

1923

C.S.

Whaling Licences.  
Salvesen Co.

No. 37<sup>5</sup>/23.

Messrs. Salvesen Co.

SUBJECT.

1923.

29<sup>th</sup> March

Previous Paper.

29 029 122

Application for Licences South Shetlands  
(*s/s* 'Sevilla' & *s/s* 'Neko') Season 1923/4

MINUTES.

Letter from Messrs Salvesen Co. 28<sup>th</sup> March 1923 (1)

Letter from Messrs Salvesen Co. 29<sup>th</sup> March 1923 (2)

Letter from Messrs Salvesen Co. 29<sup>th</sup> March 1923 (3)

Extract for L<sup>r</sup> from Messrs Salvesen Co. 6<sup>th</sup> April 1923 (4)

Government Naturalist,

For your observations.

G.H.B.

O.D.C.S.O.

15 May 1923

Hon. Col. Sec.

I desire to raise no objection to the renewal of the licences to Sevilla on the usual terms.

2. I would submit that since Neko has so small a carrying capacity (maximum "20,000 barrels") not more than two catchers are necessary. It may be pointed out that the other factories, which have a capacity from 24, - 39,000 barrels have only

Subsequent Paper.



3 catchers. (Ronald is not included in  
this statement.)

~~It may be~~

J.R. Hamilton.

Govt. Naturalist.

3<sup>rd</sup> July 1923

The Govt. Naturalist has left this with  
me this morning

Will you please reply to Salvesen's  
application - forwarding the licences  
for the Sevilla and three catchers and the  
Neko and two catchers informing him that  
in view of her <sup>small</sup> capacity and <sup>unfavourable reports of the</sup> ~~fact of~~ <sup>the</sup>  
the third catcher for the Neko cannot be  
granted without the special permission of  
the Secretary of State.

vessel received  
from the Whaling  
Officers,

4 July 1923

Despatch No 88 to S of S. 5 July 1923 (5)

Letter to Messrs. Salvesen & Co 5 July 1923 (6)

Extract from Treasurer's Minute of 9th July, 1923. M.P. 374/23.

According to Whaling Licences Nos. 22 and 23, the  
Floating Factories, "Sevilla" and "Neko" have been granted  
licences to employ two catchers and according to Extra Catcher  
Licence No. 21 A the Floating Factory "Sevilla" can employ  
a third (or Extra Catcher) C.S. 232/23.

I did not understand that the Secretary of State had  
approved of the Second Licence being granted to Messrs.  
Salvesen for the "Sevilla" for the Whaling Season 1923/24  
for the South Shetlands and was under the impression that  
this concession was for only one Season, but of course I may  
be mistaken.

Yr. Submitted.

enclosed H. P. 114/22 deals with  
permission given to work a second licence.  
It would not seem that offer of a  
second licence was restricted to Season  
1922/23.

G.H. 114/22

Di'f Sec

14 July 1923

I agree but Government  
Naturalist to see

Tell 17 July 1923

Government Naturalist.

Accordingly.

G.H. 114/22

Di'f Sec

17 July 1923

Hon. Col. Sec.

Noted and returned please.

2. I am not aware of any  
statement that Messrs. Salverens  
second licence should be for one  
season only, except in so  
far as all licences are annual.

3. No one would purchase  
and fit out a ship with the  
expectation of only doing one  
season's work with her.

J. Hamilton.  
Govt. Naturalist  
8/8/23

Telegram from Messrs Salvesen & Co.

27 Aug 1923

(7)

J.E. Submitted.

Encl 7. is rather dictatorial.  
in reply referring to Reg 6 g.  
whaling Reg 1921, but that notwithstanding  
grounds for refusal have already  
been indicated in Letter of 3<sup>rd</sup>  
July. Encl 6. ?

M. 13

Director

29 Aug 1923

I assume that the letter of  
5<sup>th</sup> July has been received by  
Messrs Salvesen and the telegram  
is the result.

I think the apparently peremptory  
note in the telegram is merely due  
to the fact that it is a telegram.

Was not there some other ground of  
unsuitability besides carrying capacity?  
I forget what it was but the  
map. will show

W.H.H. 29 Aug. 23

J.E. In M.P. 427/22 the grounds of the  
vessel's unsuitability are stated as her  
small carrying capacity and her unsatisfactory  
means of using up carcasses.

Draft telegram to Messrs Salvesen submitted  
G.P. 11/10/23

I cannot find the reference  
to the unsatisfactory means of  
using up carcasses. Was it in  
Mr. Bennett's diary?

TTTTT 2 Sept

Will you please see enclosed  
note and check the figures. If  
correct please send telegram  
as in draft.

TTTTT 5 Sept. 23

Telegram to Chv. Salween, 7/9/23. Encl. (9)

Telegram from Secretary of State  
M.P. 317/23 6th Oct 1923 Encl. (10)

Telegram to Brown Agents, 26/10/23. (11)

Sof S. despatch of 10th Oct 1923 — Encl. (12)

V.E.  
Submitted.

M.H.  
O/C Sec  
12 Nov 1923

Government Naturalist.

Will you please communicate  
Desp 85 to Messrs Bennett and Hardy and

request their observations (early) for the  
purpose of reply.

G.H. 13

DiCfsc

12 Nov 1923

Mr. A. G. Bennett.

Passed to you please,

? Will you see Mr Hardy.

J. Hamilton.

Govt. Naturalist

12/11/23

Govt Naturalist

Observations of Mr A. G. Hardy &  
myself herewith (4 copies each)

Encls 13 & 14

A. G. Bennett

in off 1922-3

27.11.1923

Letter from Mr. A. Hardy 25 Nov 1923 (13)

Letter from Mr. A. G. Bennett 27 Nov 1923 (14)

Letter from Mr. A. G. Bennett 27 Nov 1923 (15)

Y. G. enclosing letter from Mr. E. B. Bennie  
dated 21 Nov 1922 (15a)

Submitted

G.H. 13

DiCfsc

28 Nov 1923

Two draft despatches are put

up. Enclosure III is the open despatch  
requires typing the letters in up 316/23  
(5<sup>c</sup>) et sequitur. They are badly  
confused in the magistrates copy and I  
have numbered them all in proper sequence  
and corrected the dates

Atttttt 29 Nov. 23



Despatch to S. of S. No. 1544 of the  
5<sup>th</sup> of December, 1923. — Encl. (16.)  
Letter from Messrs Salvem Co 31/10/23 (17)

Uic 6 650

Ready, thank you

AGB  
not Not.  
26.2.24

V.E. Submitted

M.L.B.

