, 19 69.

To: Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :- ROAD TO METEOROLOGICAL OFFICE.

Although I appreciate Mr. Johnson's statements concerning the condition of the road, and how he suggests we construct it, he is obviously completely oblivious of the many reasons why the road mentioned and many more long overdue roads, have not yet been improved.

It is to be noted however that it seems more than coincidence that he had not contacted you on this issue until he saw all the preparatory work recently for the Wireless Station road to be improved (which has now commenced) as a Winter job, having 3 men drawn off the permanent roads which is also the total labour available, and he must have realised that we are at our weakest point for further work.

In answer to the difficulty of the peat carters he mentioned, they have their own representatives, and negotiations have taken place which is of no concern of Mr. Johnson.

Supt. of Works.

Y.E.

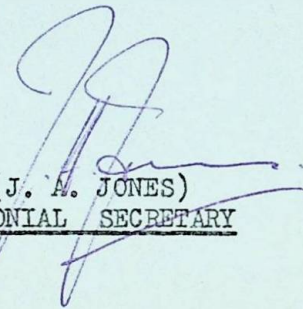
2
Cs. Thank you. 14/6

357
657

1
Stanley Roads

You asked me a day or two ago what was the latest position regarding Stanley Roads and I mentioned to you that S.P.W. had sent another short note on his most recent approach to Mr J. Rowlands. The position remains much the same. Mr Rowlands is still interested but is uncertain of his obligation to his present employer; however, it is possible that the next mail from Britain may help to clarify matters for him and S.P.W. will be having a further discussion with him after the "Darwin" has arrived. It may therefore be expected that we shall hear something more round about the 12th to 14th June.

2. Meanwhile, I shall be having a further discussion with S.P.W. myself on the question of the roads.


(J. A. JONES)
COLONIAL SECRETARY

9 June, 1969.

0452

SC

c.c. S.P.W.

3
Gen. Office.

F&R 11/6

4

Like Note

1. Possible inability to obtain the S.L.B. from P. George may affect prospects of achieving a road repair programme.
2. They have, in worst circumstances, to be content initially with a modest programme for stockpiling crushed stone, etc., in anticipation of being able to carry out a repair programme at a later date.

16/4/5

BU 14/6 17

0492/IV

16 June, 69

~~358~~
658

Superintendent Public Works

Colonial Secretary

Department

Stanley Roads

I wonder whether you are now in a position to give me any further information on the above-mentioned subject? You will be aware that all being well, we shall have the J.C.B. from South Georgia for 3 - 4 months: the more important question at the moment therefore is the staffing one which we discussed a few days ago and about which you hoped to be able to let me know more within a reasonable time of the "Darwin's" recent arrival with overseas mail.



(J. A. JONES)
COLONIAL SECRETARY

SC

Bu 2/16

Reply at 659

No. 0452/IV

MEMORANDUM

~~359~~ 655

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



17th. June, 1969.

To: Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :-

STANLEY ROADS.

~~358~~ 658

Your Memo of 16th. June refers.

At the moment there is no further information on this, Mr. J. Rowlands has not been in as arranged. I cannot at the moment press it due to extreme pressure keeping vital services ticking as a result of this inclement weather, but I have not overlooked our discussions on this subject.

J. Rowlands

Supt. of Works.

W. J.L.B. fr. L.G. 2/17/69
not 100% certain.
24/6

B4 25/6

BU 30/6 25/6

259(a)
660

EXTRACT FROM MINUTES OF MEETING NO. 7/69 OF EXECUTIVE COUNCIL
HELD ON 15th, 16th, 17th JULY, 1969.

C452/IV 16. STANLEY ROADS (Memo 53/69)

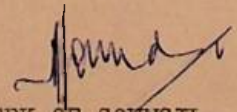
The Superintendent of Public Works attended during the discussions on this subject and explained his plan for the rehabilitation of the Stanley roads. Referring to the original plan to reseal some of the tarred roads and to concrete the remainder, the Superintendent of Public Works explained that although the initial operation would not be as expensive as concrete, the sealing would require to be repeated every three years. He estimated that, given favourable weather conditions, the resurfacing programme on the six roads described in his report (Annexure 1 to Memo 53/69) could be completed in approximately four months.

X || The alternative would be to replace all tarmacadam roads with concrete. The initial expense of such a programme would be considerably higher but had the advantage of incurring far less maintenance costs. Two other advantages of this scheme were that there was available a contractor who was qualified to carry out a concreting programme and work would not be appreciably delayed by adverse weather conditions. Careful planning would be needed and in most cases drainage and water mains would require to be renewed ahead of the construction work. The Superintendent of Works estimated a programme of this nature taking up to two years to complete. Sufficient tar was in stock to complete a resurfacing programme and machinery was available though generally in poor condition.

In the discussion which followed it was evident that in view of the recurrent maintenance problems macadam roads would not provide a long term solution. It was equally evident that financial resources would not permit expenditure of the magnitude required to construct concrete roads throughout. It was therefore agreed that an approach be made to H.M.C. for financial aid to assist in the construction of concrete roads and His Excellency offered to make initial enquiries during his forthcoming visit to the United Kingdom.

Council advised as follows:

- (a) that early enquiries be made regarding the possibility of obtaining financial assistance from Her Majesty's Government for the construction of concrete roads;
- (b) if the application for aid proved unsuccessful, the roads in better condition should be resealed with tar and thereafter a concreting programme should be introduced with a view to completing a limited amount each year;
- (c) meanwhile the stock piling of crushed metal should continue and road work would be performed on an hourly basis.


CLERK OF COUNCIL.

CONFIDENTIAL
MEMORANDUM

X X X 661
360

No. _____

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

25th. June, 19 69.

To: Colonial Secretary,

STANLEY

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

Stanley, Falkland Islands.

SUBJECT :- STANLEY ROADS.

Mr. J. Rowlands has agreed to do the roads, but has explained his position with reference to his employers.

There is a meeting taking place in London on the 27th. of this month between Alginates and Rock & Alluvium to consider the Murrel pipeline. Mr. Rowlands wishes a little more time in case of unforeseen demands from his firm.

However it has been agreed between us that his remaining men will not become redundant and that he will put them on road preparation, such as crushing etc., pending a definite contract or agreement.

General Office

F.R. in Stanley Rds. file.

Supt. of Works.

J.W. Rayane

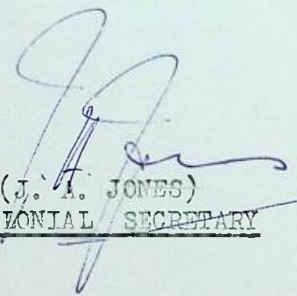
[Signature]
23/6

361
662

Y.E.

P.360 within for your information. I understand it means that Mr Rowlands and those of his men who have not been taken on by P.W.D. as yet will continue to work for Rock and Alluvium until the end of this month by which time, once again, Mr Rowlands will hope to have positive information about his future with that company. If he finds that the company do not need his services he probably will join government; and with this as a distinct possibility S.P.W., who already has taken on four men who previously worked for Rock and Alluvium, is drawing up a road repair programme.

2. While the foregoing is hopeful, the actual position nevertheless is that we are still not certain of having the human expertise and resources for carrying out an effective road repair programme.


(J. A. JONES)
COLONIAL SECRETARY

To June, 1969.
0452/IV
SC

CS Noted, thanks. LW 30/6/69 BU 3/7
Genl Office For J217 P117

SPECIFICATIONS - STANLEY ROADS.

~~362~~
663 a

MATERIALS.

Tar from Government stock
Chippings not to exceed $\frac{1}{2}$ in.
Land, Surf Bay clean and free from foreign matter.
Fuel, for vehicles and plant only from P.W.D.

PLANT & TOOLS.

Supplied and maintained by P.W.D. consisting of:-

- 2 Tipper Lorries
- 1 Road Roller
- 1 Tar spray unit
- 1 Loader
- 4 Yard brooms.

WORKMANSHIP.

A durable surface dressing must be obtained by an even distribution of Tar; where roads are open textured, an on site discussion to be made between the Contractor and the S.O. as to whether a binder course is essential before the wearing surface is placed. Sufficient amount of Tar should be spread to hold the chipping firmly, but care must be taken to ensure the the Tar is not excessive.

If a binder course be required, distribution should be approx. 10 sq. yds. per gallon. For the wearing course approx. 5.6 sq. yds. per gallon.

CARE.

Stockpiles of tar, chippings etc. will be permitted on side-walks but particular care should be taken to avoid stockpiling in any private access or near drainage. Protection plates should be placed over M/H's and drain covers and grids before surfacing in that area.

TRAFFIC CONTROL

Adequate barriers to be placed and warning lights during the hours of darkness.

Restriction for public traffic will have to be imposed but must not become 'unreasonable'.

LOCATION OF WORK

Unforeseen circumstances may prevent a rigid programme, but work should proceed along :-

Davis Street
Brisbane Road
Barrack Street
St. Mary's Walk
Reservoir Road
Ross Road West
John Street, in that order.

COMPLETION.

At the completion of each section of each street or section, all surplus materials, barriers, etc. to be removed and the site left in a clean and tidy condition.

Supt. of Works.

AGREEMENT.

An agreement made this day of 1969
Between the Falkland Islands Government and Mr. J Rowlands of Stanley
hereinafter called the Contractor.

