

C.S.

SECRET

WAR/W2G/1#27

1941.

No.

5/8/41.

27

Naval Officer in Charge

SUBJECT.

1941.

30th May.

FLEET AIR ARM - POSSIBLE REQUIREMENTS IN THE MAINLAND ISLANDS.

Previous Paper.

MINUTES.

- 1-2 Letter from the Admiralty, 29th November, 1940.
- 3-7 Minute from Executive Engineer, 4th June, 1941.
- 8-9 " " " " 9th June, 1941.

N.O./c

Referred to you for your observations please.

*A. J. S.
for 10/6/41*

10. Minute from N.O./c of 11 June 1941.

Yes - fix the time pl.

A. J. S. 11/4/41

11. Telegram from S.O. no. 70 to 75 of 13/6/41.

12

13-18

Letter to R.A. S.A.D. of 4/7/41.

Y/c: Is there any further action Your Excellency wishes taken in this connection?

*A. J. S.
2/7/41*

Not for the moment

A. J. S. 7/1/41

Subsequent Paper.

I have not communicated with the Colonial Office as the letter asked me to do so with reference unless a question of policy arose. However in the original Admiralty memo para 2 (2) states quite clearly that the Admiralty themselves would communicate with the Colonial Office. - Please see (11)

AB 23/11/41

- Telegram from R.A.S.A.D. to N.O.C. of 23/7/41 19.
- Telegram to R.A.S.A.D. of 23/7/41 20.
- Telegram No. 160 from S.O.S. of 3. 10. 42. 21.

(22)

A.C.S. No action required?

A.H.G. facts. 5/10/42.

S.O.S. Secret 3pm. of 6/10/42. 22.

DECODE.

TELEGRAM.

From Secretary of State for the Colonies,

To His Excellency the Governor.

Despatched : 26th February, 19 41. Time : 1524.

Received : 27th February, 19 41. Time : 1030.

No. 27. Have you received my despatch Secret of December
6th, 1940 about grain.

SECRETARY OF STATE.

I.D.C.O.

DECODE.

TELEGRAM.

From His Excellency the Governor.

To Secretary of State for the Colonies.

Despatched: 27th February, 19 41. Time: ...

Received: 19 ... Time: ...

No. 31. Your telegram No. 27. No. Latest date of any correspondence received from you is November 15th.

GOVERNOR.

DECODE.

TELEGRAM.

From Secretary of State for the Colonies.

To His Excellency the Governor.

Despatched : 8th April, 1941. *Time* : 0700.

Received : 8th April, 1941. *Time* : 1030.

No. 42. Secret. With reference to your telegram No. 31 my
Despatch of December 6th believed lost at sea. Duplicate is
being sent. Meanwhile suggest you ask Naval Officer in Charge
for copy of Admiralty Secret Memorandum A.01084/40 November 29th.

SECRETARY OF STATE.

I.D.C.O.

DECODE.

TELEGRAM.

From His Excellency the Governor,

To Secretary of State for the Colonies.

Despatched : 8th April, 19 44. *Time* : ...

Received : 19 ... *Time* : ...

No. 47. Your telegram No. 42 Secret Memorandum has not yet been received by Naval Officer-in-Charge.

GOVERNOR.

IDCO.

DECODE.

TELEGRAM.

From Secretary of State for the Colonies,

To His Excellency the Governor.

Despatched : 9th April, 1941. *Time* : 1840.

Received : 10th April, 1941. *Time* : 1030.

No. 43. Secret. Your telegram No. 47 Memorandum originally sent to Naval Officer-in-Charge was also lost but further copy has been sent.

SECRETARY OF STATE.

I.D.C.O.

No. U. 1/22.
A.D.C.II

(2)

For information of, and retention by, His Excellency the Governor



C. Lloyd-Hughes
 Payr. Sub-Lt. RNVR.
 Asst. to NOIC F.I.

A01084/40.

SECRET

Fleet Air Arm - Possible Requirements in the
 Falkland Islands.

The Admiralty have under consideration the provision of certain facilities for the Fleet Air Arm in the Falkland Islands should the necessity arise. The purpose of this memorandum is to describe the requirements, and to request His Excellency the Governor to be good enough to investigate the possibilities and ways and means of meeting them, and to furnish information on these matters to the Admiralty.