Di/Sec

27th February 1924

Will you please send this  
to Mr. Binnie under con-  
fidential cover for his personal  
information. He gave me  
the history of the manner in  
which Messrs Salvem were able  
to obtain the licences for 6 catchers  
and I would like what he  
knows of this matter to be put  
up by separate enclosure.

At the same time Mr. Hamilton  
presents a Messrs Salvem's operation  
might be sent to Mr. Binnie to  
facilitate the preparation of the  
special note by him. ~~TTTT~~ 4 March 24

J. C.

Please refer this to Mr.  
Hamilton who should also see  
Conf. 8/24 attached

14 March 24

M<sup>r</sup> J. B. Hamilton

Referred.

W. H. B.

Riches

24 March 1924

Hon. Col. Sec.

My observations on  
Messrs Salvesens' letter of  
the 31<sup>st</sup> October 1923 (enclos. 17)  
attached please.

Enclos. 17

2. With reference to the reception  
accorded to Government Officers  
by Messrs Salvesens employees  
I may state that when Mr S.R.  
Riches, Assistant Whaling  
Officer took up his quarters  
in Beville in the pursuit of his  
duties during the current season  
the cabin allotted to him was  
in the crew's quarters and the  
steel hull of the ship and  
bulkheads were not even  
lined with wood. By  
the courtesy of Captain of the  
I was assigned an empty  
side-berth cabin in the crew's  
quarters of "Ronald" as a  
laboratory. When Mr.



Mr. Riches saw his place, which was of no great comfort, he said that it was a "palace" compared with that he had in Sevilla.

3. I would submit, Sir, that such accommodation is unsuitable for a Whaling Officer, and <sup>that</sup> it is somewhat difficult to avoid a suspicion that it was offered intentionally since in the same ship the mate had two rooms which is certainly unusual in <sup>one might have been used for oil casks, however</sup> a factory. I have lived in five factories (18 also among them) and have in every case been offered the best available accommodation, at the worst, one of the Officers cabin in halstrip, which I found to be in every way satisfactory.

J.H. Hamilton  
Govt. Naturalist  
18/3/24.

J.E.  
Submitted  
G.R.H.  
Oiler  
21 March 1924

Will you please send the enclosed letter in reply to Messrs. Salmon. and a copy of the correspondence should go to the

A. of at the same kind

~~ttttt~~ 22 March 24

Li to Messrs Salvesen & Co.

22 March 1924

(19)

Dispatch to S of S. vide Conf. 4/24

S of S despatch No 24 of 5<sup>th</sup> April 1924 - Encl (20)

Letter to Salvesen & Co of 12<sup>th</sup> March 1924 - (20A)

Letter to Association of Norwegian Whaling  
Co & T Dannerug & Co of 12<sup>th</sup> March 1924 - (20B)

Y. B.  
Submitted

Regulations to be drafted accordingly

~~ttttt~~ 17 May 24

Vide. 5/20/24

R.  
14 May 1924

S of S despatch No 45 of 3<sup>rd</sup> May 1924 - Encl (21)

Letter from Ole Salvesen of 11<sup>th</sup> April 1924. - (21A)

Letter to Ole Salvesen of 30<sup>th</sup> April 1924 - (21B)

Y. B.  
Submitted

R. 17

for CS.

17 July 1924.

Y.  
To pass to Com. for. Name abt  
for any observations?

~~ttttt~~ 2 Aug 24  
R.  
4 August 1924

Asst. Secy. Nakhachit

Refused accordingly

~~11/11/24~~ 5 Aug. 24

Hon. Col. Secy.

I have worked out a total catch + a comparative statement of results for 1923-4 with 1922-3. in P/S 59/24

Although the figures are not quite conclusive still they show something.

From these figures one learns that:—

	1922-3	1923-4
Neko	52.63	50.18 Barrels per whale.
Sevilla	<u>52.29</u>	<u>60.22</u> " " "
while.		
Neko	67.0	<u>84.0</u> % of Press to
Sevilla	75.7	<u>76.1</u> Blubber oil

This indicates that while Sevilla's press oil ratio remained constant (exceedingly so) while his average per whale rose 7.93

Neko on the contrary lost in average per whale 1.45. yet, as stated, has an increase of 17.0% in the % of Press oil ratio.

Sevilla may be working, or, at least giving returns honestly,

Proportions of Press to blubber oil is not a good guide to past work if



dishonestly prepared to hide  
something else, for press oil can,  
+ has been, produced from blubber  
Some use up tongues, when fresh, in  
blubber boilers also,

Moss Salvesen's statement as  
to the grades of oil landed on the  
continent are probably correct  
on paper they look formidable  
enough, actually they tell  
heavily against the writers. The  
secret of so high an output of good  
oils is one of cleanliness, coupled  
with rapidity of working fresh material,  
with the plant, also clean, to cope with it  
at once. This would not be the case  
in rush seasons, for the plant could not be  
kept clean,

R. G. Bennett  
asst to Nat  
11. Aug 24

Letter from Chr. Salvesen. Dec. 9/7/24

22.

Y. L.

Permitted

I do not think that Moss  
Salvesen's preposterous contention should  
be allowed to pass. If Y. L. concurs  
the enclosed draft might be suitable.

2. I may say that I discussed  
this matter with Captain Anderson of  
the hired force. He was greatly diverted  
at the proposition that low paid oil helped  
efficiency and what he said certainly bore

not Mr. Bennett's observation, in  
 the last paragraph of his minute.  
 There are times after a lay too  
 where deterioration has set in and  
 the products are unmarketable but  
 with a fresh whale efficiently  
 handled the oil should all be of  
 a high grade.

4 Nov. 24  
 H. M. 14/24.

Despatch to S. of S. No. 103 of 5/11/24. Encl. (23.)