Now it is hereby agreed as follows:-

The contractor shall carry out works described in the specification under
the conditions of contract set out hereinafter.

The contract is subject to the general conditions of Government Contracts
for Building and Civil Engineering Works - Form CCC/WKS/1 Edition 9 of
October 1959. For the purpose of conditions, definitions etc., the
following meanings shall apply:-

- (1) "The Contractor" means Mr. J. Rowlands of Stanley
- (2) "The Authority" means The Falkland Islands Government.
- (3) "The S.O." means Mr. T.W. Royans, Supt. Public Works.
- (4) "The S.O's Representative" means such other person as may be
nominated by the S.O. or Government at any time.

For the sum of..... per sq. yd. of completed
surfacing

For the sum of..... per sq. yd. of Binder Course

For the sum of..... per ton of chippings crushed
and delivered on site to the satisfaction of the S.O.

For the sum of..... per head per hour, day works
(Subject to the approval of the S.O.)

Contractors Signature.....

Public Works Department,
Stanley, Falkland Islands.

19.....

2 (A) Yes he was in full agreement and left no doubt that he preferred it that way.

(B) Nothing is definite yet but as in my report of your file 362 can now be considered that it will be less than 40t but I still require a definite yay or nay from the Contractor. The 3 Roads 80% 90% 50% was only included should the cost be less and progress more rapid than anticipated, but is not included in the estimated roads marked * which total 22.320 sq yds. Cost = Labour £11,000 - £12000
Material £12,000.

£25,000

(C) (para 2, p. 362)

Stockpiling £3,000. to £4,000. price not agreed yet.

(D) (para 2 of report)

Fitzroy Rd suggestion should be overlooked as it could not be started in sufficient time.

(E) and (F) The 22,320 sq yd should now read as in my first estimation declared at the ex. Co. meeting 20.27 May. Memo ^{29/60} as £25,000 Breakdown as above.

Labour £11,000 - 12000.

Material, Plant, fuel, dayworks, unforeseen, etc items etc. £12,000.

£25,000

£40,000 (G) (para 3, bottom p. 362)

Five Roads remaining would need to be concrete approx £40,000 summer 70/71.

4. The Contract should run in the first instance for all roads marked * in Memo 362 your file, six in all, including the crushing of sufficient chippings for these roads approx 1,500 ton. Definite agreement on progress payment has not been fully —

discussed yet. but I would suggest that monthly
progress payments be made per sq yd basis.

COL. SEC.

I shall be at the Camber
between 9 am and 10-30 am.
and then in the office for the remainder of
the morning, if the information enclosed
is not adequate.

S. F. W.

9/7/69.

To discuss with SPW —

- (1) Transport Committee Report
- (2) Study Roads: Repair Recommendations.

(1) In briefcase + file.

(2) a) How much is prepared to take it on on contract?

b) (1), p. 362, in the summer projection. ? what are anticipated x) (labour) costs
y) (materials) costs

c) ? cost of stockpiling materials on basis anticipated contract (July July)

d) ? why begin with concrete construction along Fitzroy Rd. (Trial run.)

(3) = e) Tax suffering?

f) ? estimated cost this programme

22,320 sq. yds @ 240/- per sq. yd = £45,000.

g) 2 roads in concrete as labour + finance available (? cost £45,000)

4 What is it suggested the series of contracts should be for.

No.

MEMORANDUM

663 ~~362~~

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

5th. July, 1969.

To: Colonial Secretary,

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

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

STANLEY ROADS. ~~362~~

(1)

As surface dressing can only be carried out during the warmer months, material, plant and labour should be ready in November and can be in full swing by early December and carry on through January, February and possibly March. Overtime should be anticipated to take full advantage of these months.

(2)

£3-4,000
cost

SPW has now dropped this idea.

It is reasonable to assume however that we may obtain the services of a Contractor much earlier, say the end of July. This being the case he can start immediately crushing stone and stockpiling chippings, and as soon as the labour situation is realised an offer could be made for him to construct a short run of concrete road along Fitzroy Road between Dean Street and Villiers Street approx. 180 yards. This could eliminate the part of Fitzroy Road which cannot be surfaced and would also be an opportunity for the contractor to organise his road gang in readiness for surfacing. Three months should be ample to complete 180 yards and be ready for surfacing by November.

(3)

£23-24,000
(1600m, £11-12,000
inducts, etc. £1200)

The programme should be that surfacing commences along Davis Street then on to:-

- 100% roads {
 - * Brisbane Road.
 - * Barrack Street.
 - * St. Mary's Walk.
 - * Reservoir Road.
 - * Ross Road West.
 - * John Street.
- 80% ————— Hebe Street.
- 93% ————— Ross Road East.
- 50% ————— Philomel Street.

in that order to avoid moving vehicles, plant and loose materials over newly laid surfaces unnecessarily.

The target anticipated will naturally be difficult to be accurate, this being subject to weather, breakdowns, labour problems, but to say 1,500 sq. yds. a week would be a guide and that the total of the roads marked * is 22,320 sq. yds., would take slightly less than four months the recommended time here.

Taking into consideration we have sufficient tar and after recent discussion with the potential contractor on possible prices, plus the fact that not all the roads will require sealing before surfacing, the original estimation "though only approximate" may prove less than 40/-d.

The remaining roads:-

Concrete
£110,000

- Drury Street
 - Brandon Road
 - Villiers Street
 - Dean Street
 - Fitzroy Road
- } 11,200 sq. yds.

as suggested in concrete as and when labour and finance is available.

(KIV F361
Bu li CS 8/7/69)

Issued today

10/7/69

CONFIDENTIAL

AA

~~363~~
664

10th July, 1969

NO. 53/69

EXECUTIVE COUNCIL

Stanley Roads

Memorandum by the Colonial Secretary

Previous Ref: Executive Council Meeting No. 6/69, Minute No. 25

Attached hereto as Annexure 1 is a further Report by the Superintendent of Public Works on a programme for the rehabilitation of Stanley Roads.

2. It is understood that since the Report was written the proposal contained in its paragraph (2) for the laying of a trial concrete strip of road along Fitzroy Road has been dropped.
3. The roughly estimated cost of the stockpiling operation also referred to in paragraph (2) of the Superintendent's Report is £3,000 to £4,000. The intention is, as indicated in the Report, that this should be done by contract and no price has yet been agreed.
4. The estimated cost of the programme for the rehabilitation of the roads marked with an asterisk at paragraph (3) of the annexed Report is £25,000 almost equally divided between labour and materials (plant, fuel, day works, contingencies etc). Since these are proposals only at the present stage it is not possible for the Superintendent to be precise on the question of costs, more particularly since the proposal is to perform the work on contract; but ^{should} the cost of the programme for the asterisked roads at paragraph (3) of the Report turn out to be substantially less than the estimate of £25,000 and progress upon them be more rapid than anticipated it might be possible to provide also for rehabilitation of the other three roads mentioned, viz. Hebe Street, Ross Road East and Philomel Street.
5. The five remaining roads enumerated at the foot of paragraph (3) of the annexed Report are estimated to cost approximately £40,000 and might be undertaken in the summer of 1970/71.
6. To summarise, the Superintendent's proposal is that contracts should be entered into with Mr Rowlands for the crushing and stock piling of chippings (at a very approximately estimated cost of £3,000 to £4,000) and for the roads marked with an asterisk at paragraph 3 of the Report at an approximately estimated cost of £25,000.

COLONIAL SECRETARY

Ref: 0452/IV

SC

CONFIDENTIAL

STANLEY ROADS

Report by the Superintendent of Public Works

(1) As surface dressing can only be carried out during the warmer months, material, plant and labour should be ready in November and can be in full swing by early December and carry on through January, February and possibly March. Overtime should be anticipated to take full advantage of these months.

(2) It is reasonable to assume however that we may obtain the services of a Contractor much earlier, say the end of July. This being the case he can start immediately crushing stone and stockpiling chippings, and as soon as the labour situation is realised an offer could be made for him to construct a short run of concrete road along Fitzroy Road between Dean Street and Villiers Street approx. 180 yards. This could eliminate the part of Fitzroy Road which cannot be surfaced and would also be an opportunity for the contractor to organise his road gang in readiness for surfacing. Three months should be ample to complete 180 yards and be ready for surfacing by November.

(3) The programme should be that surfacing commences along Davis Street then on to:-

- * Brisbane Road
- * Barrack Street
- * St. Mary's Walk
- * Reservoir Road
- * Ross Road West
- * John Street
- Hebe Street
- Ross Road East
- Philomel Street

in that order to avoid moving vehicles, plant and loose materials over newly laid surfaces unnecessarily.

The target anticipated will naturally be difficult to be accurate, this being subject to weather, breakdowns, labour problems, but to say 1,500 sq. yds. a week would be a guide and that the total of the roads marked * is 22,320 sq. yds. would take slightly less than four months the recommended time here.

Taking into consideration we have sufficient tar and after recent discussion with the potential contractor on possible prices, plus the fact that not all the roads will require sealing before surfacing, the original estimation "though only approximate" may prove less than 40/-d.

The remaining roads:-

Drury Street	}	11,200 sq. yds.
Brandon Road		
Villiers Street		
Dean Street		
Fitzroy Road		

as suggested in concrete as and when labour and finance is available.

SPECIFICATIONS/...

