

FALKLAND ISLANDS.

No.

365/15

Date of Receipt.

Governor's Office.

WAR/WW1/1#11

From

SUBJECT.

~~Secretary of State for the Colonies.~~

G OVERNOR.

Date

am

October, 1915.

COLLIERS. "NEILROSE" "GERMANIC" "WATFIELD"
"DARNHOLME" "INTAPA"

2 Orders respecting

Colonial Secretary's
Record No.

MINUTES.

1. Telegram from the Admiralty three
colliers to arrive dated 12th October.
2. Telegram from Consul Monte Video

Registered Number
of last Despatch.

356/15

Despatch to S/S No. 172 9 8th Dec. 1915.

No. next Despatch.

66/6

FALKLAND ISLANDS.

No. 172.

Government House, Stanley.

8th December, 1915.

Sir,

With reference to numerous telegrams I have received from and sent to the Admiralty beginning with a telegram from the Admiralty dated 12th October, I have the honour to report the arrival at Port Stanley of the following Colliers.

S.S. "Germanic" on 2nd November,
S.S. "Wathfield" on 11th November,
S.S. "Manchester Port" 13th November, and
S.S. "Darnholme" on 22nd November.

The "Germanic" and "Manchester Port" in fulfilment of orders received from the Admiralty, have since left for Valparaiso for Orders.

2. Soon after her arrival in Port Stanley the cargo of the "Wathfield" in hold 1 was suspected, and it was found that the temperature of the coal had gone up to 135 Fahrenheit and was increasing. Immediately this was ascertained, arrangements were made for the crew of the steamer to place as much of the coal as possible on deck to cool. This has been slow work as there is no available shore labour, but it has had a good effect.

3. The S.S. "Darnholme" came into Port with her bunkers and her cargo in hold 2 on fire, and reported hold 1 suspected. I enclose a copy of the report made by the Master. I thereupon appointed aboard, consisting of the Master of the "Wathfield" and the Harbour Master, to examine and report on the state of the "Darnholme" coal. I enclose copies of the reports made to me on the 23rd and 25th November.

4. As

THE RIGHT HONOURABLE

THE SECRETARY OF STATE FOR THE COLONIES.

4. As it was quite impossible to handle the coal in the state in which it was, it was decided for the safety of the Darnholme to beach her and flood hold 2, and to place as much as possible of the coal in hold 1 on deck to cool. With only the ship's crew available this too has been very slow work.

5. As soon as the fires were got out in the bunker and hold 2 and the water pumped out, the "Darnholme" was at high tide removed to deep water again and placed alongside the "Wathfield" to transfer part of her cargo to the "Wathfield" as directed by the Admiralty. The "Darnholme" is now transferring part of her cooled coal on deck, into the bunkers of the "Wathfield" preparatory to her proceeding to sea as soon as ready.

6. In reply to a telegram of the 6th Instant, I have informed the Admiralty that to carry out their order to transfer from the "Darnholme" to the "Wathfield" will take from four to six weeks, as there is no shore labour available, and suggested to the Admiralty that instead of transferring part of the "Darnholme" cargo to the "Wathfield", the "Wathfield" should proceed with her cargo of 2,800 tons to Valparaiso for orders, after sufficient bunkering from the "Darnholme's" cooled coal, His Majesty's Ship Kent having made inquiry for her, and that the "Darnholme" should proceed to Monte Video to discharge, as soon as considered safe for her to go to sea.

7. I have had the cargoes of both the "Wathfield" and the "Darnholme" examined by the Warrant Engineers of the Admiralty, and I enclose copy of their report dated 5th December, 1915.

8. May I ask that a copy of this Despatch with its enclosures be sent to the Admiralty for their information, as it may explain the difficulty experienced in carrying out their

wishes

Enc. III

wishes.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(SGD) Douglas Young.

Governor.

9th December.

P.S. Since writing this despatch I have received a telegram from the Admiralty directing that the "Danrholme" should cease transferring to the "Wathfield", and proceed immediately to Monte Video, the state of her cargo being considered safe for her to ^{do so} ~~go to sea~~.

I may add that a small quantity, possibly 30 tons, of charred coal from the Darnholme has been landed, which I suggest might be sold locally for what it will fetch.

D.Y.

Report by Master of Collier "Darmholme" on arrival
Port Stanley 22nd November, 1915.

On the 15th November observed the bunkers to be on fire
took necessary steps to put same out and consumed from
bunker on fire. Played water on same day and night
and to-day it is still on fire.

Also NO. 2 had started firing on 19th smothered same up
from air and to-day had two explosions and blew off the
hatches and let out large quantities of gas and smoke
same still smoking strong also suspect No. 1 hold.

Port Stanley 22nd November, 1915.

Wm. Barton

Master.

Survey Report.

Name of Vessel. Admiralty Collier No. 422 S.S. "Darnholme".
Tonnage Nett 2330
Master William Barton.

Port Stanley

23/11/15.

We the undersigned certify that at the request of His Excellency the Governor we this day attended the above mentioned steamer to survey and report on the fire in the coal cargo in No. 2 Hold.

We found that a large quantity of coal had been discharged on to the deck with a view to locate the seat of fire and that large quantities of water had been poured into the hold from the S.S. Wathfield which was lying alongside and the vessels own water service. In the course of discharging dense volumes of smoke and coal gas were issuing forth from the hold with the result that explosions were occurring frequently with large sheets of flame rendering it impossible to continue further discharge. After due consideration we recommend that the vessel be taken into shallow water and the No. 2 hold flooded until the fire is extinguished.

We may add the Master also wished that the above survey should be held and that he was present at the time.

Given under our hand this 23rd day of November, 1915.

(SGD) G.M. Smith

Govt. Harbour Master.

M.S. Ballett

S.S. Wathfield.

Survey Report.

Name of Vessel.	S.S. "Parnholme" (Admiralty Collier No. 422)
Port of Registry.	Whitby.
Tonnage (nett)	2330.
Master.	William Barton.
	Port Stanley.

We the undersigned, hereby certify that at the request of His Excellency the Governor we arrived on board the above vessel and examined at noon this day No. 2 hold which is being flooded to extinguish the fire amongst the coal cargo therein.

We found the hold flooded to the height of 22 feet above the ceiling and steam rising in places from the coal.

The temperature of the water which was above the coal in places in the hold was as follows,

After end of hold in cross bunker which is separated by a wooden bulkhead 74 Fahrenheit.

Starboard side 130 Fahrenheit.

The temperature of the sea water at the time was 50 Fahrenheit.

In order to be sure that the fire had been extinguished and that the cargo is properly cooled we recommend that the water should remain in the hold at its present height of 22 feet for 24 hours after all signs of steam and surface heat has left.

Owing to the quantity of water which is being poured into the hold through the hatch by means of the water service pipe on deck we are of opinion that all signs of steam and surface heat will have disappeared by 6.P.M. this day.

Given under our hand this 25th day of November 1915

(SGD) G.M. Smith

Harbour Master

M.S. Pallett

Master Mariner

SS. Wathfield

Port Stanley, F.I.

December 5th , 1915.

Lieut. J. R. Crawford, R.N.V.R.

Sir,

We have today surveyed the Holds of Admiralty Collers S.S."Darnholme" and S.S."Wathfield" and find the following temperatures and conditions of coal.