CHR. SALVESEN & CO.,  
ESTABLISHED 1846.

29 BERNARD STREET, LEITH.  
82 GORDON STREET, GLASGOW.  
CUSTOMER HOUSE BUILDINGS, GRANTON.

TELEGRAPH ADDRESS, "SALVESEN, LEITH."  
TELEPHONES, LEITH 450, 290 & 274.

Partners—

J. T. SALVESEN.  
F. G. SALVESEN.  
T. E. SALVESEN.

29 Bernard Street.

Leith 28th March. 1923.



Sir,

With reference to the Whaling Regulations 1921 we have the honour to apply for a license for the Season 1923/24 in respect of our floating factory s.s. "NEKO" at the South Shetlands.

The following are the particulars required by Regulation 4.

1. Partners.

Johan Thomas Salvesen, }  
Frederick Gulov Salvesen, } Shipowners, 29 Bernard Street,  
Theodore Enile Salvesen, } Leith.

2. Names of vessels to be employed.

Three out of the four following viz:-

"SWONA" "SACRA" "SPUMA" "SYERA".

3. 8 open boilers of 603 cubic feet capacity each.

13 pressure boilers of 402 cubic feet capacity each.

4. The "NEKO" has carrying capacity for about 20,000 barrels in tanks and drums.

With regard to evidence of command of sufficient working capital to ensure the proper working of the licences applied for, we beg to refer to Certificate issued by the Royal Bank of Scotland forwarded to you under cover of application for license dated 11th April 1922.

We have the honour to remain,

Sir,

Your obedient Servants,

per pro Chr. SALVESEN & Co.  
*Chr. Salvesen*

The Colonial Secretary,

Port Stanley,

Falkland Islands.



29 BERNARD STREET, LEITH.  
82 GORDON STREET, GLASGOW.  
CUSTOMER HOUSE BUILDINGS, GRANTON.

TELEGRAPH ADDRESS, "SALVESEN, LEITH."  
TELEPHONES, LEITH 450, 290 & 274.

CHR. SALVESEN & CO.,  
ESTABLISHED 1846.

Partners—

J. T. SALVESEN.  
F. G. SALVESEN.  
T. E. SALVESEN.

*29 Bernard Street.*

*Leith* 29th March. 1923.

(2)

Sir,

With reference to the Whaling Regulations 1921, we have the honour to apply for a licence for the Season 1923/24 in respect of our floating factory s.s. "SEVILLA".

The following are the particulars required by Regulation 4:-

1. Partners.-

Johan Thomas Salvesen, }  
Frederick Gulov Salvesen, } Shipowners, 29 Bernard Street, Leith.  
Theodore Emile Salvesen, }

2. Names of vessels to be employed.-

Three out of the four following viz:-

"SHOVA" "SUBRA" "SEDNA" "SYMRA".

3. 8 open boilers of 768 cubic feet capacity each.

\* 20 pressure boilers whereof 4 of 460 cubic feet capacity,  
10 of 500 cubic feet,  
6 of 570 cubic feet,

4. The carrying capacity of the "SEVILLA" is estimated at 29,000/  
30,000 barrels in tanks.

With regard to evidence of command of sufficient working capital to ensure the proper working of the licences applied for, we beg to refer to Certificate issued by the Royal Bank of Scotland forwarded to you under cover of application for license dated 11th April 1922.

We have the honour to remain,

Sir,

Your obedient Servants,  
per pro Chr. SALVESEN & Co.  
*N. Salvesen*

The Colonial Secretary,  
Port Stanley,  
Falkland Islands.

\* It will be observed that the particulars of pressure boilers differ somewhat from those given in our letter of 11th April 1922. The explanation is that the "Sevilla" had not at that time been fitted out and the original plans were considerably modified.

COPY

647

Original in M.P. 374/23

3

Leith, 29th March, 1923.

Sir,

We have the honour to enclose applications for licences in respect of South Georgia and the South Shetlands for the season 1923/24.

We have decided to replace the "Neko's" three whale catchers "Scapa" "Silva" and "Sonja" with more modern vessels. Tenders are now being invited for 2/3 new boats which we will probably employ at South Georgia using the boats replaced at the South Shetlands. It has not been possible to give the names in our applications as these have not yet been settled, but as soon as a decision has been arrived at we shall have pleasure in reverting to this matter.

We have the honour to be,

Sir,

Your obedient servants,

(sga) per pro Chr. Salvesen

N. G. Salvesen.

The Colonial Secretary,

Port Stanley.

Falkland Islands.

EXTRACT from Letter from Chr. Salvesen Ltd., of 6th April, 1923

Original contained in M.P. 374/23

(4)

Leith, 6th April, 1923.

Sir,

With reference to our letter of 29th March, enclosing applications for Whaling Licences for season 1923/24 at South Georgia and the South Shetlands, we regret to have to inform you that according to a wireless message received yesterday from Captain Sinclair of the s.s. "Sevilla" our whale catcher "Sacra" has become a total wreck while fishing at the South Shetlands. Fortunately all hands were saved. It will, therefore be necessary to amend the names of the whale catchers to be employed by us next season. We intend to employ the following vessels:

X X X X X X X X X X X X X X X X X

X X X X X X X X X X X X X X X X X

At the South Shetlands under the "Sevilla" Licence

"Shova"      "Subra"      "Seuna"

At the South Shetlands under the "Neko" Licence

"Swona"      "Spuna"      "Symra"

We have the honour to remain

Sir,

Your obedient servants

(Sgd) per pro Chr. Salvesen

N. G. Salvesen

The Colonial Secretary

Stanley,

Falkland Islands



FALKLAND ISLANDS.

No. 88.

GOVERNMENT HOUSE,

STANLEY,

5th July, 1923.

My Lord Duke,

I have the honour to inform Your Grace that Messrs Salvosen have applied for a licence for three catchers in respect of the floating factory s.s. "Neko" for operations in the South Shetlands.

2. The Whaling Officer with the South Shetlands fleet recommended in his report forwarded under cover of my despatch No. 86 of the 4th of July, that if the "Neko" was to be employed again she should be allowed two catchers only, on account of her unsuitability for the work and comparatively small carrying capacity. The Government Naturalist has advised that not more than two catchers are necessary for the vessel. She appears never to have carried more than 19,000 barrels of oil. Other factories, allowed three catchers, carry from 24,000 to 39,000 barrels.