SPECIFICATIONS - STANLEY ROADS

MATERIALS: Tar from Government stock
Chippings not to exceed $\frac{1}{2}$ -inch
Sand, Surf By clean and free from foreign matter.
Fuel, for vehicles and plant only from P.W.D.

PLANT & TOOLS: Supplied and maintained by P.W.D. consisting of:-
2 Tipper Lorries
1 Road Roller
1 Tar spray unit
1 Loader
4 Yard brooms

WORKMANSHIP: A durable surface dressing must be obtained by an even distribution of Tar; where roads are open textured, an on site discussion to be made between the Contractor and the S.O. as to whether a binder course is essential before the wearing surface is placed. Sufficient amount of Tar should be spread to hold the chipping firmly, but care must be taken to ensure that the Tar is not excessive.

If a binder course be required, distribution should be approx. 10 sq. yds. per gallon. For the wearing course approx. 5.6 sq. yds. per gallon.

CARE: Stockpiles of tar, chippings etc. will be permitted on sidewalks but particular care should be taken to avoid stockpiling in any private access or near drainage. Protection plates should be placed over M/Hs and drain covers and grids before surfacing in that area.

TRAFFIC CONTROL: Adequate barriers to be placed and warning lights during the hours of darkness.

Restriction for public traffic will have to be imposed but must not become "unreasonable".

LOCATION OF WORK: Unforeseen circumstances may prevent a rigid programme, but work should proceed along:-

Davis Street
Brisbane Road
Barrack Street
St. Mary's Walk
Reservoir Road
Ross Road West
John Street, in that order.

COMPLETION: At the completion of each section of each street or section, all surplus materials, barriers etc. to be removed and the site left in a clean and tidy condition.

SUPERINTENDENT OF PUBLIC WORKS

No. _____

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



344
665

9th. July, 19 69.

To: Colonial Secretary, _____

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

STANLEY. _____

Stanley, Falkland Islands.

SUBJECT :-

ROADS.

The Wireless Station road, there is an element of doubt as to which expenditure it should come from.

The estimated vote for a permanent road on development expenditure of £10,000 now out 1969/70 A.3. and B. 4.

There is also Camp Tracks Development Expenditure A.I of £3,105. But at the moment it is not being treated as a special item and is being drawn from XVI/I.

W. Rogers

Supt. of Works.

CD&W Application. Stanley Roads Programme

In my Saving Despatch No.2 of the 3rd of January, 1968 reference was made to the local availability at that time of the expertise of a contracting group with whose cooperation ~~it~~ it would be possible to carry out vital road improvement works. As a result a C.D. & W. grant of £6,560 under Scheme D.6891 was made for a modest continuation of the basic programme designed to provide the capital of the Colony with a concrete road system, with negligible if any maintenance costs. As indicated in that Despatch, experience has proved that concrete roads are the only answer, in ^{the local} these conditions of climate and terrain, to trouble free service. It is also, in view of the recurrent budgetary situation, imperative that continuing effort, even if only on a comparatively modest scale, should continue to be made to turn over the road system to concrete and so reduce maintenance costs.

2. ^{Local including supervisory staff.} Sufficient staff, previously employed by contractors who were based here temporarily, are now available, and sufficiently skilled and in adequate numbers to enable the continuation of a small programme which it is intended to begin in the antipodean summer in three months' time.

3. The programme envisages concreting two roads in Stanley. These are:

- (i) Fitzroy Road 3,600 sq.yds) 6,300 sq.yds.
- (ii) Philomel Street 2,700 sq.yds)

4. In Memorandum No.9679 of the 7th of February, 1968, sent under cover of your Saving Despatch No.15 of the 15th of February, 1969, reference was made to circumstances which had increased the price per square yard of concreting works. However it is hoped, in connection with the programme presently contemplated, by careful use of direct labour to reduce the per square yard cost of these works to 80/-. It is upon this figure that the ^{projection} figures appearing in the financial summary in Appendix 1 attached is based.

5. The cost of the works envisaged is £20,160 and an 80% grant of this amount, namely £18,900 is sought. The Colony share of ~~20%~~ ^{20%} works amount to ~~£4,175~~ ^{£4,450} ~~£4,175~~ ^{£5,040}

6. No call has so far been made against C.D. & W funds hypothecated for the Colony during the current financial year 1969-70.

Hospital Laundry?

f.0040/Z, p.40

f.0040/Z, p.47

f.0042/IV, p.346a

f.0040/Z, p.47b

f.00452/IV, p.346b

APPENDIX A

~~366~~
666

Financial Summary

1. Administering Authority	Government of the Falkland Islands
2. Allocation	Falkland Islands (1969-70 allocation)
3. Classification	Communications: Roads
4. Description of Scheme	Further improvement of roads within the capital, Stanley
5. Total estimated cost	£23,625 <i>£25,200</i>
6. C.D. & W assistance required	Grant of ^{20,160} £18,900 (? £14,175)
7. Basis of administration for accounting purposes	Single Capital Head
8. Basis of calculation of claim	C.D. & W funds to contribute 80% (£2,600) of expenditure up to a maximum of £18,900 ^{20,160} (£14,175)

APPENDIX B

f.0040/2, The reason for using concrete was stated in Falkland Islands
p.33 Saving Despatch No.17/67 of the 13th of September, 1967.

The acquisition, through past presence in the Colony of overseas contractors, of local experience in the necessary techniques gives ground for expectation that the works proposed can be effected at lower cost than was the case in 1968. Estimates for the proposed Scheme are based upon this lower cost of ~~80/-~~ per square yard.

Total road works proposed: 6,300 square yards at ~~80/-~~ per square yard - ~~£251,625~~ *£25,200*.

Note *59-60*
Revised draft only at pp. ~~59-60~~ in *f.0040/2*.
2 HK has taken draft to London & will get in touch
i.d.c.

J/23/7

✓ BLL 15/78 *Bu 25/78* *M 10/78*



367 Removed for
Saxton file
~~365~~
667

No. _____

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

28th. August, 1969.

To: Acting Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :-

CRUSHING - STANLEY ROADS.

Request that Tenders be called for - stone crushing at the Government quarry for stockpiling in the first instance.

S.W.

W. Lyons

Supt. of Works.

Can you please put up a draft notice

(I'm sorry this did not issue earlier)

*see ~~369~~
668*

28.8.69

5.9.69

EXTRACT FROM MINUTES OF MEETING NO. 11/69 OF EXECUTIVE COUNCIL HELD
ON 2ND & 3RD SEPTEMBER, 1969

388

369a

668

Q452/IV 28. STANLEY ROADS: APPLICATION FOR C. D. & W. ASSISTANCE.

Council noted that a Colonial Development and Welfare grant of £20,160 had been approved for work in connection with the construction of concrete roads in Stanley.


Clerk of Council

No.

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

MEMORANDUM

369/669

5th. September, 19 69.

To: Acting Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :-

Tenders are invited for the following items:-

see 368/667

- (a) Per ton of crushed stone and stockpiled at the Government Quarry.
- (b) Per ton of crushed stone to include delivery to Stanley.
- (c) Per ton of sand delivered to Stanley.

For details of plant, quantities or other information required, enquire from the S.P.W. during normal office hours.

Tenders should be addressed to Chairman, Tender Board, Secretariat, and should reach him not later than Friday 12th. September.

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

Supt - B^k Supt

Supt. of Works.

PUBLIC NOTICE

~~370~~
670

Tenders are invited for the following:-

- (1) Crushed stone per ton and stockpiled at the Government Quarry;
- (2) crushed stone per ton delivered to Stanley;
- (3) sand per ton delivered to Stanley.

Details of plant, quantities and other information may be obtained from the Superintendent, Public Works, during normal office hours.

Tenders should be addressed to the Chairman, Tender Board, Secretariat and should reach him not later than Saturday 13th September.

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

Colonial Secretary's Office,
Stanley, Falkland Islands.

Ref: 0452/IV

To be broadcast Tuesday 9th
Wednesday 10th
Thursday 11th

9th September 1969.

Copy to S.P.W.
Su 13-9-69

No.

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



11th. September, 1969.

To: Acting Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :-

STANLEY ROADS DEVELOPEMENT.

Philomel Hill and Fitzroy Road are to be re-constructed in concrete. For your information the following will be affected in the first phase of construction:-

Drains and Sewers 7 No.

Gullies 12 No.

G.P.O. pits 8 No.

The new roads will be placed on the existing roads which means all inspection pits etc., will be raised six inches in the roadway and four inches on the sidewalks. It is not anticipated that it is going to affect their present use, but you may have future development in mind which could easier be done in their present state.

Copies to:-

Superintendent Power & Electrical,
Superintendent Post & Tels.

St. Lyons
Supt. of Works.

This is for information only.
L.G.

0452/IV



289

672

372

Colonial Secretary.
Stanley.

1, Philomet Street
Stanley.

12th September 1969.

Replyed

Dear Sir.

The way you have put the contract out for sand and Mettal i understand is wrong.

It is putting three contracts instead of one contract witch will put the price up. Witch is common knedly why one contract would be good for both sides. If you have the experinca one works with the oth. You take the weather if it is raining you can't lay concrete. You can crush mettal or get sand or other jobs. I think for the last 6 years we have had no one in charge with little experinca of the wants of the roads so on. I am a taxpayer But get nothing out of it. For ~~what~~ maintain the road to my house as been closed for about 1 year i still pay tax. All the tar roads could be saved you. But what i can see you have got no one with the know how. I am not trying to tell anybody his job. But trying to explain where ~~you are~~ i think you are wrong.