2. Copies of the memorandum are also being sent by the Admiralty to the Commander in Chief, South Atlantic Station, to the Commodore Commanding the South America Division, and to the Naval Officer in Charge, Falkland Islands, with whom the requirements might be discussed. The information desired could then be furnished by the Naval authorities to the Admiralty, who would keep the Colonial Office informed of developments.

3. The requirements may be divided into four stages of development. The details of these are set out below but the following considerations apply to each stage.

4. The Admiralty have in mind that any works and services which may be necessary should be carried out by the Governor on an agency basis for the Admiralty and at the cost of Naval funds. They will be glad to receive an estimate of the cost and time required for the completion of each of the stages of development.

5. The Admiralty will also be glad to be informed of the terms of occupation and tenure of any land or property which might be taken over: whether, for instance, it would be allotted as a Naval reservation for as long as it might be required.

6. It would be desirable that as much of the work as possible should be carried out with local resources and it would be useful to know:-

(a) whether labour is available for the work entailed in each stage, and

.....(b)

(b) whether suitable materials for building and road construction are available locally, or whether they would have to be imported.

7. Information is also desired on the following general heads:-

(a) Availability of supplies of water and cost of laying it on if necessary. The water would be needed both for domestic purposes and for fire fighting services.

(b) Particulars of local electricity supply; voltage, phases, and frequency, and the power available.

(c) Petrol storage: whether or not any petrol tanks are available locally.

8. The four stages in the development of requirements are as follows:-

STAGE I

The minimum requirement would be for the storage of a "strategic pool" of 12 reserve Fleet Air Arm aircraft, from which Aircraft Carriers and other of H.M. Ships operating in the South Atlantic could replace such of their aircraft as were damaged or in need of repair. The personnel attached to this pool would have the work of erecting aircraft sent out in cases, to replace those from the Ships, and of packing damaged aircraft for transport to England.

9. For these purposes the following would be necessary:-

(a) A hangar of minimum internal dimensions 125 feet long, 80 feet wide and 22 feet high. Doors to have minimum opening 20 feet by 17 feet high.

(b) Living accommodation for a party of 1 Officer, 2 Chief Petty Officers or Petty Officers and 8 men.

(c) A building 30 feet x 20 feet to serve as a store.

.....(d)

(d). No aerodrome would be necessary under this head. Aircraft would be embarked and disembarked by lighter, crane and lorry. The Admiralty would be glad to learn if these means of transportation are likely to be available locally. The length of the aircraft is 40 feet, width 18 feet, weight 10,000 lbs. and the height of the centre of gravity above the ground 8 feet 3 inches.

STAGE II

10. Extension of Stage 1 to enable a certain amount of repair work to be carried out. For this purpose it would be necessary to add to the facilities outlined in Stage 1:-

- (a) A hangar for use as a combined Airframe Repair Shop and Engine Repair Shop or preferably two separate Buildings; A.R.S. area 10,000 sq. ft. and not less than 20 feet high, E.R.S. area 2,400 sq. ft., envisaging up to 5 major inspections a month.
- (b) A store building 30 feet x 100 feet, which could conveniently be an extension of that referred to in paragraph 9 (c).
- (c) Living accommodation for 2 Officers, 2 Chief Petty Officers, 6 Petty Officers and 40 men.

STAGE III

11. Facilities for disembarking units from H.M. Ships for training. This entails the provision of an aerodrome, if possible adjacent to the facilities described in Stages 1 and 11. There should be a run of at least 800 yards into the prevailing wind and two runs of at least 700 yards at angles of 60° and 120° to the prevailing wind. The strips should be generally 200 yards wide and in no place less than 100 yards. The approaches to these landing strips should be free of obstruction above an angle of 1 in 30 generally, and absolutely free of obstruction above an angle of 1 in 20.

12. The Admiralty would be grateful to have details of the nature of the subsoil, and to be informed whether in the Governor's opinion, the landing strips should be of grass or paved. The Governor is also requested to report on the amount of levelling and grading which would be necessary, bearing in mind that slopes should not exceed 1 in 50 with a permissible local maximum of 1 in 40.

13. If the Governor considers hard-surfaced runways to be necessary they should be 90 feet wide and allowance should be made for an increase to 150 feet.

STAGE IV.

14. The provision, in addition to the above, of accommodation at the aerodrome for a disembarked squadron of 12 Fleet Air Arm aircraft with its complement of 24 Officers, 3 Chief Petty Officers, 9 Petty Officers and 79 men.