3. I have informed Messrs Salvosen that on the ground of her small capacity and unfavourable reports on the vessel received from the Whaling Officers, licences for two catchers only have been granted for the 1923-1924 season. With the assurance that Messrs Salvosen will appeal to Your Grace against this decision, I have added that a licence for a third

catcher/

HIS GRACE THE DUKE OF DEVONSHIRE,

P.C., K.G., G.C.M.G., G.C.V.O.,

SECRETARY OF STATE FOR THE COLONIES.

catcher can only be granted by Your Grace's permission.  
I do not recommend that that permission be given, and  
in the event of Your Grace concurring, Messrs Selveson  
may perhaps be so informed.

I have the honour to be,

My Lord Duke,

Your Grace's most obedient,

humble servant,

H. Henniker-Heaton.

5th July,

23.

Gentlemen,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 29th of March, forwarding an application for Whaling Licences for the South Shetlands for the season 1923 - 1924 in respect of your floating factories "Sevilla" and "Neko."

2. I am to inform you that the licences applied for in the case of the "Sevilla", viz., for the factory and three attendant catchers, have been approved, but that in view of the small capacity of the "Neko" and of the unfavourable reports of this vessel which have been received from the Whaling Officers, a third catcher for the "Neko" cannot be granted without the special permission of the Secretary of State.

3. The following licences have accordingly been forwarded to the Crown Agents for the Colonies for delivery to you on payment of the licence fees:

For South Shetlands and Graham's Land, Season 1923-1924.

Licence No. 22 for the floating factory	"Sevilla"	)	
Whale Catcher	"Shova"	)	Fee £200
" "	"Subra"	)	
" " 21 A for additional			
Whale Catcher	"Sedna"		Fee £100
" " 23 for floating factory	"Neko"	)	
Whale Catcher	"Swona"	)	Fee £200
" "	"Spuma"	)	

I am, Gentlemen,

Messrs. Chr Salvesen &amp; Co.,

29, Bernard Street,

Leith.

Your obedient servant,

G. R. L. Brown,

for Colonial Secretary

*Forwarded.  
M.P. 232/23*

TELEGRAM.

*From :* Messrs Chr. Salvesen, Leith.

*To :* The Colonial Secretary.

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*Dispatched :* 27th August, 1923. Time 12.35 p.m.

*Received :* 28th August, 1923. Time 11.24 a.m.

COLONIAL SECRETARY  
PORT STANLEY.

Please specify reasons refusal third whalecatcher "Neko".

Salvesen.

Catchers	Capt	Average	Batches	Average	Factory
3	331 (8)	110.33 (8)	21850 (6)	7283.33 (6)	Orn II
3	341 (6)	113.66 (6)	22400 (4)	<sup>463.66</sup> <del>7222.22</del> (5)	Falk
3	335 (7)	111.66 (7)	20765 (7)	6958.66 (7)	Maudie
3	381 (5)	127.00 (4)	23200 (3)	7733.33 (2)	Solobief
3	330 (9)	110.00 (9)	19000 (9)	6526.66 (9)	Pythia
3	407 (3)	135.66 (2)	23000 (4)	7666.66 (3)	Stew
3	392 (4)	130.66 (3)	20500 (8)	6833.33 (8)	Scilla
3	518 (2)	172.66 (1)	26000 (2)	8666.66 (1)	S. Queen
5	607 (1)	<del>121.66</del> 202.22 (5)	37500 (1)	7500.00 (4)	Rinaldi

29	3642	1333.29	214865	66628.29
		11540		66531.63
42		125.88		7407.40
1				7392.4
3	304⑩	101.33⑩	16000,⑩	5333.33⑩ Neko
		<u>14.25</u>		<u>2074.07</u>
		5		2059
				3.64

Neko with 3 catchers caught 75.42 tons whales  
representing 5164.37 tons barrels  
of oil than average for other vessels with  
the same number of catchers. If she had  
had two catchers only they should have, on  
the average catch, taken 251.16 whales  
representing 14814.80 barrels of oil with them  
she caught 304 whales representing 18000 barrels

$$2a) \begin{array}{r} 3621,266 \\ \underline{21} \phantom{00000} \\ 151 \phantom{0000} \\ \underline{12} \phantom{0000} \\ 3166 \phantom{0} \\ \underline{17} \phantom{00} \\ 1496 \end{array}$$



TELEGRAM.

*From :* The Colonial Secretary

*To :* Messrs Chr. Salvesen & Co., Leith, Scotland.

---

*Dispatched :* 7th September,

19 23. *Time.* 11. a.m.

*Received :* ...

...

19 *Time.*

SALVESEN

LEITH

Your telegram 27th August determining factor Neko small carrying capacity average produce two catchers 1922-1923 14,800 barrels Neko total 16000. Factories double capacity Neko allowed three catchers only.

SECRETARY.

TELEGRAM.

From : The Secretary of State for the Colonies.

To : The Acting Governor.

Dispatched : 6th October..... 19 23 Time. 11. 15 p.m.

Received : 7th October..... 19 23 Time. 11.50 a.m.

6th October. Your despatch 5th July 88 , 90, Sinclair allowed to proceed and licences for third catcher "Neko" issued this season without prejudice further considerations matter and subject to undertaking given by Salvesen that "Sevilla" "Neko" will call Port Stanley end of season for local enquiries. Explanatory despatch follows.

Secretary of State for the Colonies.

M.P.  
317/23

TELEGRAM.

*From :* The Colonial Secretary

*To :* The Crown Agents for the Colonies.

*Dispatched :* 26th October, 1923. *Time.* 11.15 a.m

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

CROWN

LONDON.

YALENYPMAB WEAUGVAKVA XEECT SALVESEN IFKYSTUALC  
 TIOEHDHUES FUTEHHIEOT NEKO IBYTAPIDOM DYGEPAEZAX  
 GOWGEWANXU DYNIEGNUZO

Meaning:

26th October. With reference to my letter of 5th July  
 232/1923 Salvesen given permission to employ third  
 catcher for "Neko". Request you will collect additional  
 fee £100.