Yours faithfully
James Clifton

ack.
13/9/69

373
673

John R. Rowlands,
Stanley.

The Chairman,
Tender Board,
Secretariat,
Stanley.

Dear Sir,

In reply to your call for tenders for the work of crushing stone and the delivery of crushed stone and sand to Stanley.

I tender for this work on a "Daywork" basis in the first instance and should it prove possible to work the quarry and transport on a piece-work basis, after some experience with the plant has been gained, I am prepared to accept fixed rates for this work.

At present the rates charged on Dayworks is $12\frac{1}{2}\%$ on labour and $7\frac{1}{2}\%$ on payments and hourly rates vary between 5/1 and 8/-. These details should be taken as an illustration only and I am prepared to negotiate full details with you.

Yours faithfully

John R. Rowlands
John R. Rowlands.

Reply to 682
382

374
674

18, James Street,
Stanley
12/9/69.

Dear Sir,

With reference to your ~~letter~~ recent advertisement for tenders for 1, crushed metal, - stock supply at the quarry, 2, Delivery of crushed metal to Stanley, 3, ~~for~~ delivery of sand to Stanley.

I submit my tender for 1, and ~~2~~ ^{for} £2 per cubic yard ton and sand at 25/- per cubic yard, ton.

yours faithfully
Alastair G. Biggs

684
Reply at 385

~~375~~
674 675

b. Jacobson,
106 Davis Street.
12th Sep. 1969

Dear Sir,

I wish to tender for
brushing Metal at Thirty four
Shillings a Ton

b. Jacobson.

Reply at ⁶⁸³
~~383~~

376

676

W. Whitney.
58 Davis St
Stanley

11th Sept 1969

THE CHAIRMAN,
TENDER BOARD
SECRETARIAT.

Dear Sir,

I wish to apply for the sand
per ton contract at £1 per ton.

yours faithfully.

W. Whitney

Accept.
L.S.
M.L.

685
Reply at 585

11-7-69

~~377~~
677

Dear Sirs

I would like to put my
tender for. Crushing Metal per ton
Crushing 35/- per ton
Sand 25/- per ton
Barting metal 25/- per ton

yours faithfully

C. R. Clayton

Accept crushing 35/-

L. C.

Shel.

Reply at 386
686

378
678

Public Works Department,
Stanley, Falkland Islands.

16th. September, 19 69.

SPECIFICATION - STANLEY ROAD DEVELOPEMENT.

MATERIALS AND WORKMANSHIP:

Cement will be supplied and will be the responsibility of the Contractor to store, and avoid any deterioration. Course aggregate shall consist of clean crushed stone, nominal sizes $1\frac{1}{2}$ - $\frac{1}{4}$ " . Sand will be delivered. All will be to the approval of the S.O. These items will be supplied by Government.

MIXING OF CONCRETE:

Materials will be correctly measured whether by weigh-batcher or by gauge box, the amount of water shall be sufficient to produce a workable mix, but nothing in excess to a 2" slump will be permitted.

PLACING.:

Concrete must be transported as rapidly as possible with safety, but segregation of ingredients must be avoided, the time between concrete being mixed and placed must not exceed 20 minutes.

SET:

Concreting will not be permitted during a frost or if a frost is anticipated, only under special circumstances and by direct approval of the S.O. will this regulation be waived.

CURING:

Once the concrete has solidified curing will continue for five to seven day's at the S.O.'s discretion. Particular attention will be paid to curing during hot spells.

SCHEDULE OF WORKS:

The works for 69/70 are in two phases. This schedule is applicable to phase I but specification is applicable to both Phase I and II . Phase I involves approx. 3,100 sq.yds. of carrigeway and 470 sq. yds. of pavement from Philomel Street 'Globe Hotel' south to Fitzroy Road junction and West along Fitzroy Road to Villiers Street junction (see sketch) Phase II is the completion of Philomel Street and Fitzroy Road. The total of Phase I and II is 6,300 sq. yds. Concrete Roadway. Before concrete is placed, all gully and drainage pit covers to be raised six inches, gutters to be absolutely free from all rubbish, soil and any other foreign matter, the road to be swept clean of all loose materials and carted away. Concrete paths, G.P.O. inspection pit covers and any valve covers to be raised four inches. The remainder as for roadway with the exception of thickness being four inches. Concrete for roads will be generally 6" thick of 4-2-1 mix, and each bay must be a continuous pour from expansion gap to expansion gap. The S.O. will at his own discretion give permission in the case of sudden inclement weather or similar, consider giving instruction to stop concrete. In such cases a proper construction joint will be formed before the concrete is actually stopped. Shaped kerb mesh to be placed after tamping. All concrete surfacing will be brush finish. *The area of footpath involved 650 sq yds + 450 sq yds = 1,100. sq yds*

REINFORCEMENT:

Mesh provided will be laid in the concrete not exceeding 2" from the road concrete surface, and will be properly lapped and wire clipped.

EXPANSION JOINTS:

Cross section expansion and longitudinal joints to be of approved material $\frac{1}{2}$ " thick, covering the whole of the face of the joints, when the concrete has set the first $\frac{3}{4}$ of an inch from the surface is to be compressed and filled with expansion compound. Kerb and footpath expansion to be in line of the roadway expansion gaps.

ELEVATION:

Roads and footpaths to show a fall to the road drainage and will decide on site as to the amount required.

COMPLETION.

Completion means when all works are finished and surplus materials and all items of construction equipment removed and the site left in a clean and tidy manner.

Ag. Col. Sec.

STANLEY ROADS

A copy enclosed of the specifications relating to the recent request for Tenders of same.

16/9/69

379 679

No. _____

MEMORANDUM

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

13th September, 19 69.

To: The Acting Colonial Secretary,

Secretariat,

STANLEY.

From: The Superintendent of Works,

P. W. D.,

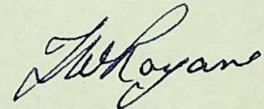
Stanley, Falkland Islands.

SUBJECT :- Request for Tender.

Tenders are invited for the re-construction of two Stanley roads in concrete.

Full details of Specification, Schedules and contract information *are* *now* ~~is~~ obtainable from the Superintendent of Public Works anytime during normal office hours.

Tenders should be submitted to the Chairman, Tender Board, Secretariat not later than 27th September, 1969.



SUPERINTENDENT OF WORKS.

PUBLIC NOTICE

Colonial Secretary's Office,
Stanley Falkland Islands.

16th September, 1969.

Tenders are invited for the re-construction of two Stanley Roads in concrete.

Full details of Specification, Schedules and contract information are now obtainable from the Superintendent of Public Works any time during normal office hours.

Tenders should be submitted to the Chairman, Tender Board, Secretariat not later than 27th September, 1969.

Ref: 0452/IV

380
680
B4 27-9-69

A.C.S.

Board consisting of C. G. S. and
S. P. W. met today to consider tenders
for crushing metal and transporting sand.

The following tenders were accepted

Crushing metal at 35/- per ton from Mr
G. R. Clifton

Transporting sand at 20/- per ton from Mr
W. Whitney.

No tender was accepted for crushing and
delivering metal.

L.S.
17/9/09

0452/IV

~~382~~
682

20th September, 69.

673
~~373~~

Dear Sir,

I refer to your undated letter and have to inform you that your tenders were unsuccessful.

Yours faithfully,

for R R Barnes
COLONIAL SECRETARY

Mr J.R. Rowlands,
Stanley.

ARA.

0452/IV

~~383~~
675

20th September, 69.

Dear Sir,

675
~~375~~

I refer to your letter of 12th September and have to inform you that your tender was unsuccessful.

Yours faithfully,

RR Barnes

for

COLONIAL SECRETARY

Mr C. Jacobsen
Stanley.

ARA.

0452/IV

~~384~~
684

20th September, 69

Dear Sir,

674
~~574~~

I refer to your letter of 12th September and have to inform you that your tender was unsuccessful.

Yours faithfully,

R. K. Barnes

for COLONIAL SECRETARY

Mr A. Biggs,
Stanley.

ARA.

0452/IV

~~385~~ 685

20th September, 69.

676
~~376~~

Dear Sir,

I refer to your letter of 11th September and have to inform you that your tender of \$1 per ton for transporting sand has been accepted.

Yours faithfully,

(Sgd) H.H. Bourne

Copy to S.P.W.

for.

COLONIAL SECRETARY

Mr W. Whitney,
STANLEY.

ARA.

0452/IV

~~386~~
686

20th September, 69.

Dear Sir,

677
~~377~~

I refer to your letter of 11th September and have to inform you that your tender of 35/- for crushing metal has been accepted.

Yours faithfully,

(Sgd) H. W. Boured

for COLONIAL SECRETARY

Copy to S.P.W.

Mr C.R. Clifton,
STANLEY.

ARA.

~~387~~
687

John R. Rowlands,
Stanley.
25th September 1969.

The Chairman,
Tender Board,
Secretariat,
Stanley.

Dear Sir,

In reply to your call for tenders for the Stanley Road Development.

I tender for this work on a Daywork basis with conditions by negotiation.

Yours faithfully

John R. Rowlands.
John R. Rowlands.

Note: This was the only tender,
and A.P.W. is to negotiate
terms and report back.

L.E.

3/10/69

S/c on file for SBU for 15.10.69
3/10/69

Bu 15-10-69



Colonial Secretary
S. Stanley.