S.S."Darnholme"

No. 1	Temperature	172.	Conditions of coals	good.
" 2	"	62	"	unsatisfactory through flooding hold.
" 3	"	94	"	of coals, good.
" 4	"	124	"	" " "

S.S."Wathfield"

No. 1	Temperature.	136	ford.	110	aft	Condition	Coal	good.
" 2 & 3	"	Normal				"	"	"
" 4	"	104				"	"	"

S.S."Darnholme"

On entering tunnel, we find a normal temperature of casing plates in vicinity of Nos. 3 and 4 Holds. Furthermore we are of opinion that the highest Temp. coals in this Steamer should replace coal already on deck which can be loaded into the lowest Temp. hold of S.S."Wathfield", so that further accumulation of gases can be arrested. Leaving No. 1 hold for a few days, to notice if the Temp. rises in which case it could be taken in hand, or if no increase the S.S. "Darnholme" coals could be worked into that hold also.

The latter steamer could then proceed with the remainder to place decided.

We Are, Sir,

Yours Obediently

(SGD) Warrant. Eng. J.S. Roberts R.N.R.
F.H. Bell
Alfred H. Tucker.

(1)

365/15

ADMIRALTY TO GOVERNOR.

(Cypher)

Dated London 12 Oct.

Owing to Panama Canal being blocked for some considerable time

following colliers have been sent to Falkland Islands for ships

I have omitted Pacific Station Germanis due 31st October Wathfield

due 9th November Darnholme due 19th December. They should complete

to full bunkers from Neilrose Admiralty does not approve awaiting

further orders. Please report their arrival.

Received October *B*, 1915.

(1)

365/15

ADMIRALTY TO GOVERNOR.

(Cypher)

Date: London 12 Oct.

Owing to Panama Canal being blocked for some considerable time following colliers have been sent to Falkland Islands for ships I have omitted Pacific Station Germanis due 31st October Wathfield due 9th November Barnholme due 19th December. They should complete to full bunkers from Neilrose Admiralty does not approve awaiting further orders. Please report their arrival.

Received October/3, 1915.

ADMIRALTY TO GOVERNOR

Owing to Panama Canal being blocked for some considerable time
following colliers have been sent to Falkland Islands for ships

I have omitted Pacific Station

- 555991, 17657, due 31st October
- 291991, 23352 due 9th November
- 555991, 16548 due 19th December .

They should complete to full bunkers from Neilrose Admiralty does not
approve (of your) awaiting further orders. Please report their arrival.

following (number specified) groups are taken from the Cape...

*Forman
Waltham
Napoleonic*

(2) 365/15

Vice Consul, Monte Video to Governor.

Received 18th October, 1915.

(Cypher)

Please order Collier Wathfield on arrival to rendezvous at ten miles North west true of Angamos Point Latitude and Longitude twenty-two degrees fifty-five minutes South seventy degrees forty minutes West. She should arrive rendezvous 26th November. Please inform me date of departure Port Stanley

Vice Consul.

(3)

365/15

To Governor.

(Received from Ascension) 19th October, 1915.

(Cypher)

Following received from Vindictive by Wireless telegraphy

begins If *HM. Orana* not at Falkland Islands on arrival of

Iytaba latter should discharge *Orana* stores to collier

Neill Rose Senior Naval Officer South America East Coast

(3) 365/15

Copy of Telegram received by Governor, Falkland Islands
from Senior Naval Officer South America, East Coast.

19th October, 1915.

" If *Hms. Orana* not at Falkland Islands on arrival
of Intaba latter should discharge *Orana* stores to
Collier Neilrose' *Senior Naval Officer South*
America East Coast.

(4) 365/15

(Cypher)

To Governor Falkland Islands.

Received 19th October, 1915.

10.30 P.M.

Neil Rose is now to remain at Port Stanley until cleared

H.M.S. Macedonia. 9th October -

(5)

365/15

Governor to Captain Ascension.

Sent 20th October, 1915.

(Cypher)

20th October Your telegram 19th October following group

not understood 07712 please spell name

Governor, Falkland Islands.

Reply to above received 9 pm.

20th October 1915

giving name "Orama" in reply.

D.

⑥

365/15

Admiralty to Governor.

Dated London P.O. 22nd October

(Cypher)

Received 22nd October, 1915.

Referring to my message 12th October it is desired Germanie should proceed to Valparaiso for orders as soon as possible after completing with bunkers from Neilrose. Wathfield should await arrival of H.M.S. Orama and after completing her with coal should proceed to Valparaiso for orders please repeat back

41 groups.

Admiralty

⑦

365/15

Governor to Admiralty, London.

Sent 22nd October, 1915.

(in cypher)

22nd October Following telegram received from you repeated
as requested

X

X

X

X

47 Groups.

Governor Falkland Islands.

(8)

365/15

Governor to Admiralty, London.

(Cypher)

Sent 22nd ~~October~~, 1915.

22nd October With reference to Admiralty telegrams 12th 22nd October orders will be issued to Germanis as requested. Intaba arrived Port Stanley 20th October taking from Neilrose thousand tons of coal leaving 600 available. What sailing orders Neilrose when cleared. Vice-Consul Monte Video telegraphed 18th October to order collier Wathfield on arrival to rendezvous 26th November off Angamos Point. Do your instruction cancel Vice-Consuls

Governor Falkland Islands.

56 groups.

(9)

365/15

(Cypher)

Admiralty to Governor.

Dated London 26th October

Received 26th October, 1915.

Your telegram 22nd October Report quantity bunker on board
Neilrose. Reply other points of your telegram will be sent
later

Admiralty

19 groups

(10) 365/15

(Cypher)

Governor to Admiralty, London.

Sent 26th October, 1915.

26th October Your telegram Nielrose bunker 700 tons of coal

Governor Falkland Islands.

11 Samps

(Cypher)

Admiralty to Governor.

Dated London 26th October

Received 26th October, 1915.

With reference to your message 22nd October Admiralty orders for Collier Wathfield should be followed.

Admiralty.

12 groups.

(Cypher)

Governor to British Consul, Monte Video.

Sent 26th October, 1915.

26th October With reference to your message 18th October Admiralty
have given fresh orders for Collier Wathfield cancelling rendezvous
given by you

Governor, Falkland Islands.

20 groups.

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15 .

28th October, 1915.

Lieut. J. R. Crawford. R.N.V.R.

Port Stanley.

For your information.

The following request has been received by me
from Senior Naval Officer South America East Coast.

"If H.M.S. Orama not at Falkland Islands
on arrival of "Intake" latter should
discharge Orama stores to Collier
Neilrose"

Please be guided accordingly.

Douglas Young
Governor.

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15.

28th October, 1915.

The Commanding Officer

M.F.A. "Intaba"

Port Stanley.

For your information.

The following request has been received by me
from Senior Naval Officer South America East Coast.

"If H.M.S. Orama not at Falkland
Islands on arrival of Intaba
latter should discharge Orama
stores to Collier Neilrose".

Please be guided accordingly.

Douglas Young

Governor.

(Cypher)

Admiralty, London to Governor.

Dated 29th October, received 29th October

Your telegram 26th October after fully bunkering Germanic, Neilrose should proceed to Coronel for orders completing bunkers there with sufficient coal to proceed to two ports in Peru and return to Coronel. Loading ports in Peru will be communicated at Coronel

40 groups.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15

29th October, 1915.

Lieut. J. R. Crawford. R.N.V.R.

For your information.

COLLIER "NEILROSE" to bunker fully Collier "Germanic" now due, immediately on arrival. "Neilrose" will then, as soon as possible proceed to Coronel for orders completing bunkers there with sufficient coal to proceed to two ports in Peru and return to Coronel. Loading ports in Peru will be communicated to Master of "Neilrose" at Coronel.

On arrival of "Neilrose" at Coronel, Master should report himself to Senior British Naval Officer if in Port, if no British Naval Officer in Port the Master of the "Neilrose" should report himself to the British Consul for orders.

If H.M.S. Orama has not arrived by the time the Neilrose is ready to proceed to sea, the stores now on board the Neilrose for H.M.S. Orama should be discharged into a lighter or landed to await the arrival of H.M.S. Orama.