SECRET.

(7)

No.

MINUTE.

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

4th June, 19 41

From The Executive Engineer,
Public Works Dept.,
Stanley, Falkland Islands.

To The Honourable
The Colonial Secretary,
Stanley.

With reference to the memorandum from the Admiralty dated 29-XI-40 and numbered A01084/40, the following notes are submitted as an interim report pending final investigation of minor detail. They are basic factors and are not likely to change as the result of further consideration and are forwarded now in order that His Excellency may have greater time to analyse them and prepare his dispatch.

The points raised in paras. 4 and 5 of the memorandum under review are outside my province, but I assume that they will be agreed to in both cases, with the possible proviso that the Government could be allowed to use the Landing Ground for their own purpose in peace time should they so wish. The estimates are dealt with hereafter.

With regard to para. 6(a), I submit that the Admiralty be told that such free local labour as is available, (about 30 really good men), is at their disposal, but that the use of such a small labour unit would mean a long time for the completion of such parts of the scheme where local labour could be used especially when any mechanical aids for such works are not available in the Colony. Tremendous shortening of the time needed could be effected by the importation of such civil engineering machines as concrete mixers, excavators etc. and still further by the importation of Prisoner of War Labour. This latter suggestion would mean reduction of local labour to act as guards and introduces the additional problems of housing and feeding, so that unless great urgency is necessary it is not recommended.

6

As to building materials(para. 6b), other than crushed stone for aggregate for concrete it must be said that the Colony cannot supply anything. Local stocks might meet the needs for the erection of the quarters mentioned in Stage I, but even here sanitary fittings and cooking appliances would have to be imported.

The necessary water supply (vide para. 7a), could be obtained from the roof of the hangars for domestic purposes, and catchment pits on the site would more than make up the balance necessary for fire fighting and ablution purposes, in fact this latter source is of sufficient purity to be used for domestic purposes except that it is rather badly peat stained. The demand is based on 20 gallons per head per day. The following table shews the supply and demand for the various stages.

| STAGE | WATER COLLECTED ON ROOF. GALLS. | PERSONNEL | ANNUAL DEMAND |
|-------|------------------------------------|-----------|------------------|
| I | 125,000 | 11 | 80,300 |
| II | 365,000 | 61 | 445,300 |
| III | --- | -- | --- |
| IV | 442,500 | 176 | 1,284,800 |

The above calculations are based on a mean average of 24" against the actual mean of 26.43". To supply from Stanley Water Supply is out of the question.

In my opinion the existing electricity supply is inadequate for the demand that would be made upon it even at the initial stages, and the location of the power house in relation to the site presents transmission difficulties both as to cost and voltage drop. It might however be possible to make use of the present high power generators lying useless at the wireless station if these were moved to the site and made to work from diesel engines instead of by steam engines as at present.

As to petrol tanks (para. 7c) there are none in the Colony.

The following comments are offered on the scheme generally.

SITING.

It is assumed that in addition to the accomodation asked for in each stage 'being adjacent if possible' (vide para. 11), the whole and/or separate portions should be within fairly easy reach of Stanley, Stanley Harbour and Port William.

This assumption limits the choice of possible sites to a minimum with the strict conditions laid down for the runways. There is only one area where these can be obtained and even here careful detailed siting is necessary. The minor disadvantages attaching this area have therefore of necessity to be accepted.

The site referred to is the flat land at the eastern end of the Harbour between Canopus and Yorke Point. I had hoped that the necessary suitable area could be found quite close to the shore, but the reconnaissance surveys carried out shew that it will have to further inland and the most suitable spot so far found forms an equilateral triangle with one corner about 100 yds north of Canopus Barracks with a 800 yds base extending eastward from this point and the remaining sides extending for 700 yds approximately north-east and north-west respectively. Sections along these lines will follow and also final positions and dimensions. This arrangement gives ample space on the west side for the erection of the various buildings demanded at the various stages of development. It will on the other hand mean the construction of a road from the beach at Whalebone Bay to the buildings and also an extension of the Canopus road to Stanley. A new jetty will also be required and this is the big disadvantage of the site under review as the water is shallow for so far out that either a very lengthy jetty or longer road will be needed. I suggest the latter alternative as the jetty would then be at the right angle to the full force of the prevailing winds blowing up the Harbour.