James Clifton
1, Philomel Street
S. Stanley

15th October 1969

~~388~~
688

Sir.

I am still awaiting your answer to
my letter of 13th ~~372~~ ~~672~~ September.

I would like an answer.

Probably you have not got anybody to answer it
with experience.

Reply at ~~388~~
689

Yours

James Clifton

CS.

Re. See Mr. Clifton's original letter of p. 372 which does
not appear to call for a detailed reply. I have however put up a
draft which I wd like you to consider.

16.10.69

✓ L.C.

17/10/69

0452/IV

689 ~~389~~

20th October, 69.

Dear Sir,

688
~~388~~

Thank you for your letter of 15th October regarding a reply to your previous letter of 12th September.

~~379~~ 672

Receipt of your letter was acknowledged on the following day but apart from this it does not appear to call for a detailed reply and is purely a criticism and the manner in which the contract has been offered. Government required metal to be crushed and stockpiled for delivery at a suitable time to Stanley; likewise a quantity of sand was required to be delivered and there was no suggestion that one person could not tender for all three contracts. It is Government's duty to obtain the most advantageous terms for all contracts and this would appear to be the most satisfactory way in which to conduct the operation.

Yours faithfully,

COLONIAL SECRETARY

Mr J. Clifton,
1 Philomel Street,
Stanley.
ARA.

690
~~380~~
Reply



Victory Bar

390
690

2 October 1969.

The Colonial Secretary
Stanley.

689
~~359~~

Dear Sir,

Thank you for your letter of the 20th October, and all points have been noted, but I can not agreed with the contents of this letter, and I now give you my further views on this subject.

Firstly it was not my intention to offer criticism, but to offer a more economical method of carrying out the work in question. I have had considerable experience with the construction of roads, and I consider, among many others, that the work being offered in the contract is a total unnecessary expense, when the existing roads could be repaired and re-surfaced, at far less than half the cost of the work which is included in the contract.

If the roads had been kept clean, and repaired in the past years there would be no need to do this work, and it would then be possible to repair some of the roads which have not even been attempted, and yet the people who live in these parts of the town are expected to pay the same rate of Tax.

To mention a few of the Streets, which are in very urgent need of repair. The top part of Dean Street, which is in a terrible condition and is the only entrance to the Dwellings on the top half of Brisbane Road, because the Government Cement Mixer is situated in the centre of this main road. The road along the back of Stanley has a lot of traffic and needs repair.

From the points made and being a Government Tax payer, you will no doubt understand my concern at this un-necessary expense, and I will be interested to learn what action is being taken.

reply 393
698

ack
28/10/69

Yours faithfully,
James Gillon

391 696

An Agreement made the *Fifth* day of *November* 1969,
between the Falkland Islands Government (hereinafter called
"the Authority") and Mr J.R. Rowlands of Stanley (hereinafter
called "the Contractor").

The Contract shall cover the execution of civil
engineering works in Stanley.

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

391
695

The contract is subject to the General Conditions of Government Contracts for Building and Civil Engineering Works of the United Kingdom, Form CCC/Works/1 (edition 9) dated October, 1959, insofar as they can reasonably be applied, or are not inconsistent with, the work now to be undertaken in which the Contractor provides site labour and hand tools and the Authority provides the plant and materials, including delivery of the latter to the site, nor with the following special conditions.

DEFINITIONS

- (i) The "Superintending Officer" (S.O.) shall mean the Superintendent of Public Works or any person acting for the time being in that post;
- (ii) The "Superintending Officer's Representative" means any person nominated by the S.O. or the Authority;
- (iii) "Basic rate" for labour means the minimum rate according to classification for normal hours of work.

2. DUTIES AND POWERS OF THE S.O.

The duties of the S.O. 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 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. 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. 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.

201 694

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.

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.

391 693

7. RETURNS OF LABOUR

The Contractor shall deliver to the S.O. a return in detail and at regular intervals prescribed by the S.O. showing labour employed, rates of pay and progress details together with the percentage addition as is agreed upon in Clause 8 of the Contract.

8. LABOUR AND RATES OF PAY

Labour shall be employed by the Contractor on an hourly basis at rates to be approved by the S.O., who will also prescribe the maximum number of men to be employed. These rates shall be subject to increases in respect of overtime as laid down in the "Wages Agreement for Hourly Paid Workers in Stanley".

In the event of work being suspended because of weather conditions, and the Contractor or Authority can offer no temporary alternative employment, and the labour force or any part of it is not employed in any other manner by the Contractor, Authority or by any other body, half rates of basic pay will be paid by the Authority in respect of men who are wholly unemployed.

In addition there shall be paid to the Contractor -

- J.R.*
- (a) a sum equal to ^{15%}~~12 1/2%~~ of the basic labour rate for all hours actually worked, to cover the overhead expenses of the Contractor
 - (b) the equivalent of two hours basic pay in respect of each member of the labour force for each complete week of work performed, representing the Authority's contribution to annual leave privileges.

The Authority shall be responsible for the payment of basic rates on Public Holidays.

9. INTERIM PAYMENTS

The Authority shall pay the Contractor during the continuance of the Contract 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 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.
- (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 (c) 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.

341
692

(c) 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 in Sterling amounting to 97 per cent of the Total Cost shown thereon.

(d) If as a result of payments made in accordance with the provisions of this Clause overpayment to the Contractor results from any clause whatsoever, the amount of such overpayment shall be taken into account in assessing any further payments or shall be recoverable from the Contractor.

10. 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.

11. RETENTION MONEY

If, after the end of the maintenance period referred to in Clause 10, the S.O. has certified that the Works are in a satisfactory state there shall be paid to the Contractor the balance of all money held by the Authority under Clause 9(c).

As witness the hands of ... H. L. BOUND Assistant Colonial Secretary
on behalf of the Authority and of J. R. ROWLANDS
on behalf of the Contractor.

SIGNED BY [Signature]
On behalf of the Falkland Islands Government in
the presence of:-

Witness [Signature]
Address Stanley
.....
Occupation P. P. W.

SIGNED BY [Signature]
On behalf of:- the Contractor
in the presence of:-

Witness [Signature]
Address Stanley
.....
Occupation Senior Clerk

241
691

APPENDIX I

- MATERIALS AND WORKMANSHIP: Cement will be supplied and will be the responsibility of the Contractor to store, and avoid any deterioration. Course aggregate shall consist of clean crushed stone, nominal sizes $1\frac{1}{2}$ - $\frac{3}{4}$ ". Sand will be delivered. All will be to the approval of the S.O. These items will be supplied by Government.
- MIXING OF CONCRETE: Materials will be correctly measured whether by weigh-batcher or by gauge box, the amount of water shall be sufficient to produce a workable mix, but nothing in excess to a 2' slump will be permitted.
- PLACING: Concrete must be transported as rapidly as possible with safety, but segregation of ingredients must be avoided, the time between concrete being mixed and placed must not exceed 20 minutes.
- FROST: Concreting will not be permitted during a frost or if a frost is anticipated, only under special circumstances and by direct approval of the S.O. will this regulation be waived.
- CURING: Once the concrete has solidified curing will continue for five to seven days at the S.O.'s discretion. Particular attention will be paid to curing during hot spells.
- SCHEDULE OF WORKS: The works for 69/70 are in two phases. This schedule is applicable to phase I but specification is applicable to both Phase I and II. Phase I involves approx. 3,100 sq.yds. of carriageway and 470 sq.yds. of pavement from Philomel Street 'Globe Hotel' south to Fitzroy Road junction and West along Fitzroy Road to Villiers Street junction (see sketch) Phase II is the completion of Philomel Street and Fitzroy Road. The total of Phase I and II is 6,300 sq. yds. Concrete Roadway. Before concrete is placed, all gully and drainage pit covers to be raised six inches, gutters to be absolutely free from all rubbish, soil and any other foreign matter, the road to be swept clean of all loose materials and carted away. Concrete paths, G.P.O. inspection pit covers and any valve covers to be raised four inches. The remainder as for roadway with the exception of thickness being four inches. Concrete for roads will be generally 6" thick of 4-2-1 mix, and each bay must be a continuous pour from expansion gap to expansion gap. The S.O. will at his own discretion give permission in the case of sudden inclement weather or similar, consider giving instruction to stop concrete. In such cases a proper construction joint will be formed before the concrete is actually stopped. Shaped kerb mesh to be placed after tamping. All concrete surfacing will be brush finish.
- REINFORCEMENT: Mesh provided will be laid in the concrete not exceeding 2" from the road concrete surface, and will be properly lapped and wire clipped.
- EXPANSION JOINTS: Cross section expansion and longitudinal joints to be of approved material $\frac{1}{2}$ " thick, covering the whole of the face of the joints, when the concrete has set the first $\frac{3}{4}$ " of an inch from the surface is to be compressed and filled with expansion compound. Kerb and footpath expansion to be in line of the roadway expansion gaps.
- ELEVATION: Roads and footpaths to show a fall to the road drainage and will decide on site as to the amount required.
- COMPLETION. Completion means when all works are finished and surplus materials and all items of construction equipment removed and the site left in a clean and tidy manner.

COL TREASURER.

23/10/69.

Road rates

as requested.

It is reasonable to assume the average rate works out around 6/6.

The team will start off about six men rising to full production approx 18 men sufficient strength is paramount so he may have more on his books but absenteeism will offset this.