Please be guided accordingly.

Douglas Young
Governor.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15

29th October, 1915.

The Master of the
S.S. "Neilrose".

For your information.

COLLIER "NEILROSE" to, bunker fully Collier "Germanic",
now due, immediately on arrival. Neilrose will then, as soon
as possible proceed to Coronel for orders completing bunkers
there with sufficient coal to proceed to two ports in Peru
and return to Coronel. Loading ports in Peru will be
communicated to Master of Neilrose at Coronel.

On arrival of "Neilrose" at Coronel, Master should
report himself to Senior British Naval Officer if in Port,
if no British Naval Officer in Port the Master of the
"Neilrose" should report himself to the British Consul for
orders.

If H.M.S. Orama has not arrived by the time the
"Neilrose" is ready to proceed to sea, the stores now on
board the "Neilrose" for H.M.S. Orama should be discharged
into a lighter or landed to await the arrival of H.M.S.
Orama.

Please be guided accordingly.

Douglas Young
Governor.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No 365/15 .

29th October, 1915.

Lieut. J.R.Crawford.R.N.V.R.

For your information.

COLLIER "GERMANIC" is now due.

Immediately on arrival of "Germanic" she is to
Bunker fully from the Collier "Neilrose" and to proceed as
soon as possible to Valparaiso for orders.

On arrival of "Germanic" at Valparaiso, Master
should report himself to Senior British Naval Officer if in
Port, if no British Naval Officer in Port the Master of
the "Germanic" should report himself to the British Consul
for orders.

Please be guided accordingly.

Douglas Young
Governor.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15

29th October, 1915.

The Master of the
S.S. "Germanic"

For your information.

Immediately on arrival of "Germanic" she is to bunker fully from Collier "Neilrose" and to proceed as soon as possible to Valparaiso for orders.

On arrival of "Germanic" at Valparaiso, Master should report himself to Senior ^{British} Naval Officer if in Port, if no British Naval Officer in Port the Master of "Germanic" should report himself to the British Consul for orders.

Please be guided accordingly.

Douglas Young
Governor.

(Cypher)

Governor to Admiralty.

Sent 2nd November, 1915.

Your telegram 12th October Germanic arrived 2nd November.

Intaba left 1st November

Governor Falkland Islands

16 groups.

(Cypher)

Governor to Admiralty.

Sent 9th November, 1915.

Your telegram 9th November Colliers named expect to leave
12th November

Governor Falkland Islands

10 groups.

(Cypher)

Admiralty, London to Governor.

Dated London P.O. 9th November received 9th Nov. 1857

Instruct Master Neilrose to bunker at Lota near Coronel with
Lota Coal Companys. Steamer consigned to Duncan Fox Company
who will give him orders for loading sugar cargo in Peru.

Report please when she will sail

Admiralty

(Cypher)

Admiralty London to Governor.

Dated London P.O. 9th Novr. received 9th Novr. 1915;

Please telegraph arrivals and departures of all Admiralty
colliers. Have Neilrose Germanic yet left

Admiralty.

(Cypher)

Admiralty to Governor.

Dated London P.O. 10th Novr. received 10th Novr. 1915.

Your telegram 9th November Collier Germanic should be
sent at once to Valparaiso for orders.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

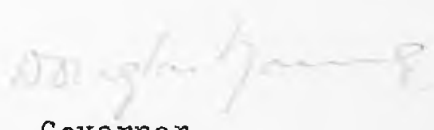
No. 365/15

10th November, 1915.

The Master of the "Neilrose"

With reference to my letter of instructions
of the 29th October you are to proceed at once to Lota,
near Coronel, and bunker with Lota Coal Company.

The Steamer "Neilrose" is consigned to
Messrs Duncan Fox and Company, who will give you orders
for loading sugar in Peru.


Governor.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15

10th November, 1915.

The Master of the

S.S. "Germanic"

With reference to my letter of instructions of the 29th October you are to proceed at once to Valparaiso for orders.

Douglas Young

Governor.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15.

16th November, 1915.

The Master of the

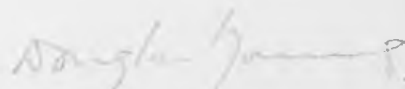
s.s. "Germanic"

With reference to my letter of instructions
of the 29th October you are to proceed at once to Valparaiso
for orders.

Governor.

Lieut. J. R. Crawford R.N.V.R.

For your information.



Governor.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15 .

10th November, 1915.

The Master of the
S.S. "Neilrose"

With references to my letter of instructions
of the 29th October you are to proceed at once to Lota,
near Coronel, and bunker with Lota Coal Company.

The Steamer "Neilrose" is consigned to
Messrs Duncan Fox and Company, who will give you orders
for loading sugar in Peru.

Douglas James G.
Governor.

Lieut. J.R. Crawford. R.N.V.R.

For your information.

Douglas James G.
Governor.

H.M.S.Macedonia to Governor.

Recd. at 11p.m. on Novr. 10th, 1915.

H.M.S.Orama is to proceed to Rio de la Plata after completing
with coal from Collier Wathfield

H.M.S.Macedonia.

Z.A.A.W. to Governor.

Received 17th November, 1915.

Please inform me as soon as possible date of departure of H.M.S.
Orama northward H.M.S.Macedonia 12th November.

Governor to Z.A.A.W.

Sent 17th November, 1915.

H.M.S.Orama leaves 20th November Governor Falkland Islands
17th November.

(Cypher)

Governor to Admiralty London.

Sent 11th November, 1915.

Your telegram 10th November Colliers Germanic Neilrose left
to-day and Wathfield arrived 11th November

Governor Falkland Islands.

17 groups.

(CYPHER)

Senior Naval Officer S.E. Coast of America to Governor.

Dated Rio 12th Novr. received 12th Novr, 1915.

For H.M.S. Orama will join H.M.S. Macedonia at Rio de la Plata after
completing with coal from Wathfield

Senior Naval Officer S.E. Coast of America.

(Cypher)

Governor to Admiralty.

Sent of the 13th November, 1915.

Your message charts set 32 for Neilrose

8 groups

(Cypher)

Governor to Admiralty.

Sent 13th November, 1915.

Collier Manchester Port arrived with six thousand tons of coal
will self bunker 500 tons waiting for further instructions

17 groups.

Governor Falkland Islands.

(Cypher)

Admiralty to Governor.

Dated London P.O. 15th Novr., Received 15th Novr, 15.

It is desired that as soon as ready Collier Manchester Port should proceed Valparaiso for orders. Please report date of sailing.

Admiralty.

365/15.

Government House, Stanley.

16th November, 1915.

Sir,

I have the honour to enclose herewith
for your information copies of telegrams I have
received requesting you to proceed to Rio de la
Plata after completing with coal at this Port.

I have the honour to be,

Sir,

Your obedient servant,

Douglas Young
Governor.

THE OFFICER IN COMMAND

OF H.M.S. ORAMA.

CONFIDENTIAL

FALKLAND ISLANDS.

Government House, Stanley.

No. 365/15 .

16th November, 1915.

The Master of the

S.S. "Manchester Port".

You are to proceed as soon as possible
to Valparaiso for orders.

On arrival at Valparaiso you should
report yourself to the Senior British Naval Officer if
in Port. If no British Naval Officer in Port you
should report yourself to the British Consul for orders

Douglas Young
Governor.

Lieut. J.R.Crawford R.N.V.R.

For your information.

Douglas Young
Governor.

(Cypher)

Governor to Admiralty.

Sent 17th November, 1915.

Your telegram 15th November Manchester Port left 17th
November

Governor

9 groups.

(Cypher)

Monte Video to Governor.