Colonial Secretary

Falkland Islands.



12

FALKLAND ISLANDS

DUPLICATE

DOWNING STREET,

NO. 85

10. October, 1923.

Sir,

I have the honour to acknowledge the receipt of your despatches Nos 88 and 90, of the 5th July, and to transmit to you the accompanying copy of correspondence with Messrs. Chr. Salvesen and Company, relative to the complaints regarding the conduct of their whaling operations at the South Shetlands.

2. In view of the replies received from Messrs. Salvesen further investigation will clearly be necessary. In these circumstances, and having regard to the fact that the firm had practically completed their arrangements for the coming season prior to the receipt of your despatches, I felt that I should not be justified in declining to allow Captain Sinclair to proceed, or in withholding the issue of the licence for a third catcher for the s.s. "Neke". My decision has, however, been given without prejudice to further consideration of the matter and subject to an undertaking which has been given by Messrs. Salvesen that if required to do so both the "Sevilla" and "Neke" will call at Port Stanley

at

THE OFFICER ADMINISTERING

THE GOVERNMENT OF THE  
FALKLAND ISLANDS

Quop N° 88 Encl. 5.  
Herin Desp N° 90  
Encl 6 M.F. 317/23

Messrs. Salvesen.  
18.8.23  
" 11.9.23  
" 5.9.23  
" 13.9.23  
" 18.9.23  
" 20.9.23  
" 20.9.23  
" 21.9.23  
" 25.9.23  
To C.A. 25.9.23

at the end of the whaling season should it be thought desirable to hold a local enquiry, at which Captain Sinclair and the Whaling Officers can be present. I have already informed you to this effect in my telegram of 6th October. The matter will be further discussed with the Governor while he is in this country and I am assuming that it will not be necessary, pending his return, to decide whether the vessels should be called upon to proceed to Port Stanley as suggested, but in the meantime, you will no doubt make such further investigations as may be possible and desirable.

4, You will see that Messrs. Selvesen were informed in the letter of the 25th September that the attention of the Colonial Government would be drawn to their request that in the event of a local enquiry being held it should be expedited as much as possible.

I have the honour to be,

Sir,

Your most obedient

public servant,

(Signed) DEVONSHIRE



Copy

Chr. Salvesen & Co.,  
29 Bernard Street,  
Leith.

28th August, 1923.

Sir,

s.s. "NEKO".

We have the honour to enclose for your information copy of a communication received to-day from the Colonial Secretary, Falkland Islands. You will observe that in para. 2 it is stated that a third catcher for the "NEKO" cannot be granted without the special permission of the Secretary of State. The reasons given are the vessel's small capacity and the unfavourable reports of her received from the whaling officers. With regard to her capacity, we presume that this refers to the equipment of pressure boilers and would point out that this is in excess of the prescribed minimum for vessels whaling at the South Shetlands. Moreover, the "Neko" works in conjunction with our new floating factory s.s. "Sevilla" which was fitted out with open and pressure boilers of an unprecedentedly large cubic capacity with the view to utilising a maximum amount of the whale carcasses. The Colonial Secretary does not specify in what respects the reports on the "Neko" received from the whaling officers were unfavourable, and in the absence of such information it is impossible for us to examine them. We have asked for fuller information which will be closely investigated as soon as it is received.

As you are aware, the "Neko" commenced whaling at the South Shetlands in 1911. She was then allowed three whale catchers and has since that date always employed the same number. Last season she failed to obtain

THE UNDER SECRETARY OF STATE,  
COLONIAL OFFICE,  
LONDON; S.W.1.

'ful'

'full ship', even with three whale catchers, and there would be no prospect of her venture proving an economical success, if the number were to be restricted to two.

The "Neko" is at present going through Survey at Rotterdam and will shortly proceed to this country to load coal and stores for the coming season. All arrangements have been made on the basis of permission being continued for her to employ three whale catchers, for which the crews have already been engaged.

In view of the above considerations we beg to apply for the special permission of the Secretary of State for the vessel to employ a third catcher.

The favour of an early reply would be greatly appreciated.

We have, etc.,

per pro Chr. SALVESEN & Co.

(Signed) N.G. SALVESEN

Managers, South Georgia W., Ltd.

Copy

43009/23

Downing Street.

11th September, 1923.

Gentlemen,

I am directed by the Duke of Devonshire to acknowledge the receipt of your letters of the 28th of August and 5th September, relative to your application for a license for a third catcher for the s.s. "Neko".

2. In reply I am to inform you that, apart from the unfavourable reports on the "Neko" referred to in your letter, the Officer Administering the Government of the Falkland Islands has asked that you should be requested to replace Captain Thomas Sinclair, of the s.s. "Sevilla" by another master. The main grounds for making this request are that Captain Sinclair fails to observe the regulations; that his attitude and actions are prejudicial to good order; and that his returns of whales caught are unreliable. A note summarising these serious complaints received from the Colonial Government is enclosed.

3. The reports made in connection with the operations of the "Neko" and "Sevilla" during the last whaling season, especially when taken in conjunction with the reports regarding the former vessel in previous seasons, are such that the Secretary of State is bound to regard them seriously; but he proposes to defer any decision in the matter until you have furnished him with your observations on the further complaints now brought to your notice in this letter and the request made by the Colonial Government in regard to Captain Sinclair.

4. You will realise that these complaints have an important bearing not merely on the possible conditions to be attached to the issue of the licences but also on the question whether they can be renewed at all. Therefore pending your reply the Crown Agents have been instructed not to accept any payment on account of licence fees in respect

respect of either the "Nek~~o~~" or the "Sevilla" except on the receipt of definite instructions from the Secretary of State.

I am, etc.,

(Signed). C. GRINDLE.

MESSRS. CHR. SALVESEN AND COMPANY.

NOTE.

The Falkland Islands Government report that the whaling regulations and the conditions imposed in the licences are being carefully observed except by Messrs. Salvesen's ships "Neko" and "Sevilla".