Individual rates of pay will depend on merit with demand of required labour.

Road construction is semi-skilled work for the greater part and rules applicable to this is in Falkland Islands Wages Agreement 3. D. II

However as a rough guide it will be along the following lines.

CONTRACTOR	8/-	P.M.
2ND PL.	7/-	"
TURNSETTERS	6/9	"
SPREADERS	6/6	"
DRIVERS	6/-	"
OPERATORS	5/9	"
GEN LAB'S.	5/6	"

Subject to 12½ per cent.
of total.

John

over

C.T.

I understand from SPW that the contractor will not agree to the inclusion of a completion target date in the contract, but, when the job has got going, will be prepared to discuss this aspect again with SPW on the basis, perhaps, of linking with it some kind of bonus incentive scheme. SPW further informs me the terms of the contract are similar to those relating to works which the contractor carries out for, e.g., ESRO.

2 In these circumstances I consider we should now go ahead & finalize the contract.

J
30/10

393
~~393~~
698

5th November

69

Dear Sir,

690

Thank you for your letter dated 7 October 1969 regarding the condition and repair of Stanley Roads.

I note your concern with regard to the condition of some of the roads on the south side of Stanley and share your concern. However a major roads programme is about to commence and although these are not on the immediate list for attention, I am assured that the Brisbane Road site will be left in good repair when the machinery is moved.

Yours faithfully,

(H. L. Bound)
COLONIAL SECRETARY.

Mr. J. Clifton,
STANLEY.

AR.

Copy to S.P.W.

0452/IV

~~996~~
701

27th November, 69

To: Superintendent of Public Works

From: Colonial Secretary

Stanley

Stanley Roads: Reconstruction Programme

I understand that you have already been advised of the desirability of beginning to consider the next phase of the Stanley Roads (concrete) Reconstruction Programme so as to enable a CD & W application to be prepared in good time.

2. Please get in touch with me telephonically on the subject as soon as conveniently possible after you receive this memorandum.

J. A. Jones
Colonial Secretary.

JML

BU 29/11

M 27/11

699 removed t

0422/B

file pl.



702
~~401~~ 397

Your ref 0452/IV

Stanley

28th November 1969.

71529
Reply at ~~406~~

The Colonial Secretary
Stanley.

Dear Sir,

In reply to your letter of the 5th November, and I would like to comment further on the Road Programme.

I would have thought it better to fix the bad roads first, and then repair the existing roads in a much more economical way, rather than spend unnecessary Public money. The people who have property which open onto the bad roads have every right to have good roads. I am wondering if any experts advice has been obtained before this road programme started, because it is very unlikely that this present system of repair would be recommended by experts, and it is certainly not an experts idea to put a cement mixer and buildings in the middle of a main road, which we have a right to use.

I consider much more thought should have been given to the programme, and the best way to obtain results, rather than rush ahead. I will be very pleased to receive your reply and your views.

Yours faithfully

James Kilgour

To Hon. Col. Sec.
Stanley.



398
703

4 Hebe Place,
Stanley,
19 Nov 1969.

Dear Sir,

Now that the road building scheme has got under way I would be grateful if consideration would be given to the resurfacing of Hebe Place.

Last winter it was almost impossible to get along this road in shoes, and I dread the thought of having to put up with that for another winter. Mr. Royans can hear me out on this matter, as he came along and looked at it, but said that he could do nothing at that stage, so I would be grateful if something could be done to it before next winter.

714
~~405~~
Reply at 405.

Yours faithfully

J. B. Browning.

No. PWD 083.

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



MEMORANDUM

3rd. December, 1969.

398
397
399
704

To; Colonial Secretary,

STANLEY.

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

Stanley, Falkland Islands.

SUBJECT :- Stanley Roads.

Tentative proposal for Stanley Roads, 1970/71.

- Dean Street.)
- Drury Street.)
- Hebe Street.) Approximately 6,000 sq. yds
- John Street.) Sidewalks, 1,400 sq. yds.
- Halketts Hill.)

Object:-

The whole North Central and Eastern Stanley, from East to West, Snake Hill to Barrack Street and from North to South, Ross Road to Fitzroy Road (with the exception of Ross Road East) will be of concrete.

Hebe Street will need complete renewal of sewage and stormwater drainage. This work could be planned for the coming Winter.

Detailed planning and estimates to follow if proposal ~~is~~ ^{meets} with approval.

W. Loyans

Supt. of Works.

29

EXTRACT FROM THE MINUTES OF MEETINGS NO 16/69 HELD ON

1ST, 2ND, AND 3RD DECEMBER 1969.

705-399
(a)

0452/IV

15. STANLEY ROADS

The Honourable Mr Hills complained that the repairs carried out on the road leading to the Government Wireless Station were only of a temporary nature and executed at high cost. He felt that a better return should be expected from expenditure of funds voted for road work.

Council advised that the matter be investigated and brought forward for discussion at a later meeting.

Attention was drawn to the possibility of preserving some of the tarmac roads by detaching a small unit from the main road gang to repair broken surfaces where necessary. It was appreciated that such work would need to be carried out during summer conditions.

Council advised that the present major programme be continued and that the question of repairing some of the tarred surfaces by detaching a small unit from the main labour force be investigated.

CLERK OF COUNCILS.

0452/IV

706 397
400
~~398~~

9th December

69

To: Superintendent of Public Works

From: Colonial Secretary

Stanley

You will recall that at an earlier stage of the discussions which eventually led to the current road concreting programme it was suggested that some remedial measures might be taken to seal a few of the tar roads which are in the best condition. I believe you quoted a figure of some £2 per square foot for this. I have now to ask you to investigate the cost of sealing the tar roads which are in the best condition and upon which funds could be spent with the longest economical benefit. The most convenient way of doing this would be for you to produce a tabulated schedule indicating serially the roads which you consider would be worth remedy, the square footage involved, revised cost per square foot, total cost per road, total cost of all roads in the schedule, etc.

2. Meanwhile I recently asked you if you would be kind enough to provide me as a matter of priority, with a draft of a second stage in the current concreting programme to enable an application for C.D. & W funds to be made as soon as possible.

Reply at 712
400

J. A. Jones
Colonial Secretary

JML

0452/IV

~~399~~ 450
707 401
69

10th December,

To: Superintendent of Public Works,
Stanley

From: Colonial Secretary


Stanley Roads


Please let me have the estimates connected with your proposal for the next stage of the Stanley Roads Concreting Programme. There is considerable urgency about this. As indicated in the recent discussion we had on this matter it would be helpful if the estimates were cast in the form in which they will be put forward for C.D. & W assistance to British Government. I mentioned to you that you are at liberty to borrow from the Secretariat the relevant C.D. & W file so as to have a model of the form of application.

J. A. Jones
Colonial Secretary

65 m 0040/2

JML

File to me 

S/C. Pl. att. the C&W file 
containing the final version of pp 365-6 11/12

0452/v

103
709

MACLEAN & STAPLEDON S.A.

ESTABLISHED 1901

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES 97474/78
T. T. 27

P. O. BOX 193
COLON 1486-90

CODE USED
NEW BOE CODE WITH 'Q' LIST
BENTLEY'S SECOND PHRASE CODE
TELEX 770 MACSTAP CX



13th December 1969

Messrs
COLONIAL GOVERNMENT
Port Stanley

Dear Sirs:

Ref. your order by telegram No. 49 for 100 tons cement (2000 bags) we must inform you that we are forwarding per this "DARWIN" trip only 25 tons (500 bags) due to misunderstanding between the Banco Republica and Messrs ANCAP the cement manufacturers; at the last moment Messrs ANCAP order us to deposit in the Banco Republica the amount of the order viz. 2,340.- u/s dollars, but the latter refuse to receive the cheque in the order of ANCAP. In view of this we ask for further instructions from them; but in the meantime they have not enough time to prepare the bags due the Plant is at 120 miles from Montevideo. The 1,500 bags remaining will be forwarded in the January "DARWIN" shipment.

We remain,

Yours faithfully,

MACLEAN & STAPLEDON S. A.,

JG/-

5/w

To note above pl.

f c.s.
22.12.69

Thank you.
Jed.
23/12/69

G452/110

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

AGA
710

WAP 15142-821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			19.12.69

To

LTF MACSTABLE MONTEVIDEO

IDA/C

NO 54 Urgently request 25 tons cement be placed on dockside in sufficient time for ship Perladen to load without any delay stop Please confirm if this possible

Secretary

Time

ADA

24th. December, 1969.

FURTHER DEVELOPMENT STANLEY ROADS.

The object of the roads now proposed is to link up and continue from roads already concreted.

HEBE STREET.

At present partially concreted. Drainage requires renewal the length of the remaining tarmac roads a distance of 500 ft. Estimated cost for 12" drainage, £1,000.