Dated Monte Video 17th November Recd. 17th Novr., 15.

Please send Collier Darnholme to Valparaiso for orders and
inform me date she leaves Falkland Islands.

(Cypher)

Admiralty to Governor.

Dated 18th Novr., Received 18th Novr., 1915.

For H.M.S. Orama report quantity of coal remaining in Wathfield after you have completed. Wathfield is not to commence sail pending further instructions.

*Copy handed to Captain of H.M.S. Orama
on receipt, at 9.15 pm. on 18th Novr.
AD.*

(Cypher)

Monte Video to Governor.

Dated Monte Video Novr., 19th Recd. Novr., 19th, 1915.

Following message received from Senior Naval Officer South American West Coast begins request information as to how many colliers are now waiting at Falkland Islands.

(Cypher)

Governor to British Consul, Monte Video.

Sent 19th November, 1915.

Are cypher messages 17th November and this morning from you

Governor Falkland Islands.

H M S Orana

At Stanley Falkland Islands

19th November 1915

Sir

I have the honour to report
that on completing Orana with
coal "Wathfield" will have 2816
tons of coal remaining and in
addition about 170 tons in her
own bunkers.

I have the honour to be Sir

Your obedient servant

W Baille Hamilton

Commander.

To: H E. The Governor
of the Falkland Islands.

(Cypher)

Governor to Admiralty, London.

Sent on the 20th November, 1915.

H.M.S. Orama left to-day for Rio de la Plata 20th November
Governor Falkland Islands.

8 groups.

(Cypher)

Governor to British Minister, Monte Video.

Sent 19th November, 1915.

Collier Wathfield at Falkland Islands Germanic and Manchester
Port are now on their way to Valparaiso for orders

Governor.

18 groups.

(Cypher)

British Consul, Monte Video to Governor.

Dated 19th Novr., Recd. 19th November, 1915.

Reply yes vititur Naval Intelligence Officer.

(Cyphar)

Admiralty to Governor,

Dated 20th Novr. Recd. 20th November, 1915.

Collier Wathfield is to remain at Port Stanley and should be used for bunkering Admiralty's colliers supplying Wireless Telegraph Station et cetera

(Cypher)

Governor to British Consul, Monte Video.

Sent 22nd November, 1915.

Collier Darnholme arrived this morning Governor Falkland
Islands 22nd November.

11 groups.

(Cypher)

Governor to Admiralty.

Sent 23rd November, 1915.

Collier Darnholme arrived this morning bunker and cargo
hold 2 on fire hold 1 suspected dealing with matter
Governor Falkland Islands 22nd November.

21 groups.

(Cypher)

British Consul MonteVideo to Governor.

Dated 23rd Novr. Received 23rd November, 1915.

Following message received from Senior Naval Officer
South America West Coast begins please direct Collier
Darnholme to proceed to Callao for orders calling at
Valparaiso en route. Request probable date of arrival
Callao be telegraphed to Esquimalt. H.M.S. Newcastle
22nd November

Vivitur

(Cypher)

Governor to British Consul MonteVideo.

Sent 23rd November, 1915.

Cargo of Collier Darnholme on fire very likely will entail
remaining Stanley Port for several weeks

Governor.

16 groups.

(Cypher)

Governor to Admiralty.

Sent 23rd November, 1915.

My message 22nd November Collier Darnholme fire increasing on survey report has been necessary to beach and floor forepart of ship Governor 23rd November.

24 groups.

(Cypher)

Admiralty to Governor.

Dated London P.O. 23rd Novr. Recd. 24th Novr. 1915

Your telegram 22nd November cancel my message 20th November and transfer as much as possible unheated coal from Darnholme to Wathfield. Wathfield then should proceed to Valparaiso as follows for orders and Darnholme should remain Stanley Port in lieu

Admiralty.

(CYPHER)

Admiralty to Governor Falkland Islands.

Dated 27th Novr. Received 27th Novr., 1915.

Please report latest particulars Collier Barnholme
Admiralty.

(CYPHER)

Governor to Admiralty, London.

Sent 28th November, 1915.

28th November Collier Darnholme hold two flooded fire extinguished also bunkers hold one is on fire being flooded out holds three four are suspected shore labour not available master objects to bunkering from hold two reasons that coal damaged by fire wet to discharge coal at the earliest possible will take two months what are your instructions continue as at present or salvage vessel's cargo. Suggest that vessel should be sent as soon as possible to Monte Video to be discharged

Governor.

(CYPHER)

Admiralty to Governor, Falkland Islands.

Dated 29th Novr. Received 29th November, 1915.

Darnholme should be ordered to proceed to Monte Video when considered safe after transferring to Wathfield as much good coal as can be reasonably arranged from holds three and four having regard to trimming etc. Report action taken. Wathfield should remain at Stanley Port for bunkering purposes.

Admiralty

(CYPHER)

British Minister Monte Video to Governor.

Dated 29th November Recd. 29th Novr.1915.

Following message received from H.M.S.Kent South America
West Coast begins when will collier Wathfield leave Falkland
Islands.

(Cypher)

Governor to British Minister Monte Video.

Sent 29th November, 1915.

For the present by Admiralty instructions Wathfield
detained Falkland Islands cargo of Collier Darnholme
still on fire.

14 groups.

(Cypher)

Admiralty to Governor.

Dated 6th December Recd. 6th Decr., 1915.

Please telegraph position of Darnholme when is she expected
to sail Monte Video

Admiralty.

Governor to Admiralty.

(Cypher)

Sent 7th December, 1915.

Your message 6th December slowly bunkering Wathfield from Darnholme cooled coal present rate transfer take four to six weeks shore labour not available hold one Darnholme temperature coal 186 suggest on sufficient bunker Wathfield proceed to Valparaiso with cargo of two thousand eight hundred tons of coal H.M.S. Kent making enquiries for her. Darnholme as soon as considered safe to proceed to Montevideo to discharge

Governor.

56 groups.

6
(Cypher)

Admiralty to Governor.

Dated 8th Decr. received 9th December, 1915.

Darnholme should cease transfer to Wathfield and proceed to Monte

Video immediately cargo is in a safe condition for voyage.

Wathfield should remain at Falkland Islands as other Colliers

will be available for Pacific shortly. Please telegraph at

once when Darnholme is expected to leave

Admiralty.

(CYPHER)

Governor to Admiralty

Sant 10th December, 1915.

10th December Darnholme refuses to leave for Monte
Video waiting for instructions from Owners
Governor.

11 groups

(Cypher)

Governor to Admiralty, London.

Sent on the 10th December, 1915.

Shall I consign Darnholme coal British Consul Monte Video
What are your instructions as to dealing with cargo

Governor.

11 groups.

(Cypher)

Governor to Admiralty, London.

Darnholme expected to leave for Monte Video this afternoon
11th December Governor.

7 groups.

(CYPHER)

ADMIRALTY TO GOVERNOR.

Dated 11th December received 11th December, 1915.

Your telegram 10th December consign Darnholme British
Consul Monte Video and report date of departure and approx-
imate cargo remaining on board. Consul will be informed
by Admiralty regarding disposal of cargo

(Cypher)

BRITISH CONSUL TO GOVERNOR.

Monte Video dated 12th December Received 12th December, 1915.

Following message received from Senior Naval Officer South
America West Coast 12th December is Gladys Royle at Falkland
Islands.

Governor to British Consul Monte Video

Sent 12th December, 1915.

Replying No.

*Transferred
to Mr. P. W. H. 458/15.*

(Cypher)

Governor to Admiralty, London.

Sent 12th December, 1915.

Your message 11th December Darnholme sailed for Monte
Video this afternoon cargo approximately five thousand
one hundred and forth seven tons of coal consigned to
British Consul 12th December Governor.