It is stated that no confidence can be placed in the returns supplied by these ships, either as to the number of whales caught, or quantities or classes of oil produced: that Captain Sinclair admitted that, when he made out his returns, he anticipated a catch of 14 Fin whales between the time of his clearing and the time when he intended to sail; and that, in the British Museum forms the 14 Fin whales are included, with details of sex, length, and ~~features~~ <sup>features</sup>, although the whales had not been caught.

The cumulative effect of the reports referring to Captain Sinclair compel the Colonial Government to conclude that he regards official control as an interference to be evaded if possible; and that such conduct, unless effectually stamped out, must necessarily lead to the whaling officers having no control at all.

On receipt of a report that the "Neko" had taken humpbacks without a permit, contrary to the conditions of the licence, the whaling officer caused this vessel to have no more permits for the remainder of the season. Past unsatisfactory records made it desirable that an officer should be placed on one of the ships. The Assistant Whaling officer was therefore, put on the "Sevilla": but life was made so intolerable that it became necessary to remove him to another vessel and for the Whaling Officer to make a special journey for the purpose. It is further stated that a British doctor, Dr. Lornie, threatened to punch the officer's nose, and volunteered information that the Captain contemplated placing him in irons. Even presuming that the officer were in the wrong

which



which it is stated was not the case, the Colonial Government consider that such conduct cannot be tolerated and that drastic action is called for if it is intended that the whaling officers are to have the slightest authority over these British vessels.

Further Captain Sinclair omitted to report the loss of the catcher "Saera" in 1923 and came to Deception to make a report only after a number of telegrams had passed between him and the whaling officer and he had in the end been ordered to do so.

Copy  
Chr. Salvesen & Co.,

29 Bernard Street ,

Leith.

5th September, 1923.

Sir,

S.S. "NEKO".

With further reference to our letter dated 28th August, we have the honour to inform you that the outturn of the above vessel's last cargo of whale oil has been received. The average number of barrels produced per whale is rather more than 53. This is a very satisfactory average and we are at a loss to understand why the Acting Governor of the Falkland Islands has refused to grant a licence for a third whale catcher for the coming season without the special permission of the Secretary of State. As the "Neko" is expected to sail next week from Rotterdam for the Bristol Channel, where she loads coals and stores for the South Shetlands, we should be very glad to receive the special permission for <sup>a</sup> third whale catcher as early as possible.

We have, etc.,  
per pro Chr. Salvesen & Co.  
(Signed) N.G. SALVESEN.

THE UNDER SECRETARY OF STATE,  
COLONIAL OFFICE,  
LONDON,  
S.W.1.

CHR. SALVESEN & CO.,

29, Bernard Street,

Leith.

13th September, 1923.

Sir,

SOUTH SHETLANDS.

We have the honour to acknowledge receipt of your telegram and letter No.43009/1923 of yesterday with enclosure as stated, contents of which have our careful attention.

"SEVILLA" We note with surprise that the Officer Administering the Government of the Falkland Islands has asked that we should be requested to replace Captain Sinclair of the "Sevilla" by another master. This Officer has been in our employment for 23 years during which time he has proved himself to be sober, reliable and efficient, careful of his ship and a good navigator. When we decided to appoint a British Master to the "Neko" in order to comply with the Government desire for the introduction of British personnel into the Whaling industry Captain Sinclair was specially selected for the post by us from the Masters in our service. As far as we are aware, no previous complaint has been received regarding his conduct as Master of a floating factory and the request of the Colonial Government is all the more disheartening as in accordance with the recommendations of the Inter-departmental Committee of 1919 we have gradually increased the number of British subjects employed and for the coming season, practically half of the crew engaged for the "Sevilla" are British.

We fully realise that the Secretary of State bound to regard the complaints received seriously and we appreciate the fact that he proposes to defer any decision until our observations have been received. You may rest

assured

assured that the allegations will receive the most thorough investigation. The "Sevilla" is at present on passage from Rotterdam to Cardiff where she is due on Saturday to load bunkers and whaling stores for the coming season and it will not therefore be possible to obtain a detailed report from Captain Sinclair until next Tuesday at the soonest.

With regard to the note summarising the complaints received from the Colonial Government, it is stated that no confidence can be placed in the returns supplied by the "Neko" and "Sevilla". We have instructed Captain Sinclair to submit a full statement regarding the 14 Min Whales which it is said he included in his return although they had not been captured. No other cases of incorrect returns are specified and in the absence of details we can only say that no similar complaint has been received since we started whaling operations. As soon as new regulations have been brought to our notice, we have made a point of informing our Whaling Managers at once so that they may conform to them.

Captain Sinclair will report fully regarding the stay of the Assistant Whaling Officer on board the "Sevilla". He mentioned to us on his return home that this officer had not only <sup>never</sup> been a whale before but that he was entirely unsuited to fill the post of Whaling Officer and had been a source of continual trouble and difficulty while stationed on the "Sevilla".

Captain Sinclair complained in particular about the inequitable manner in which permission to take "humpbacks" was given. We had not wished to trouble you with this question but think it only right now to send you Captain Sinclair's Report. You will observe that the explanation given for the deviation from uniformity  
of

of treatment in this matter seems to have been that the Norwegian Companies who were specially favoured had been less successful than the others. This procedure amounts to setting a premium on inefficiency which can hardly be regarded as a sound principle and we venture to think that it is no part of the Whaling Officer's duty to endeavour to equalise the catches of the various competing Companies.

Dr. Lornie served as Medical Officer on the "Neko" during the season 1920/21 as well as last year on the "Sevilla". He has now taken up a private practice. We have written for his version of the incident referred to in the note but from what we know of him we feel certain that if he made use of the words attributed to him it either was not in earnest or else under the stress of great provocation.

Captain Sinclair will deal with the question of the reporting of the loss of the "Sacra". We cannot find anything in the Whaling Regulations governing such cases and prima facie it appears unreasonable that, when the "Sevilla" had lost a third of her catching power she should have been ordered to send one of her two remaining whale catchers from Melchion Island all the way to Deception so that Captain Sinclair might report the loss in person. All hands were saved and there is still a possibility although a remote one, that the vessel may be salvaged next season. In these circumstances it would appear that a wireless message would have amply met the case.