(1) Hebe Street (50% already in concrete)	1,020 sq. yds @ £4/10/0	=	£4,590.	-.	-d.
" " Paths.	255 sq. yds. @ £1/10/0	=	382.	-.	-d.
HEBE PLACE	200 sq yds @ £4/10/0 = £900/0/0		£4,972.	-.	-d.
(2) Dean Street. (75% already in concrete)	777 sq. yds @ £4/10/0	=	£3,496.	10.	-d.
Sidewalk:-	166 sq. yds @ £1/10/0	=	254.	-.	-d.
			£3,750.	10.	-d.
(3) John Street, from Philomel Street to Villiers St. to link up existing concrete roads.					
Road:-	2,590 sq. ft. @ £4/10/0	=	£11,655.	-.	-d.
Path:-	1,100 sq. ft. @ £1/10/0	=	1,650.	-.	-d.
			£13,305.	-.	-d.
(4) Halketts Hill, Stone road but extremely hazardous and is a perpetual nuisance to present adjacent roads and drains.					
Road:-	312 sq. yds. @ £4/10/0	=	£1,404.	-.	-d.
Path:-	150 sq. yds. @ £1/10/0	=	225.	-.	-d.
			£1,629.	-.	-d.
(5) Drury Stree, Tarmac breaking up rapidly and blocking drainage system.					
Road:-	1,000 sq. yds. @ £4/10/0	=	£4,500.	-.	-d.
Path:-	300 sq. yds. @ £1/10/0	=	450.	-.	-d.
			£4,950.	-.	-d.

TOTAL ROADS: 5,699 sq. yds. = £25,645.

TOTAL PATHS: 1,971 sq. yds. = £ 2,961.

The amount of 10/- has been applied over and above 1969/70 estimations.

Cost increase on road reinforcement has risen by 3/6d. per sq. yd.

Plant depreciation 1970/71 will show more frequent breakdowns.

Wage and cost of living and possible freight increases anticipated.

Mr. Payne
Supt. of Works.

No.

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

MEMORANDUM



31st. December 1969.

712
~~406~~

To: The Colonial Secretary,

From: Superintendent of Works.

Secretariat,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :- STANLEY ROADS.

706
~~400~~

I have the honour to submit this further report at your request, Memo. 0452/IV of 9th December.

In the first instance I would like to refer if I may, to my report of 6th May 1969, para 3, your file 346A, quote "they could hardly be classed as light traffic roads". In view of evidence arising since then, I feel I must include it in this report. The heaviest traffic Stanley roads are likely to have to take is the vehicles that are currently being used in the road works, and it is obvious that the tarmac roads are not taking the load. Areas of heavy traffic concentration simply break up or sink under pressure, and this could easily happen under normal conditions (such as loaded peat lorries) even after they are sealed.

I would recommend that a stabilization expert, who would take test bores etc., be consulted, before any great sum of money is spent on these roads, some of which may come up to standard for sealing, such as roads on rock formation. There are most certainly others that would fail, as we must appreciate that in poor sub-soils there is no comparison between concrete, where the load is distributed over a large area, and where it becomes dead weight around the wheels on Tarmac.

However, the details requested are as follows:

1. PLANT. With The exception of the Tar Spray Unit, no plant or lorries would be available. These would have to be purchased or hired at great cost. (Unless the concrete roads were halted in preference).
2. DAVIS STREET.* 8,250 sq. yds. = £16,500
3. ROSS ROAD EAST.* 1,500 sq. yds. = £ 3,000
4. HEBE STREET.* 900 sq. yds. = £1,800
5. DRURY STREET.* 700 sq. yds. = £1,400
6. BARRACK STREET.* 930 sq. yds. = £1,860
7. ROSS ROAD WEST.* 2,100 sq. yds. = £4,200
8. BRANDON ROAD. 4,200 sq. yds. = £8,400
9. JOHN STREET.* 4,270 sq. yds. = £8,540
10. VILLIERS STREET.* 3,000 sq. yds. = £6,000
11. DEAN STREET.* 300 sq. yds. = £600
12. BRISBANE ROAD. 2,100 sq. yds. = £4,200
13. ST. MARY'S WALK. 2,450 sq. yds. = £4,900
14. RESERVOIR ROAD.* 1,680 sq. yds. = £3,360

* Roads Adjoining existing concrete roads.

The above figures do not include footpaths.

SUPERINTENDENT OF WORKS.

No. _____

MEMORANDUM

f. 0452

713 407

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

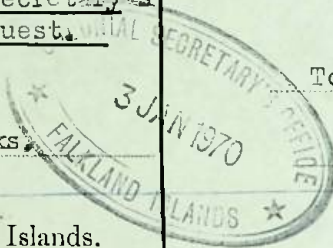
Ref: Colonial Secretary's
Verbal Request.

2nd January 19 70.

To: The Colonial Secretary,

From: Superintendent of Works,

STANLEY.



Stanley, Falkland Islands.

SUBJECT :-

WIRELESS STATION ROAD.

Annexure 2

The condition of this road prior to remedial works was well known to have been in a shocking state, resulting in constant complaints from peat carters, W/T Station staff, and the general public. A petition was even formed, and both the Colonial Secretary and myself were approached by the spokesman, O.I/c Police. It was agreed by all concerned that work should begin as soon as possible.

The question of surface preference, stone or concrete, was never raised. Nothing could have been done anyway, until it was drained and regraded to an elevation that would justify a permanent surface. This work has been done, and it is ready for a concrete surface if this is requested and authorised.

The area covered during the repairs was 2,200 square yards, at an approximate cost of £1,200. This was the absolute minimum cost, as the stone was crushed on site.

St. Lagan

SUPERINTENDENT OF WORKS.

0452/IV

408
714

2nd January,

76.

Dear Sir,

703
398

Thank you for your letter of 19th November 1969 regarding the condition of Hebe Place.

I have discussed this matter with the Superintendent Public Works and am assured that it is planned to renovate this road when the lower part of Hebe Street is repaired. I must however point out that finances for this part of the scheme have not yet been approved since it affects planning for the financial year 1970/71.

Yours faithfully,

(sgd) H. L. B.

f COLONIAL SECRETARY

Mr J.B. Browning,
Stanley.

Copy to S.P.W.

ARA.

~~106~~
715 ~~409~~

3rd January,

70.

702
~~397~~

Dear Sir,

Thank you for your letter of 28th November 1969 regarding the Stanley Roads Programme.

The question of resiting the road machinery has been considered further but I regret it would neither be economical nor practical to move it at this stage.

Yours faithfully,

(sgd) H. L. B.

f
COLONIAL SECRETARY

Mr James Clifton,
Stanley.

ARA.

410
716

CONFIDENTIAL EXECUTIVE COUNCIL

Stanley Roads Concreting Programme:
Phase II

4/70

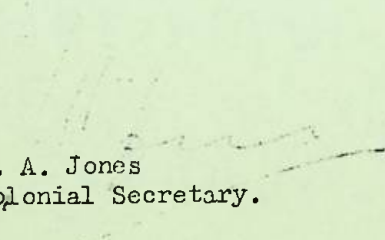
Memorandum by the Colonial Secretary.

Previous Reference: Executive Council Meeting No. 16/69. Minute 15

Attached to this memorandum as an annexure are proposals for the second phase of the programme for concreting the roads in Stanley. The total cost of the project is £28,606.

Phase I of the programme having been accepted as an improvement project by the British Government and having in consequence attracted a C.D. & W. grant, it is proposed that the second phase of the project should be put forward on the usual basis for C.D. & W. assistance. This would mean that the contribution from British funds would be £22,885 and from Colony funds £5,721.

3. Council is invited to advise that application should be made for an 80% C.D. & W. grant in respect of the project set out in the attached annexure.


J. A. Jones
Colonial Secretary.

File No. 0452/IV
5th January, 1970
JML

FURTHER DEVELOPMENT STANLEY ROADS.

The object of the roads now proposed is to link up and continue from roads already concreted.

HEBE STREET.

At present partially concreted. Drainage requires renewal the length of the remaining tarmac roads a distance of 500 ft. Estimates cost for 12" drainage, £1,000.

- | | | |
|-------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------|
| (1) Hebe Street (50% already in concrete) | 1,020 sq. yds. @ £4/10/0 = | £4,590. -- --. |
| " " Paths. | 255 sq. yds. @ £1/10/0 = | <u>255. -- --.</u> |
| Hebe Place | 200 sq. yds. @ £4/10/0 = | £800.00/0 |
| | | <u>£900/0/0</u> |
| (2) Dean Street. (75% already in concrete) | 777 sq. yds @ £4/10/0 = | £3,496.10. --. |
| Sidewalk:- | 166 sq. yds. @ £1/10/0 = | <u>254. -- --.</u> |
| | | £3,750.10. --. |
| (3) John Street, from Philomel Street to Villiers St. to link up existing concrete roads. | | |
| Road:- | 2,590 sq. ft. @ £4/10/0 = | £11,655. -- --. |
| Path:- | 1,100 sq. ft. @ £1/10/0 = | <u>1,650. -- --.</u> |
| | | £13,305. -- --. |
| (4) Halketts Hill, Stone road but extremely hazardous and is a perpetual nuisance to present adjacent roads and drains. | | |
| Road:- | 312 sq. yds. @ £4/10/- = | £1,404. -- --. |
| | 150 sq. yds @ £1/10/0 = | <u>225. -- --.</u> |
| | | £1,629, -- --. |
| (5) Drury Street, Tarmac breaking up rapidly and blocking drainage system. | | |
| Road:- | 1,000 sq. yds. @ £4/10/0 = | £4,500 -- --. |
| Path:- | 300 sq. yds. @ £1/10/0 = | <u>450 -- --.</u> |
| | | £4,950. -- --. |

TOTAL ROADS: 5,699 sq. yds. = £25,645.

TOTAL PATHS: 1,971 sq. yds. = £ 2,961.