19 groups.

(Cypher)

Governor to British Consul Monte Video.

Sent 12th December, 1915.

Collier Darnholme left to-day for Monte Video cargo consigned to you approximately five thousand one hundred and forty seven tons of coal Admiralty will inform you regarding disposal of 12th December Governor.

23 groups.

(Cypher)

Governor to British Consul Montevideo.

Darnholme has ship denoted arrived.

Telegraph Cable Broken.

Could not get through by Wireless on night of 18th
sent off on night 19th December.

Cypher.

British Consul Montevideo to Governor.

Dated 20th December Received 20th December, 1915.

Your message 18th December received here 20th December.

Darnholme arrived here 19th December badly on fire.

CYPHER.

BRITISH CONSUL MONTE VIDEO TO GOVERNOR.

Dated 17th December Received 17th December, 1915.

Please inform me amount of coal on board Wathfield for
information of South America West Coast.

CYPHER.

Governor to British Consul Mobte Video.

Sent 17th December, 1915.

Wathfield twenty eight hundred tons Admiralty orders to
remain Stanley Port

10 groups.

On 15th November observed the bunkers to be on fire
took necessary steps to put same out and consumed from
bunker on fire, played water on same day and night and
to-day it is still on fire.

Also No. 2 hold started firing on the 18th smothered same
up from air and to-day had two explosions and blew off the
hatches and let out large quantity of gas and smoke same still
smoking strong also suspect No. 1 hold.

Port Stanley

22nd November, 1915.

J. M. Barton
Master.

Survey Report.


Name of Vessel. Admiralty collier No. 422 S.S.Darnholme.
Tonnage. Nett 2330
Master. William Barton

Port Stanley

23.11.15

We the under signed certify that at the request of His Excellency the Governor we this day attended the above mentioned steamer to survey and report on the fire in the coal cargo in No. 2 hold. We found that a large quantity of coal had been discharged on to the deck with a view to locate the seat of fire and that large quantities of water had been poured into the hold from the S.S. Wathfield which was lying alongside and the vessels own water service. In the course of discharging dense volumes of smoke and coal gas were issuing forth from the hold with the result that explosions were occurring frequently with large sheets of flame rendering it impossible to continue further discharge. After due consideration we recommend that the vessel be taken into shallow water and the No. 2 hold flooded until the fire is extinguished. We may add the Master also wished that the above survey should be held and that he was present at the time.

Given under our hand this 23rd day of November, 1915.


Govt. Harbour Master.


Master Mariner.

S.S.Wathfield.

Survey Report.

Name of vessel. S.S.Darnholme (Admiralty Collier No.422)
Port of Registry. Whitby
Tonnage (Nett) 2330.
Master William Barton.
Port Stanley.

We the undersigned, hereby certify that at the request of His Excellency the Governor we arrived on board the above vessel and examined at noon this day No. 2 hold which is being flooded to extinguish the fire amongst the coal cargo therein.

We found the hold flooded to the height of 22 feet above the ceiling and steam rising in places from the coal.

The temperature of the water which was above the coal in places in the hold was as follows.

After end of hold in cross bunker which is separated by a wooden bulkhead 74 Fahrenheit.

Starboard side 130 Fahrenheit.

The temperature of the sea water at the time was 50 Fahrenheit.

In order to be sure that the fire has been extinguished and that the cargo is properly cooled we recommend that the water should remain in the hold at its present height of 22 feet for 24 hours after all signs of steam and surface heat has left.

Owing to the quantity of water which is being poured into the hold through the hatch by means of the water service pipe on deck we are of opinion that all signs of steam and surface heat will have disappeared by 6 p.m. this day.

Given under our hand this 25th day of November, 1915.

Geo Smith.
Harbour Master

W S Pallitt
Master Marines
S.S.Wathfield.

Stanley, The Falkland Islands,

22-11-1915

To the Captain or Officer in Command.

Sir,

You are hereby requested to fill in and sign the following declaration which must be countersigned by your Surgeon if there be one on board.

Gewsmith
Harbour Master.

1.—Name of the Vessel?	<i>Darndolme</i>			
2.—Name of the Commander?	<i>W. Barton</i>			
3.—Port of Registry?	<i>Whitby</i>			
4.—Tonnage, Number of Guns, and Crew?	Registered Tonnage. <i>2330</i>	No. of Guns. <i>—</i>	No. of Crew. <i>28</i>	Gunpowder. <i>—</i>
5.—Whence do you come?	<i>Barry Dock.</i>			
6.—Name the Ports at which you have since touched?	<i>Kingston Jan. Colon. St Lucia</i>			
7.—On what date did you sail?	<i>26/6/15</i>			
8.—To what Port are you bound?	<i>Stanley for orders</i>			
9.—Of what does the cargo consist?	<i>Admiralty coal stores</i>			
10.—If you have a Bill of Health produce it?	<i>Produced</i>			
11.—Is every one on board in a perfectly healthy state?	<i>yes</i>			
12.—Has any person on board suffered from any illness of any kind during the voyage? if so, what was the nature of the complaint?	<i>no</i>			
13.—Has any person died on board during the voyage, and if so, from what cause.	<i>no</i>			
14.—Have you boarded, or been boarded, or communicated with any vessel during this voyage?	<i>no</i>			
15.—Was every vessel communicated with free from all disease?	<i>no</i>			
16.—What is your draught of water?	<i>20' 6</i>			
17.—Number of passengers for Colony?	<i>nil</i>			

I solemnly declare that to the best of my knowledge and belief I have answered the foregoing questions fully and accurately.

W. Barton
Master.

I solemnly declare that the foregoing particulars as to health are to the best of my knowledge and belief, accurate and complete.

Surgeon.

N.B.—Any person signing a declaration in connection with his Ship or the Cargo and Crew thereof containing any wilfully false, misleading or inaccurate statement, is liable to a penalty of ONE HUNDRED POUNDS. (Harbour Ordinance No. 9 of 1898.)

If any casualty has occurred, or has been fallen in with, state briefly on the back hereof the circumstances, nature and extent.

Report of Master of Collins
brought back on arrival
Nov 22 1895

On 15th Nov observed the bunkers to be on fire
took necessary steps to put same out
& consumed from bunker on fire.
Placed water on same day & night
& today it is still on fire

Also No 2 had started firing on 19th
smothered same up from air. & today
had ~~an~~ two explosions & blew off
the latches & let out large quantity
of gas & smoke. same still
smoking strong. also suspect
No 1 had

Port Stanley 22nd Nov 1895
J. W. Barton Master

Survey Report.

Name of vessel Admiralty collier No 422 SS Darnholme.
Tonnage Nett 2330
Master. William Barton

Port Stanley

23/11/15

We the undersigned certify that at the request of His Excellency the Governor we this day attended the above mentioned steamer to survey and report on the fire in the coal cargo in No 2 hold.

We found that a large quantity of coal had been discharged onto the deck with a view to locate the seat of fire and that large quantities of water had been poured into the hold from the SS Wathfield which was lying alongside and the vessels own water service .

In the course of discharging dense volumes of smoke and coal gas were issuing forth from the hold with the result that explosions were occurring frequently with large sheets of flame rendering it impossible to continue further discharge After due consideration we recommend that the vessel be taken into shallow water and the No 2 hold flooded until the fire is extinguished.

We may add the Master also wished that the above survey should be held and that he was present at the time.

Given under our hand this 23rd day of
November 1915.

G. Smith
Govt Harbour Master

J. J. Lally
Master Mariner.

Handed to me at 9.20 p.m. SS Wathfield.
by Lieut R Crawford R.N.V.R.

who informed me that the Board of
Survey and the Master of the S.S. Darnholme considered it
necessary to beach the vessel at once. I instructed him that
for the safety of the vessel action should be taken accordingly. Douglas Young
Inspector

23 Nov 1915
G. L. S.

Survey Report.