There are various questions arising in connection with the drainage of the site and these with other works to site are dealt with under various Stage Developments.

EXECUTION OF WORKS.

I would most strongly submit that the Admiralty be asked to insert in their programme a "Pre-Stage I Stage". This will enable the maximum use to be made of local labour and will avoid the holding up of valuable shipping for long periods. (Cf. Philomel and Magazines). I consider it essential that the following materials and plant be dispatched at least three but preferably six months before the actual building materials for hangars etc.

One diesel driven pile driver.
One ,, ,, crane to lift 5 tons dead weight to fix at end
of jetty.
Balk timbers for piles or the design, reinforcement and cement
for reinforced concrete piles.
Two 2 yard capacity concrete mixers.
One power driven crane to lift two tons and mounted on lorry.
One five ton diesel 'Foden' wagon or similar.
200 tons (say) of cement in drums.
Mesh reinforcement for a twelve foot carriage way one mile long.
One mile light railway with skips and motor traction.

With these materials one could construct the jetty and the road to the buildings in readiness for the arrival of the heavy stores which could be unloaded at once and taken with one handling direct to the site of the works. Otherwise they may have to be landed at either the Government Jetty or the Magazine but in any case would have to be transported, if possible, across open country.

STAGE I

Hangar. (Para.9a) It is recommended that this be built of steel framing with the space between the stancheons filled with reinforced panels of concrete. The whole could be prefabricated elsewhere and stancheon bases could be put in and also the floor before the arrival of the steel work. Further supplies of cement would also be wanted.

Quarters. (Para.9b) This could be built locally in similar construction to D/F Quarters and other than roofing material, sanitary fittings and cooking appliances, could be done with the stocks at present in the Colony, although if the steel is to be sent from Canada or the U.S.A. the necessary timber could with advantage be sent also.

Store.(Para 9c) The same remarks apply to this as the quarters.

Transportation. (Para 9d) No facilities for the form of transport indicated are available, but the jetty crane asked for in "Pre-Stage I Stage" and also the Diesel wagon could possibly serve both purposes. The necessary lighter should be sent and could with advantage be sent with the crane and the wagon.

STAGE II

The whole of the buildings mentioned in this stage could be treated as suggested for Stage I except that the increased sizes in the stores and Quarters would necessitate the provision of the timber

from sources outside the Colony.

STAGE III

The survey of the proposed site will shew that the essentials referred to in para. 11 have been provided for.

The subsoil of the site varies from peat banks to sand with patches of fine sand which owing to its fineness becomes like clay when wet. The site at the moment is dotted with large and small pools with a greatest depth of about nine inches. In summer all is dry and hard and the drainage of the pools in the lowlying patches is possible without abnormal expenditure, in fact with mechanical navvies it would be quite simple. No levelling will be necessary but a small amount of grading is anticipated here and there.

As to the need for hardsurfaced runways (raised in para. 13) these are essential. In my opinion, except during the dry part of year it would be impossible for an aeroplane either to land or take off from the site under review. I am strengthened in this opinion by the observations made by F.A.A. Officers who have from time to time looked at this area. Concrete or other hard runways are essential and I personally would not recommend anything other than concrete. The only alternative is tar-mac which with the cost of tar locally would result in prohibitive upkeep costs.

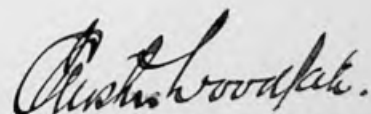
Cement and light reinforcing metal would need to be imported to form the runways.

STAGE IV.

Timber for this building would have to be imported. I would submit that the Admiralty be informed that the most economical and efficient method of construction for dwellings in the Colony is a timber framed single storey building lined outside with weatherboarding and felt and inside with fibre insulating board such as 'Ten-test', a flat roof with three ply roofing material such as 'Ruberoid'. Steel sashes could with advantage be used as all windows have to be hand made.

ESTIMATES OF TIMES AND COSTS.

These together with sketch plan of site will follow shortly.



A.R.I.B.A.
Executive Engineer.

No.

MINUTE.

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

9th June, 19 41

From The Executive Engineer,

To The Honourable

Public Works Dept.,

Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

In continuation of my minute of the 6th June, 1941, the following notes of costings and time are now forwarded in completion of report called for in Admiralty letter A01084/40 of 29/10/40.