Captain Sinclair and Dr. Lornie's reports will be forwarded as soon as they are received. In the meantime we wish to register our opinion that on the evidence available the complaints appear to be either unjustified or capable of satisfactory explanation and that they must



be attributed very largely to the fact that the Assistant Whaling Officer who had no previous experience of whaling, was temperamentally unsuited for the position.

At this late date there is little or no chance of securing the services of a reliable master and Whaling Manager in place of Captain Sinclair and it is quite impossible to engage one of British nationality with the necessary qualifications. We have no doubt, however, that you will give Captain Sinclair every opportunity to clear himself and hope that, if necessary, you will be prepared to allow him to state his case personally.

We received advice from the Crown Agents at the end of last month that they had received the licences for the "Sevilla" and "Neko" for next season and that they would forward these as soon as the fees were paid. We had deferred forwarding our Cheque until a decision was reached regarding the third catcher for the "Neko". We note however, that the Crown Agents have been instructed not to accept any payment except on the receipt of definite instructions from the Secretary of State.

The fitting out of a whaling venture is always a complicated matter and this year has been more than usually difficult in consequence of the boiler-makers strike. We ordered three new whale-catchers to be built in this country in April. These were to be ready so as to arrive at South Georgia in time to release 3 vessels presently whaling there for the South Shetlands. Owing to the strike the boats have not yet been framed and we have had to arrange to send three catchers from South Africa instead. This has involved much re-organisation and heavy expense as crews have to be sent to Cape Town and the  
South

23.  
South African Whaling Season curtailed and now the possibility of the "Neko's" catchers being reduced to two and of our having to engage a new Master and Whaling Manager at the eleventh hour is a fresh source of discouragement. We hope, however, that the Secretary of State will, after consideration of all the facts give his special permission for a third catcher for the "Neko" and allow us to retain the services of Captain Sinclair who is the only British Master of a South Shetland Whaler.

We have the honour to be,

etc.,

per pro Chr. Salvesen & Co.,

(Sgd.) N.G. Salvesen.

The Under Secretary of State,

Colonial Office,

London. S.W.1.

COPY.

14th July, 1923.

Messrs. Chr. Salvesen & Co.,  
Leith.

Dears Sirs,

Re. permission to catch hump back whales. We had permission at South Shetlands during last season - one week in December while at Admiralty Bay, but did not catch any. After shifting to the Straits in February, knowing that other factories in the Straits had received permission to catch hump back whales for weeks in succession, I applied to whaling officer Bennet stationed at Deception, but was referred back to whaling officer Hardy who was then on board the "Sevilla" s.s. After some delay he granted me permission for one week in February. I asked for extension for another week but he would not grant same. When whaling officer Hardy shifted to the "Southern Queen" I applied by wireless telegraphy for permission to take hump backs. After one weeks delay he granted me permission for one week only. I asked if this included the "Neko" but his reply was no. I asked whaling officer Hardy to grant permission to all ships at the same time, but his reply was that he would only grant permission to the ships with the lowest catch.

I remain,

Your obedient servant,

(Sgd) Thos. Sinclair.

COPY.

URGENT.

CHR. SALVESEN & CO.,

29, Bernard Street,  
Leith.

18th September, 1923.

Sir,

In continuation of our letter dated 13th instant,  
we have the honour to enclose for your information.-

1. Report by Captain Sinclair
2. Original wireless messages exchanged between the Whaling Officer at Deception and Captain Sinclair relative to the loss of the "Sacra".
3. Certified copy of report by Dr Lornie ex. Medical Officer s.s. "SEVILLA". (The original was not typewritten).

These documents really speak for themselves but  
we beg to observe.-

- a. That Captain Sinclair's return which included the 14 then uncaught fin whales was rendered with the full knowledge of the Senior Whaling Officer; provision was made for amending the return but this proved unnecessary, as the "Sevilla" stopped fishing when the 14 fin whales had been captured.
- b. That the Assistant Whaling Officer's actions on board the "Sevilla" especially with regard to the St. Vincent stowaways were calculated to subvert discipline; that he appears to have had neither the experience nor any other qualifications for the position and that we cannot with justice be held responsible for the personal quarrel between him and Dr. Lornie.
- c. That the account in the Note regarding the reporting of the loss of the "Sacra" gives an entirely erroneous impression of the facts, as, in the first place, the Whaling Officer's wireless message enquiring about the wreck was mutilated in transmission (the word 'wreck' being received as 'week') and in the second it was left to Captain Sinclair to decide within certain limits the date on which he was to attend the Enquiry at Deception.

We think that satisfactory explanations have been  
given of all the charges specified and it seems not unreasonable to suppose that the complaints made in more general form  
(which it is impossible to refute without further particulars)

are

are equally capable of being explained away. We now await to hear whether the Secretary of State will allow us to retain the services of Captain Sinclair as Master of the "Sevilla". The vessel is presently loading for the South Shetlands and is expected to sail next week. An early decision would therefore be greatly appreciated.

"NEKO" S.S. On receipt of the letter from the Colonial Secretary at Stanley stating that a licence for a third whale catcher for the "Neko" could not be granted, without the special permission of the Secretary of State, we immediately cabled to Stanley asking the Secretary to specify the reasons for this decision. We have now received a reply reading as follows:-

"Your telegram 27th August determining factor takesmaled carrying capacity average produce two catchers 1922 to 1924 14000 barrels Neko total 16000 factories double capacity Neko allowed three catchers only".

The cable was received in a mutilated form and although we yet have had it repeated it is not clear. "takesmaled" is, of course, meaningless, and we think there is little doubt that this must be a corruption of 'Nekos small'. 1924 is equally meaningless and probably should be 1923 but the word has been repeated without alteration. We are not clear as to what the figure '16000' represents, but it is evident that the determining factor in the Colonial Government's refusal to grant the 'Neko' a third catcher is her small carrying capacity. It had not occurred to us that this could possibly be the reason, and we regret to say that we do not understand the principle on which the decision is based. It is of course impossible for us to increase the carrying capacity of the "Neko". She can carry in tanks and drums about 20,000 barrels. Last year with three catchers - that is the least number she has ever had - her total production was about 17,000 barrels, although she had the good average of about 53 barrels per whale. She has occasionally had full ship but always in seasons when



when all or the majority of the other factories have been equally successful. There is not the slightest prospect of her obtaining 'full ship' with two whale catchers only and with that number there is no chance of her venture proving an economic success.