Name of vessel.	SS.Darnholme (Admiralty collier No422)
Port of Registry	Whitby
Tonnage (Nett)	2330.
Master	William Barton.

Port Stanley.

We the undersigned, hereby certify that at the request of His Excellency the Governor we arrived on board the above vessel and examined at noon this day No 2 hold which is being flooded to extinguish the fire amongst the coal cargo therein.

We found the hold flooded to the height of 22 feet above the ceiling and steam rising in places from the coal.

The temperature of the water which was above the coal in places in the hold was as follows,

After end of hold in cross bunker which is seperated by a wooden bulkhead 74 Fahrenheit .

Starboard side 130 Fahrenheit.

The temperature of the sea water at the time was 50 Fahrenheit.

In order to be sure that the fire has been extinguished and that the cargo is properly cooled we recommend that the water should remain in the hold at its present height of 22 feet for 24 hours after all signs of steam and surface heat has left.

Owing to the quantity of water which is being poured into the hold through the hatch by means of the water service pipe on deck we are of opinion that all signs of steam and surface heat will have disappeared by 6pm this day.

Given under our hand this 25th day of November 1915

Guernith
Harbour Master.

W. J. P. ...
Master Mariner

SS.Wathfield.

SS.Darnholme

Saturday 4th Dec 15

9am.

Temp	No	I	hold	178	Fah
..	.	2	..	70	..
..	.	3	..	102	..
..	.	4	..	140	..

bpm.

Temp	No	I	hold	168	Fah
..	.	2	..	62	..
..	.	3	..	104	..
..	.	4	..	136	..

Total coal now discharged on deck 280 tons.

SS, Wathfield.

Saturday 4th Dec 15.

9am.

Temp No 1 hold 130 Fah

.. . 2 .. 50 ..

.. . 3 .. 51 ..

.. . 4 .. 108 ..

5pm.

Temp No 1 hold 136 Fah

.. . 4 .. 108 ..

Holds No 2 and 3 normal (51) Fah

Total coal discharged onto Ford deck 150 tons.

SS.Darnholme.

5th Dec 1915.

Noon.

Temp No 1 hold 172 Fah.

condition of coal good.

Temp No 2 hold 62 Fah.

condition of coal unsatisfactory through
flooding hold.

Temp No 3 hold 94 Fah.

condition of coal good.

Temp No 4 hold 124 Fah.

condition of coal good.

SS. Wathfield.

Noon.

5th Dec 1915.

Temp No 1 hold 136 Ford 110 Fah aft.

Condition of coal good.

Temp No 2 and 3 holds (Normal())

Condition of coal good.

Temp No 4 hold 104 Fah.

Condition of coal good.

Port Stanley F.I.
Dec 5th 1915

Lieut J.R. Crawford R.N.V.R.
Sir

We have today surveyed the Holds of
Admiralty Colliers, S/s 'Darnholme' + S/s 'Wathfields' &
find the following Temperatures & Conditions of Coals.

S/s 'Darnholme'

No. 1	Temp:	142°	Condition of Coals:	Good
" 2	"	62°	"	unsatisfactory. No flooding Hold.
" 3	"	94°	"	of Coals Good
" 4	"	124°	"	"

S/s 'Wathfields'

No. 1	Temp:	136°	ford 110 aft	Condition.	Coal Good
" 2+3	"			Normal.	"
" 4	"	104°		"	"

S/s 'Darnholme'

On entering tunnel, we find a normal Temp of
casing plates in vicinity of Nos. 3 + 4 Holds. Furthermore
we are of the opinion that the highest Temp Coals, in
this Steamer should replace Coal already on deck
which can be loaded into the lowest Temp Hold.
of 'S/s Wathfields', so that further accumulation of
gases can be arrested, leaving No 1 Hold. for a few
days, to notice if the Temp rises in which case it
could be taken in hand, or, if no increase, the
S/s 'Darnholme's' Coals could be worked into that
Hold also.

The latter Steamer could then proceed with the
remainder to place decided

We are Sir

Yours. Obediently

{ Warrant Eng^r J.S. Roberts R.N.V.R.
" " J. H. Bell.
" " Alfred H. Tucker.

To

Lieut. J. Robert Crawford,
R.N.V.R.

Having read and considered report of
Warrant Engineers dated 5th December, please give necessary
directions for following orders to be carried out.

Coal on deck of S.S. "Darnholme" to bunker
S.S. "Wathfield".

Coal in hold 3 of "Darnholme" to fill up
hold 2 and 3 of "Wathfield"

Work to be put in hand at once, and completed
as soon as possible.

Angela Young
Governor.

6th December, 1915.

SS. Wathfield 8/12/15.

10am.

Temp No 1 hold 92 Fah 120 Fah

.. .. 2 .. 51 ..

.. .. 3 .. 52 ..

.. .. 4 .. 101 ..

.. bunkers 80 ..

SS. Dunholme.

8/12/15.

10am.

Temp No 1 hold 184 Fah

.. .. 2 .. 65 ..

.. .. 3 .. 110 ..

.. .. 4 .. 142 ..

Port Stanley F.I.
Dec 9th 1915

Lieut. J.R. Crawford. R.N.R.

Sir

We have today surveyed the Starboard bunker of S/s "Darnholme" and find that first the liner boards need renewing. The Tie-bars three in number are bent downwards about 2" this may have been caused by the excessive heat in bunker as reported by Chief Eng^r.

but we are of the opinion there is no reason to renew same.

only that 4 new liner boards would make the bunker serviceable & that any other reported damage is of no consequence

We are Sir

Yours obediently

Warrant Engineer R.N.R.

J.S. Roberts-

J.H. Bell

Alfred H. Tucker

THOMAS SMAILES & SON,
SHIP OWNERS,
WHITBY.

TELEGRAMS:
"SMAILES, WHITBY."
TELEPHONE NO. 99.

SCOTT'S CODE, TENTH EDITION.

S.S. "DARNHOLME,"

Port *Stanley* ¹⁰ *dec* 1915

L Lieut Crawford
R.N.V.R.

Sir

The following are temperatures found
in holds today, (pipes being into
fresh positions)

No. 1 = 164

No. 2 = 65

No. 3 = 92

No. 4 = 134

I am Sir
Yours faithfully
W. Barton
Master

S. S. Watfield
Stanley
10/8 Dec 1918

Senior Naval Officer.
Stanley

Sir.

Enclosed please find
temperatures of holds for this
date, viz.

No 1.	92° ^{ther} and 128°
No 2.	54°
No 3.	56°
No 4.	98° and 64°

hulkers 66°

I am yours obediently
D. S. Kelly
Inventor

Port Stanley, F.I.

10th December, 1915.

Sir,

With reference to the urgent directions given by me yesterday morning at 11.20 to the mate of the S.S. "Darnholme"; you being absent on shore, that you were to proceed to Monte Video immediately, which directions I later communicated to you personally on shore, I am directed to call upon you to state in writing at once any reasons you may have for disobeying the instructions given to you to proceed to sea, and of your remaining in Port Stanley.

I am further to call upon you to state in writing

- (1). The hour at which you will comply with the directions given you and proceed to sea.
- (2). Why the coal on deck was not replaced in hold as directed, the men with the assistance of the "Wathfield" crew to work overtime and during last night.
- (3). Why at about 6.30 this morning at which time I was on board no work was being carried on and I was informed you were in bed.

I have the honour to be,

Sir,

Your obedient servant,

J. R. G.
Lieut. R.N.V.R.

THE MASTER

of the S.S. "DARNHOLME"

PORT STANLEY.