It should be noted that although all cement will have to be imported for the work its cost has been allowed for in the following estimates at current rates here. Work or materials unless specifically mentioned are not included in the amount of the estimate. In the two estimates of cost and estimated time taken, (a) represents labour without mechanical aid and (b) labour with plant asked for.

Pre Stage I Stage.

To construction of rough core for jetty with hand pitched stone and wooden crates including all necessary labour and stone and timber, the receiving unloading and storing of the materials and plant mentioned in previous report.

To the construction of pile jetty, building necessary land approach, fixing crane.

To collecting, carting and crushing all necessary aggregate for concrete and building road from end of jetty to site of buildings, transport of men and plant, necessary sheds for men and tools.

To setting out all works, preparation of necessary drawings, taking levels and supervision of works in progress.

Surveying, setting out and building extension of Surf Bay Road from Canache to site of works.

(a) 9 months
(b) 3 months

(a) £13,000.0.0.
(b) £8,500.0.0.

Stage I

To excavate for and build concrete bases for stancheons in hangar, to lay floor. To receive steel framing and roofing, unload, transport to site and attend on steel erectors and roofers. To glaze windows and apply paint as required. To build mass concrete walls between stancheons. To laying rainwater drains to and building collecting tank.

To building and erecting with local materials necessary quarters, purchase in South America of sanitary fittings and cooking appliances and minor fitments, but excluding any central heating installation. (a) 8 months
(b) 4 months

To building store with local materials, soil drainage system. To preparation of all necessary working drawings setting out, levelling, supervision, checking accounts etc. (a) £7,500.0.0.
(b) £4,500.0.0.

(8)

● Stage II

To all works as stated for Stage I but all materials to be supplied for store and quarters.

- (a) 12 months
- (b) 6 months
- (a) £10300.0. 0.
- (b) £8600.0. 0.

Stage III

To draining site, grading and regulating ground and laying concrete runways.

- (a) 18 months.
- (b) 6 months.
- (a) £45,000.0.0.
- (b) £33,000.0.0.

Stage IV.

To building and erecting quarters with materials to be supplied including working drawings etc.

- (a) 7 months
- (b) 6 months
- (a) £8,000.0.0.
- (b) £7,000.0.0.

TABULATED ESTIMATES.

| STAGE. | Estimated time needed. | | Estimated cost. | |
|-------------|------------------------|---------------|-----------------|----------|
| | (a) months | (b) months | (a) £ | (b) £ |
| Pre Stage I | 9. | 3. | 13,000. | 8,500. |
| I | 8. | 4. | 7,500. | 4,500. |
| II | 12. | 6. | 10,300. | 8,600. |
| III | 18. | 6. | 45,000. | 33,000. |
| IV | 7. | 6. | 8,000. | 7,000. |
| | 54 months. | 25 months. | 83,800. | 61,600. |

It cannot be too much emphasized how much times will be affected by circumstances over which I have no control (e.g. weather, delay in receipt of materials) and also that the estimates are based on a good many assumptions , (e.g. types of buildings, accomodation allowed under Admiralty standard and specification).

There are two items not mentioned in my first report. Firstly I submit the Admiralty be told to allow for oil fired heating installations with electricity or steam for cooking in all Stages after Stage I. The peat demand for heating purposes would be greater than the man power of the Colony could cut in one season and coal or coke is prohibitive. Secondly no mention is made of a high level reservoir with necessary pumps to fill it from collecting tanks. All this apparatus will be necessary although not specifically mentioned before.

A.R.I.B.A.
A.R.I.B.A.
Executive Engineer.

SECRET

Office of,
The Naval Office
in Charge
Stanley, Falklands

11th June 1941.

No: U. 1/22.
Honourable Colonial Secretary,
Falkland Islands.

FLEET AIR ARM - POSSIBLE REQUIREMENTS IN
FALKLAND ISLANDS.

The general proposals outlined by the Executive Engineer appear to be sound. I would suggest that a copy be forwarded through me to R.A.SA Division and I could then attach my remarks on certain details such as power and lighting supply. Perhaps His Excellency would like to discuss it with me sometime.

R. S. Mackie

COMMANDER.
(Naval Officer in Charge).

For use in
Cypher or
Coding Office
only.

5/8/41.

(11) (70)

386

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWT
For Exercise).

INTERCEPT GROUP.