The amount of 10/- has been applied over and above 1969/70 estimations.

Cost increase on road reinforcement has risen by 3/6d. per sq. yd.

Plant depreciation 1970/71 will show more frequent breakdowns.

Wage and cost of living and possible freight increases anticipated.

(Sgd.) T.W. Royans.

SUPT. OF WORKS.

444
717

CONFIDENTIAL EXECUTIVE COUNCIL

Stanley Roads - Tarring.

5/70

Memorandum by the Colonial Secretary

Previous Reference: Executive Council Meeting No. 16/69, Minute 15

Attached hereto as Annexure I is a report by the Superintendent of Public Works upon considerations relating to any programme for resurfacing tar roads in Stanley.

2. Members will recall that when this subject was previously discussed in Council, the Superintendent stated that a tar resurfacing programme would necessitate importing an expatriate expert. The attached Annexure I suggests that, before a programme of this kind was contemplated at all, an expert would need to carry out an examination.

2. The superintendent also makes the point that, with the exception of the tar spraying unit plant and lorries could only be made available for a tar resurfacing programme at the expense of stopping the concreting programme.

3. When this matter was briefly discussed at the 16th meeting of Executive Council in 1969, the question of expenditure upon the wireless station road was mentioned. Attached hereto as Annexure II is the Superintendent's explanation. This indicates that the purpose of the operations on the wireless station road was to bring it to a state where it could be properly surfaced if a decision to do this was taken.

4. Council is invited

- (1) to advise that in view of the recurrent savings on maintenance to be expected from the road concreting programme it should continue to be executed in preference to a tar resurfacing programme;
- (2) to note the contents of Annexure II to this memorandum.

J. A. Jones
Colonial Secretary.

File No. O452/IV
5th January, 1970
JML

BU Xco 7-1-70

ANNEXURE I

STANLEY ROADS

I have the honour to submit this further report at your request, Memo. 0452/IV of 9th December.

In the first instance I would like to refer if I may, to my report of 6th May 1969, para 3, your file 346A, quote "they could hardly be classed as light traffic roads". In view of evidence arising since then, I feel I must include it in this report. The heaviest traffic Stanley roads are likely to have to take is the vehicles that are currently being used in the road works, and it is obvious that the tarmac roads are not taking the load. Areas of heavy traffic concentration simply break up or sink under pressure, and this could easily happen under normal conditions (such as loaded peat lorries) even after they are sealed.

I would recommend that a stabilization expert, who would take test bores etc., be consulted, before any great sum of money is spent on these roads, some of which may come up to standard for sealing, such as roads on rock formation. There are most certainly others that would fail, as we must appreciate that in poor sub-soils there is no comparison between concrete, where the load is distributed over a large area, and where it becomes dead weight around the wheels on Tarmac.

However, the details requested are as follows:

1. PLANT. With the exception of the Tar Spray Unit, no plant or lorries would be available. These would have to be purchased or hired at great cost. (Unless the concrete roads were halted in preference).

2.	<u>DAVIS STREET.*</u>	8,250 sq. yds.	=	£16,500
3.	<u>ROSS ROAD EAST.*</u>	1,500 sq. yds.	=	£ 3,000
4.	<u>HEBE STREET.*</u>	900 sq. yds.	=	£ 1,800
5.	<u>DRURY STREET.*</u>	700 sq. yds.	=	£ 1,400
6.	<u>BARRACK STREET.*</u>	930 sq. yds.	=	£ 1,860
7.	<u>ROSS ROAD WEST.*</u>	2,100 sq. yds.	=	£ 4,200
8.	<u>BRANDON ROAD.</u>	4,200 sq. yds.	=	£ 8,400
9.	<u>JOHN STREET.*</u>	4,270 sq. yds.	=	£ 8,540
10.	<u>VILLIERS STREET.*</u>	3,000 sq. yds.	=	£ 6,000
11.	<u>DEAN STREET.*</u>	300 sq. yds.	=	£ 600
12.	<u>BRISBANE ROAD.</u>	2,100 sq. yds.	=	£ 4,200
13.	<u>ST. MARY'S WALK.</u>	2,450 sq. yds.	=	£ 4,900
14.	<u>RESERVOIR ROAD.*</u>	1,680 sq. yds.	=	£ 3,360

* Roads Adjoining existing concrete roads.

The above figures do not include footpaths.

(Sgd.) T.W. Royans
SUPERINTENDENT OF WORKS.

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CONFIDENTIAL

EXECUTIVE COUNCIL

5/70
ANNEXURE II

Wireless Station Road.

The condition of this road prior to remedial works was well known to have been in a shocking state, resulting in constant complaints from peat carters, Wireless Station staff, and the general public. A petition was even formed, and both the Colonial Secretary and myself were approached by the spokesman, Officer in Charge of Police. It was agreed by all concerned that work should begin as soon as possible.

The question of surface preference, stone or concrete, was never raised. Nothing could have been done anyway, until it was drained and regraded to an elevation that would justify a permanent surface. This work has been done, and it is ready for a concrete surface if this is requested and authorised.

The area covered during the repairs was 2,200 square yards, at an approximate cost of £1,200. This was the absolute minimum cost, as the stone was crushed on site.

snd. T. W. Royans.
Superintendent of Public Works.

5th January, 1970
JML

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

412
718

WAP 15142-821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			12.1.70
To	LTF MACSTAPLE MONTEVIDEO			HOA/C

NO 1 Cement original order read 100 tons stop Balance now reads 50 tons
 stop New order for 50 tons stop Balance now per next Darwin should read
 100 tons

Secretary

Time ARA.

Copied to S.P.W.

Minutes of Standing Finance Committee held on 12th January 1970.

9. Expenditure - Head XVI Item 1. Roads, Bridges and Drains

The Committee approved that £2,000 of the £5,000 reserved under this item of expenditure for repairing and sealing of the tar macadam roads in Stanley be released for the day to day maintenance of the roads, bridges and drains. The Committee were advised that the cost of the work done on the Wireless Station road was £1,200, consisting of £900 on labour and £300 on materials, fuel and transport. The Committee noted that the Superintendent of Public Works would be asked to provide additional information of the £300 component as the figure seemed unusually modest.

Minutes of Standing Finance Committee held on 12th January 1970.

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7. Stanley Roads

It was agreed that a decision on exactly which roads would be included in the next phase of the project for concreting roads in Stanley would await the outcome of the application for assistance from Colonial Development and Welfare funds which was being made by the outgoing mail of 16th January.

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APPENDIX A

1. Administrating Authority	Government of the Falkland Islands
2. Allocation	Falkland Islands (1969/70 allocation)
3. Classification	Communications: Roads
4. Description of Scheme	Further improvement of roads within the capital, Stanley.
5. Total estimated cost	£28,000
6. C.D. & W. Assistance required	Grant of £22,400
7. Basis of administration for accounting purposes	Single Capital Head.
8. Basis of calculation of claim	C.D. & W. Funds to contribute 30% of expenditure up to a maximum of £22,400.

APPENDIX B

The reason for using concrete has been stated in a previous application. As a result of experience gained from the current project it can be said with assurance that local grasp of the necessary techniques is entirely satisfactory and will enable a continuing programme to be carried out successfully. Local costs are being kept within control.

Total road works proposed: within an overall provision of £28,000 a combination of road concreting at 90/- per square yard and sidewalk concreting at 30/- per square yard which could be expected, given the various permutations possible, to result in 5,000 - 6,000 square yards of road concreting and 1,500 - 2,000 square yards of sidewalk concreting.

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SAVING DESPATCH.

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

To: The Secretary of State for Commonwealth Affairs.

Date: 14th January, 1970

No. 13 SAVING. COLONY

STANLEY ROADS PROGRAMME

Your No. 38 Saving of the 28th of August, 1969 refers.

In my Saving Despatch No. 97 of the 24th of July, 1969, it was stated that the only solution in the local conditions of climate and terrain the trouble-free road service in Stanley was for the roads to be of concrete. In your Saving Despatch No. 38 of the 28th of August, 1969, you conveyed approval for a C.D. & W. grant for this purpose in respect of a first programme involving two roads. This programme is proceeding successfully and application is now made for a further C.D. & W grant towards second phase of the programme. It should be noted the attached estimate takes into account the fact that there is an increase in per square yard cost over those quoted in the earlier application, from 80/- to 90/- per sq. The per square yard cost for side walks is 30/-. The increase is attributable primarily to imported materials costs which are not within the control of the government. This situation does not invalidate the main aim of this continuing programme which is to provide a trouble-free road system in Stanley township with negligible maintenance costs, thus affording relief to the Colony's recurrent Budget.

2. It is not proposed at present to specify the particular roads upon which works will be carried out. There are a number of possible permutations which are being studied locally and a decision will in due course be made taking into consideration questions of public convenience, engineering considerations etc. The general basis of the present application is between 5,500 and 6,000 square yards of road concreting & approximately 2,000 yards of sidewalk; but the proportions could change within the available financial provision.

3. The cost of the proposed second phase of the work is £28,000. An 80% grant of this amount, namely £22,400 is sought. The Colony share of 20% of the project cost would be £5,600.

4. It would be appreciated if, in the event that approval for the second phase of this project is given, it may be conveyed initially by telegram.

(GOVERNOR)

Copies in 0452/IV
0452/BC
0040/2

JML

~~CLOSED~~
SEE 0452/17