To. Captain. W. Barton, *Darwinholm*

Will you kindly sign the necessary Bills of Lading enclosed to permit of the Cargo of Coal on board of your ship being consigned to the British Consul at Monte Video.

Stanley
Falkland Islands
11. x 11. 15

J. Robert Crawford

Manifest of the Ship "EARNHOLD" Captain W. Barton.
from Stanley, Falkland Islands: for Monte Video. cleared

from Stanley, Talland Hills: for Monte Video.

cleared

No.	Shippers.	Consignees.	Marks.	Nos.	Goods.
	Douglas Young	British Consul	-	-	5147 tons 13.c.w.t Steam Coal in bulk.
					<i>Wm Barton</i> <u>Master</u>

FROM STANLEY, F. I.

~~The Pacific~~

Steam Navigation Company

(Incorporated by Royal Charter 1847)

Quantity of Steam Coal estimated at 5147.13 tons.

SHIPPER in apparent good order and condition on board the STEAM-SHIP called the "Cornwall" ~~PACKLAND ISLANDS COMPANY LIMITED~~ ~~FR. DORRIS~~

the Port of STANLEY, FALKLAND ISLANDS, and bound for the Port of ~~London~~ ~~Vidua~~

A quantity of steam coal estimated at 5147.13 tons

being marked and numbered as per margin, and also specially marked upon each Package by the Shippers, before shipment, with the name of the Port of Destination, in letters not less than two inches long (without which the Owners are not to be held liable for incorrect delivery) and to be delivered, subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the contract between the Shipper or Owners of the Goods and the Company, from the Ship's Deck, where the Ship's responsibility shall cease, in the like good order and condition at the aforesaid Port of ~~London~~ ~~Vidua~~

or so near thereto as she can, without detention or delay, safely get (the Act of God, the King's Enemies, Pirates, Robbers, Thieves, of whatever kind, whether on land or afloat, or in the service of the Company or not, Barratry of Master or Mariners, Restraint of Princes, Rulers, or People, Revolutions, Riots, or Elements, from whatever cause, Fire on Board, in Hulk or Craft or on Shore, Vermin, Rain, Spray, Sweating, Drainage, Leakage, Breakage, Rust, Decay, insufficiency in strength of Wrappers and Packages, and all injury to the same, and all damage arising from other Goods by Stowage, or by Contact therewith, or through Leaking, Smell, or Evaporation from them, or otherwise howsoever, or from Errors, Obliterations, insufficiency or absence of Marks, Numbers, Addresses or Description of any Goods shipped; Risk of Craft, to or from Ship, or of Shipment or Transhipment from or to Craft, or other Steamer, Explosion, Heat, Boilers, Steam, or Machinery, and the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, or Machinery, or their appurtenances; Collision, Stranding, Straining, Steaming, Jettison, or any Peril of the Seas, Rivers, Navigation, or management of the Ship, or of Land Transit, of whatsoever nature or kind, and whether any of the perils, causes, or things above mentioned, or the loss or injury arising therefrom, be occasioned by the wrongful act, default, negligence, or error in judgment of the Owners, Pilot, Master, Officers, Engineers, Crew, Stevedores, or other persons whomsoever employed in, on, or about the vessel carrying the goods, or any other vessel owned by the Company, or for whose acts the Company would otherwise be liable, or by unseaworthiness of the Ship at the commencement, or at any period of the voyage (provided all reasonable means have been taken to provide against such unseaworthiness), or otherwise howsoever, always excepted); with liberty to call at any Port or Ports, in any order, to receive and discharge Cargo, or for any other purpose whatever, and with liberty, in the event of the said Steamer putting back, or into any Port, or otherwise being prevented from any cause from proceeding in the ordinary course of her Voyage, to tranship the Goods by any other Steamer: with liberty to sail with or without Pilots, and to tow and assist vessels in all situations, unto

The British Consul

Freight for the said Goods, as per margin, ~~to be paid by the Shipper~~ ~~Free of Interest, Vessel lost or not lost~~, on or before the departure of the Vessel. Lighterage accustomed, and Average, if any, to be adjusted in United Kingdom, and according to York/Antwerp Rules, 1890.

Weights, Contents, Description, Quality, Quantity, and Value unknown. The Goods to be discharged from the Ship as soon as she is ready to unload, into Lighter, Hulk, Temporary Depot, or Lazeretto, if necessary, by the Agents of the Owners of the Vessel, at the risk and expense of the Owners of the Goods. In case the Goods cannot be discharged during the Ship's stay at the Port of Delivery, by reason of the state of the weather or other cause, or if they cannot be found, they may be delivered on her return or sent back at the Ship's expense: the Ship not to be responsible for loss or claim arising from delay, sea, or other risk. Double Freight will be charged on all Goods not correctly described. The Owners will not be responsible for incorrect delivery unless each packet is specially and legibly marked by the Shipper before shipment, with the name of the Port of Discharge in letters not less than two inches long. All fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the Packages, or by incomplete or incorrect description of weight (or any other particulars required by the authorities at the Port of Discharge), either upon the Packages or the Bill of Lading, shall be paid by the Shipper or Consignee of the Goods, and the Ship shall have a lien upon the Goods until the payment of all such costs and charges. No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Delivery within one month from date of arrival of Ship at such Port. In any claim arising under this Bill of Lading, the Ship in no case to be liable for more than the First Cost of the Goods and Charges at Port of Shipment, including Freight, if paid. All quarantine expenses upon the Goods, of whatever nature and kind, to be likewise paid by the Shipper or Consignee of the Goods.

In case of the Blockade or Interdict of the Port of Discharge, or if, without such Blockade or Interdict, the entering of the Port of Discharge should be considered by the Master unsafe, for any reason, he is to have the option of landing the Goods at any other Port which he may consider safe, at Shipper's risk and expense: and on the Goods being placed in charge of any Mercantile Agent, or of the British Consul, and a letter being put into the Port Office, addressed to the Shipper and Consignee, if named, stating the landing and with whom deposited, the Goods to be at the Shipper's risk and expense, and the Master and Owners discharged from all responsibility.

The Company not to be responsible for any loss, damage or delay caused by, or arising from, strikes, lock-outs, labor disturbances, trade disputes, or anything done in contemplation or furtherance thereof, whether the Company be parties thereto or not.

In the event of Quarantine, the Goods to be discharged on arrival into Quarantine Depot, Hulk, Lighter, or other Vessels necessary for the Ship's despatch, at the Consignee's risk and expense: or, should this be impracticable, or the Vessel not admitted the Master to have the option, and is hereby authorised, to land the Cargo at the nearest safe Port to which the Vessel is bound, at the risk and expense of the Consignee.

The Shipowner to have a lien on all Goods for payments made, unpaid freight, whether payable in advance at the Port of Shipment or not, or liabilities incurred in respect of any of the charges stipulated herein, to be borne by the Owners of the Goods.

IN WITNESS whereof, the Master or Agent of the said Ship hath affirmed to one of which Bills being accomplished, and delivered up to the Owners or their Agents, in exchange for the Goods, the others to stand void.

Dated in STANLEY, F. I. this ~~Eleventh~~ ~~day of~~ ~~December~~ 19 15.

Mr. Barton

Port Stanley.

December 11th 1915.

Received from the Master SS.Darnholme one hundred and ten tons
(110) of damaged bunker coal discharged from the bunker of the
above named vessel

J. Robert Crawford

Lieut R.N.V.R.

Port Stanley.

Dec^r 12th 1915.

Temperatures of Holds
S/s "Darnholme" + S/s "Wathfilds".

No. I. =	162°	No. I =	91° for 127° aft.
2 =	65°	2 =	54°
3 =	92°	3 =	56°
4 =	140°	4 =	62° aft. 96° for.