TO:

FROM: Secretary
of State

Dear Sir,

Dispatch 5000 Dispatch 6/12 also sent at

same as you have copy of memorandum I do not

propose sending further copy of dispatch. Latter

ended you do afford usual authorities all necessary

facilities and assistance and explaining channel of

communication proposed in Paragraph 2 of memorandum

was suggested to avoid unnecessary duplication and

that you were of course at liberty to address me direct

on any question of policy or other matter connected with

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer
or Coder.

Time of Receipt in
Cypher or Coding
Office.

Date.

I.D.C/O

SXVXX

schemes on which you wish to
offer observations

5/8/41

(14)

DECODE.

TELEGRAM.

From His Excellency the Governor,

To Secretary of State for the Colonies.

Despatched : 13th June, 19 41. Time : ...

Received : 19 ... Time : ...

No. 75. Secret. Your telegram No. 43 Secret memo referred to has been given me by Naval Officer-in-Charge but your secret memo duplicate reported sent in your telegram Secret 42 not yet received.

GOVERNOR.

I.D.C.O.

From... The Executive Engineer, Public Works Department, Stanley.

Date 4th June, 1941.

To The Honourable, The Colonial Secretary, Stanley.

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* See amendments

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SITING.

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EXECUTION OF WORKS.

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* See amendments.

STAGE I

15

Hangars. (Para. 8a) It is recommended that this be built of steel framing with the space between the stanchions filled with reinforced panels of concrete. The whole could be prefabricated elsewhere and stanchion bases could be put in and also the floor before the arrival of the steel work. Further supplies of cement would also be wanted.

Quarters. (Para. 9E) This could be built locally in similar construction to D/S Quarters and other roofing material, sanitary fittings and cooking appliances, could be done with the stocks at present in the Colony, although if the steel is to be sent from Canada or the U.S.A. the necessary timber could with advantage be sent also.

Store. (Para. 9c) The same remarks apply to this as the quarters.

Transportation. (Para. 9d) No facilities for the form of transport indicated are available, but the jolly crane asked for in "Pre-Store I Stage" and also the Diesel wagon could possibly serve both purposes. The necessary lighter should be sent and could with advantage be sent with the crane and the wagon.

STAGE II

The whole of the buildings mentioned in this stage could be treated as suggested for Stage I except that the increased sizes in the stores and quarters would necessitate the provision of the timber from sources outside the Colony.

STAGE III

The survey of the proposed site will show that the essentials referred to in paragraph 11 have been provided for.

The subsoil of the site varies from peat banks to sand with patches of fine sand which owing to its fineness becomes like clay when wet. The site at the moment is dotted with large and small pools with a greatest depth of about nine inches. In summer all is dry and hard and the drainage of the pools in the lowlying patches is possible without abnormal expenditure, in fact with mechanical navvies it would be quite simple. No levelling will be necessary but a small amount of grading is anticipated here and there.

As to the need for hardsurfaced runways (ruised in paragraph 12 these are essential. In my opinion, except during the dry part of year it would be impossible for an aeroplane either to land or take off from the site under review. I am strengthened in this opinion by the observations made by R.A.F. Officers who have from time to time looked at this area. Concrete or other hard runways are essential and I personally would not recommend anything other than concrete. The only alternative is tar-mac which with the cost of tar locally would result in prohibitive upkeep costs.

Cement and light reinforcing metal would need to be imported to form the runways.

STAGE IV.

Timber for this building would have to be imported. I would submit that the Admiralty be informed that the most economical and efficient method of construction for dwellings in the Colony is a timber framed single storey building lined outside with weatherboarding and felt and inside with fibre insulating board such as 'Ten-test', a flat roof with three ply roofing material such as 'Ruberoid'. Steel sashes could with advantage be used as all windows have to be hand made.

ESTIMATES OF TIMES AND COSTS.

These together with sketch plan of site will follow shortly.

A. I. E. A. Executive Engineer.

From The Executive Engineer, Public Works Department, Stanley.

Date 27th June, 1941.

To The Honourable, Colonial Secretary, Stanley.

In continuation of my minute of the 4th June, 1941, the following notes of costings and time are now forwarded in completion of report called for in Admiralty letter AO 1984/40 of 29/11/40.