Approximately. ten tons of Coals has been
put off Deck into No I hold of
"Darnholme"

J. S. Roberts W8

Temprature of Holds S.S.Darnholme 12th DECR 1915

as taken by the Ships people

No 1 Hold 162

No 2 Hold 65

No 3 Hold 92

NO 4 Hold 140

Dankholme.

830 bushes

Top bushes
600

an amount 400 in bushes
100 reduced

300.

day 23½ empty.

26.11.15

Washburne

Wathfield

2800 on board

1600 can take
cows

600 requires
brush

1572

1394

1000

5315

5300

2200

3100

Approximate 5147.18 on board
Nanholme. 12 Dec 19.

Bentons

Waltham 135

Nanholme 45

Nanholme Carl. cut.
Original 5327.18

5147

30. 11. 1915

Northfield

Northfield

Hold 1. Temp. 98

Discharging on deck
making big hole.

Hold 1. Temp 120

Coal baled down to
depth 6 ft.

Hold 2. Water

pumped out
all fire out.

Hold 2. Half

Empty nothing
wrong.

Hold 3. Temp ^{over} 120

Discharging on deck.

Hold 3 ^{little water} Half

Empty nothing
wrong.

Hold 4 Warm

no work on it
yet.

Hold 4 full

nothing suspected

Bunker: Wathfield with Coal on Deck 7
Dunbar -

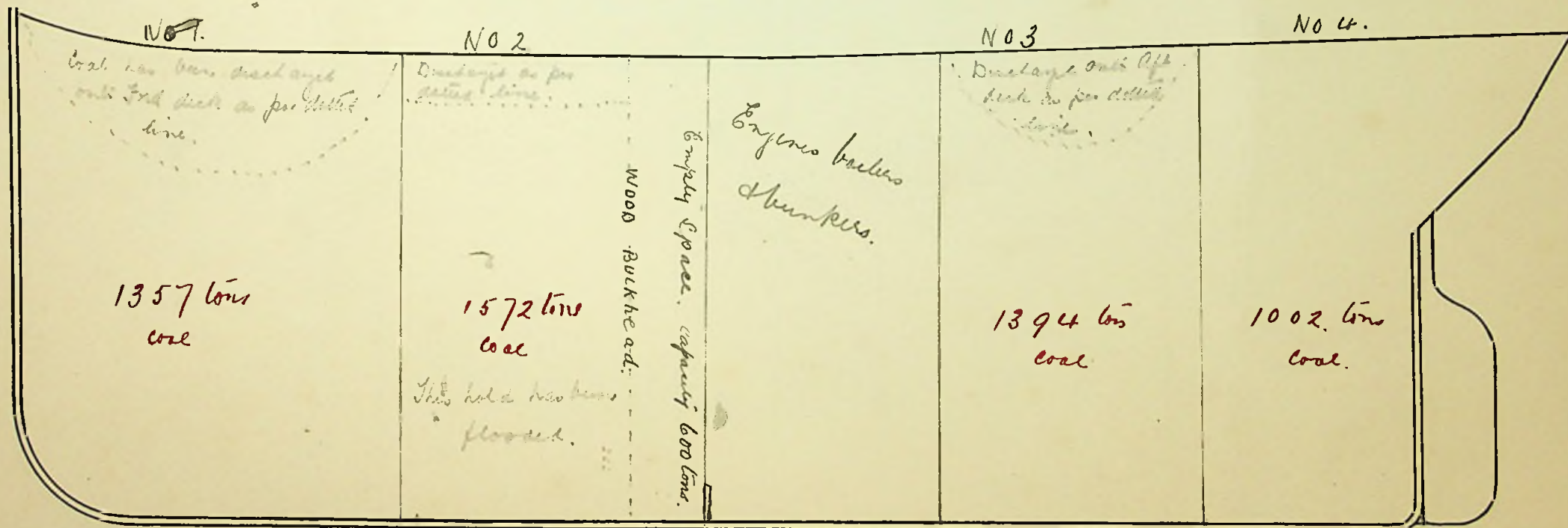
Wathfield to discharge Hold 1 on to her
Deck.

Wm. Crawford
Harbour Master.
30.11.18

S. S. Dunkholme.

1-12-15

CARGO PLAN.



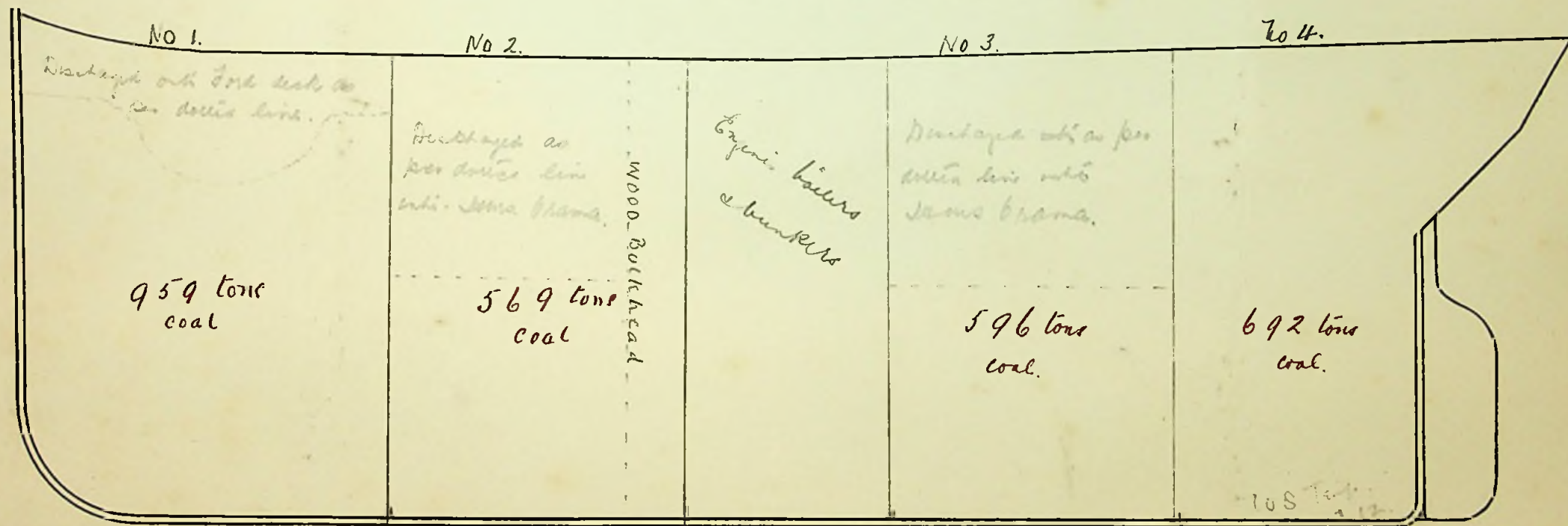
Total capacity when full of coal

No 1 1357 tons No 3. 1394 tons

No 2 1572 " No 4. 1002 "

A. S. Wathfield
1-12-15

CARGO PLAN.



108 tons

Total capacity of holds.

No 1. 959 tons No 3. 1368 tons
No 2. 1387 " No 4. 692 "

Stanley,

Falkland Islands.

30th November, 1915.

The Master

S.S. "Darnholme"

Port Stanley, F.I.

Sir,

In the interest of the ship and all
pertaining I am requested to direct you to
continue discharging Holds one and three
on to both sides of the tonnage deck, and to
ask you to be good enough, for the information
of His Excellency the Governor, to report daily
to the Harbour Master the number of tons so
removed and the temperature of Hold four.

I am, Sir,

Your obedient servant

(SGI) J. Robert Crawford

Lieut R.N.V.R.