It should be noted that although all cement will have to be imported for the work its cost has been allowed for in the following estimates at current rates here. Work or materials unless specifically mentioned are not included in the amount of the estimate. In the two estimates of cost and estimated time taken, (a) represents labour without mechanical aid and (b) labour with plant asked for.

Pre Stage I Stage.

To construction of rough core for jetty with hand pitched stone and wooden crates including all necessary labour and stone and timber, the receiving unloading and storing of the materials and plant mentioned in previous report.

To the construction of pile jetty, building necessary land approach, fixing crane.

To collecting, carting and crushing all necessary aggregate for concrete and building road from end of jetty to site of buildings, transport of men and plant, necessary sheds for men and tools.

To setting out all works, preparation of necessary drawings, taking levels and supervision of works in progress. (a) 9 months
(b) 8 months

Surveying, setting out and building extension of Surf Bay Road from Canache to site of works. (a) £15,000.0.0.
(b) £8,500.0.0.

Stage I

To excavate for and build concrete bases for stancheons in hangar, to lay floor. To receive steel framing and roofing, unload, transport to site and attend on steel erectors and roofers. To glaze windows and apply paint as required. To build mass concrete walls between stancheons. To laying rainwater drains to and building collecting tank.

To building and erecting with local materials necessary quarters, purchase in South America of sanitary fittings and cooking appliances and minor fitments, but excluding any central heating installation. (a) 8 months
(b) 4 months

To building store with local materials, soil drainage system. To preparation of all necessary working drawings setting out, levelling, supervision, checking accounts etc. (a) £7,500.0.0.
(b) £4,500.0.0.

Stage II

To all works as stated for Stage I but all materials to be supplied for store and quarters. (a) 12 months
(b) 6 months

(a) £10,300.0.0.
(b) £8,600.0.0.

Stage III

To draining site, grading and regulating ground and laying concrete runways. (a) 18 months
(b) 6 months

(a) £45,000.0.0.
(b) £33,000.0.0.

(B)

Stage IV.

To building and erecting quarters with materials to be supplied including working drawings etc.

(a) 7 months
(b) 6 months

(a) £3,000.0.0.
(b) £7,000.0.0.

TABULATED ESTIMATES.

| STAGE. | Estimated time needed. | | Estimated cost. | |
|-------------|------------------------|---------------|-----------------|----------|
| | (a) months | (b) months | (a) £ | (b) £ |
| Pre Stage I | 3. | 3. | 13,000. | 3,500 |
| I | 3. | 4. | 7,500. | 4,500 |
| II | 12. | 6. | 10,300. | 3,600 |
| III | 18. | 6. | 43,000. | 33,000 |
| IV | 7. | 6. | 8,000. | 7,000 |
| | 54 months. 25 months. | | 93,800. | 61,600. |

It cannot be too much emphasized how much times will be effected by circumstances over which I have no control (e.g. weather, delay in receipt of materials) and also that the estimates are based on a good many assumptions, (e.g. types of buildings, accomodation allowed under Admiralty standard and specification).

There are two items not mentioned in my first report. Firstly I submit the Admiralty be told to allow for oil fired heating installations with electricity or steam for cooking in all Stages after Stage I. The peat demand for heating purposes would be greater than the man power of the Colony could cut in one season and coal or coke is prohibitive. Secondly no mention is made of a high level reservoir with necessary pumps to fill it from collecting tanks. All this apparatus will be necessary although not specifically mentioned before.

A.P.I.E.A.
Executive Engineer

Amendments to report dated 4th June, 1941.

Page 1 paragraph 3, line 4, insert after the word 'completion' "of such parts of the scheme where local labour could be used especially when any"

Page 2 paragraph 3, "Siting", line 7, insert after the word 'extending' "eastward from this point and the remaining sides extending"

18.

FLEET AIR ARM - POSSIBLE REQUIREMENTS IN FALKLAND ISLANDS.

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

DATE 4th July 1941.

No: U. 1/22.

TO THE REAR ADMIRAL COMMANDING SOUTH AMERICA DIVISION.

With reference to Admiralty Memorandum A. 01084/40 of 29th November 1940, six copies of the Colonial Government's report are enclosed.

2. After discussion with His Excellency, I am of the opinion that the proposed site is the only suitable one in the vicinity of Stanley. The chief objection would appear to be its vulnerability.

5. I consider that a self contained lighting and power unit would be necessary, as the local power plant is too far away and has not sufficient output. The old generators at the W/T Station are of a 40 year old design and D.C., their condition as regards insulation doubtful and they would require a very large engine to drive them.

4. Petrol tanks could be sunk into the ground.

5. I agree that oil fuel heating and cooking would be necessary, owing to the question of peat supply and the prohibitive price of coal (£ 7 to £ 10 per ton).

6. Windmills as used on South American estancias could supply the power for pumping water into the tanks.

7. It is submitted that after the Pre 1 Stage, a ship (oil fuel burning) could be sent out with the necessary skilled labour and materials, remaining for the period of construction and thus overcoming the difficulties of accommodation as well as providing a complete storage for all building materials.

8. With reference to paragraph 5, His Excellency informs me that he is agreeable to any terms which Their Lordships may suggest, a nominal rent only being required, with the possibility of the Government making use of the ground after the war.

R. B. Martin

COMMANDER.
(Naval Officer in Charge).

No: U. 1/22.
Colonial Secretary.

11th my U. 1/22 of 11th June

RBM

(19)

For use in
Cypher or
Coding Office
only.

Originators Instructions:
(Indication of Priority,
AIDAC, NOTWI
For Exercise).

INTERCEPT GROUP.

TO:

NOIC Port Stanley

FROM:

R.A.S.A.D.

Your U.: 1/22. July 4th.

Has Governor forwarded this or any other report to Colonial Office
in accordance with Admiralty's request. If so ask that a copy of report
and covering letter may be sent to me.

1428z/20.



| Book or Table to be used for | | Initials of Cypherer or Coder. | Time of Receipt in Cypher or Coding Office. | Date. |
|------------------------------|--------------------------|-----------------------------------|---|-------|
| Cyphering or Coding. | Recyphering or Recoding. | | | |
| | | | | |

DECODE.

TELEGRAM.

From His Excellency the Governor,

To Rear Admiral, South America Division,

Despatched: 23rd July, 19 41. *Time:*...

Received:... .. 19 ... *Time:*...

Naval Officer-in-Charge has shown me your telegram 1428
2/20. Secretary of State for the Colonies instructed me to
communicate directly without reference to him except on
question of policy. Please see paragraph 2 of Memorandum
A 01084/40 whereby Admiralty will keep Colonial Office informed.

GOVERNOR+.

DECODE.

TELEGRAM.

No. 26.

From Secretary of State for the Colonies,

To His Excellency the Governor.

Despatched: 3rd October, 19 42. Time: 0950.

Received: 4th October, 19 42. Time: 1030.

Recd 11

No. 160. Secret. With reference to my telegram No. 70 of June 20th, 1941. Fleet Air Arm. Admiralty have decided not to pursue the question of provision of facilities at present. Despatch follows.

I.D.C.O.

SECRETARY OF STATE.

Duplicate

22

Despatch No.

Original lost at sea.

Reference:-

Secret

Secretary of State's } Telegram
Despatch No. } 160 Secret

~~Governor's~~

of 3.10.1942

Transmitted, with the Compliments
of the Secretary of State,

the Governor's information.

~~the Governor's consideration,~~
observations.

for

Date

6th Oct. 1942



Enclosures

Date

Nature of Communication

1942
29th Sept

Copy letter from the Admiralty to Colonial Office
on the subject of providing facilities for the
Fleet Airarm in the Falkland Islands

ADMIRALTY, S.W.1.

A.01459/41.

29th September, 1942.

SECRET

Sir,

I am commanded by My Lords Commissioners of the Admiralty to refer to earlier correspondence (Colonial Office reference No. 13047/5/40) about the possibility of providing facilities for the Fleet Air Arm in the Falkland Islands and to state that, after full consideration, they have decided not to pursue the matter further for the present. The question will, however, be reviewed later.

2. This decision is being communicated by letter to the Commander-in-Chief, South Atlantic and to the Naval Officer-in-Charge, Falkland Islands and I am to request that, if the Secretary of State has no objection. His Excellency the Governor may also be informed.

3. I am further to request that an expression of My Lords' appreciation may be conveyed to the Governor and his officers for the careful investigations which they have made and for the valuable advice which they have tendered in connection with this project.

I am, Sir,

Your obedient Servant,

(Sgd.) S. GRAHAM SMITH.

The Under Secretary of State,
Colonial Office,
Downing Street,
Whitehall,
S.W.1.