We hope, however, that with these facts before him the Secretary of State will sanction a third catcher especially in view of the difficulties under which the whole business world is labouring at the present time. Passages have been booked for the crew of the "Neko's" third boat by liner sailing for Cape Town next week, and we shall be glad to hear at your earliest possible convenience that the "Neko" is to be allowed to continue catching with three boats, that is, the number that she has employed since 1911.

We have the honour to remain,

etc.,  
per pro Chr. Salvesen & Co.,  
(SGD.) N.G. SALVESSEN.

The Under Secretary of State,

Colonial Office,

London S.W.1.



S.S. "SEVILLA".

Cardiff.

17th September, 1922.

Messrs. Chr. Salvesen & Co.,

LEITH.

Dear Sirs,

Upon my arrival at Cardiff on the 15th instant, I have received your letter of the 13th instant, enclosing a copy of the communication received by you from the Colonial Office dated the 11th instant, together with a copy of the note received from the Colonial Government enclosed therewith.

The following is a full report regarding the incident of the 14 Fin Whales.

On Sunday 8th April in accordance with instructions received from Mr. Bennett the Senior Whaling Officer stationed at Deception I arrived there for the purpose of an Enquiry being held into the loss of the "SACRA". The Enquiry was held and concluded on that same evening.

Upon the conclusion of the Enquiry I had an interview with Mr. Bennett and informed him that I was short of coals, and that I had on board bunkers sufficient only to allow me to fish for another 6 days. I therefore requested to be allowed to fill in my whaling report before leaving Deception. I explained to Mr. Bennett that I expected to catch 14 Fin Whales during these 6 days fishing and be allowed to complete my report in anticipation of such a catch being obtained. I accordingly filled in the report and entered particulars of these 14 Fin Whales, corresponding with the average particulars of those which had been caught during

during the preceding 2 weeks. In view of the difficulty I was in with regard to the shortage of coals, Mr. Bennett in the special circumstances authorized and allowed me to fill in my Report in this way and it was mutually arranged between us that in the event of my catching more or less than 14 Fin Whales I was to report by Wireless to him when he himself would make the necessary corrections in my Report.

We caught the 14th Fin Whale on Friday 13th April and I then stopped fishing. On the understanding arrived at with Mr. Bennett there was no necessity for me to do more than report my sailing to him by Wireless, which I did.

ASSISTANT WHALING OFFICER HARDY.

During the last season we had on board the "SEVILLA" seven stowaways from St. Vincent, Cape Verde Islands. It has been a matter of very great difficulty for Masters of Whaling steamers for years past to deal with stowaways from this port. In accordance with the Board of Trade Regulations, these men were fed and clothed as was necessary and they were required to work in the usual way.

When Assistant Whaling Officer Hardy was placed on board my ship, he mixed with these stowaway members of the crew having them in his private room on various occasions. He then approached me and sought to insist that these men should be paid wages in addition to receiving food and clothing which I regarded as being contrary to the Board of Trade Regulations.

I inform him that this matter was outside his jurisdiction and duties as Whaling Officer, and further, that in my opinion his interference with the crew was not conducive to good discipline on board my ship. He  
claimed

He claimed that he was acting within his duties but I respectfully informed him that I could not agree with him in this respect and could not allow such interference. So far as I am concerned this represented the only disagreement I had with the Assistant Whaling Officer whilst he was on board my ship and I may say that before leaving the ship he said to me in the presence of Senior Whaling Officer, Bennett, that he had no complaint of any kind to make against me for anything that had happened whilst he was on board the "SEVILLA".

I may add that none of the incidents referred to regarding Dr. Lornie nor any ill-treatment making the life of the Officer intolerable as has been stated, occurred in my presence or with my knowledge. If any such incidents took place I can only say that <sup>had</sup> a man of experience and at tact been appointed Whaling Officer no trouble of any kind would have arisen.

#### LOSS OF "SACRA".

With regard to the observation made that I omitted to report the loss of the "SACRA" in 1923 and came to Deception to make a report only after a number of <sup>had</sup> telegrams<sup>had</sup> passed between me and the Whaling Officer, I say that such a reference to the incident does not in any way correctly summarise the position. The "SACRA" was wrecked on the 29th March but the fact did not come to my knowledge until the following day. The weather was then blowing a gale with a heavy snow storm, and I could not proceed to investigate the position of the Wreck. The following were the Wireless Messages received and sent by me relating to the incident, the originals of which I beg to enclose with this report.

1st April 1923.

To Bennett Whaling Officer, Ronald, Deception.  
OUR CATCH FOR LAST WEEK IS TEN BLUE FIVE FIN AND FIVE HUMP-  
BACKS CAN I HAVE PERMISSION TO TAKE HUMP-BACKS FOR ANOTHER  
WEEK REGARDS SINCLAIR.

In

In reply I received the following.-

2nd April 1923  
SINCLAIR SEVILLA  
PERMIT SEVILLA ONE WEEK HUMP-BACKS HAVE YOU A WEEK  
BENNETT.

In the light of further messages received I gathered that the message as sent was "Have you a wreck" but as the original message received by me, shews, it was worded as above.

I then wirelessed Bennett.-

THANKS FOR PERMIT I SHALL BE FISHING HERE FOR TEN DAYS  
SINCLAIR.

The next message in order received by me was

SINCLAIR SEVILLA  
ANSWER MY TELEGRAM OF THE FIRST IMMEDIATELY  
BENNETT RECEIVER OF WRECKS.

I could not understand this telegram, and I replied

BENNETT WHALING OFFICER RONALD  
HERE IS A COPY OF RADIO RECEIVED FROM YOU YESTERDAY  
SINCLAIR SEVILLA PERMIT SEVILLA ONE WEEK-HUMP-BACKS HAVE  
YOU A WEEK MY REPLY SENT TO YOU VIA SVEND FOYN WAS BENNETT  
WHALING OFFICER RONALD THANKS FOR PERMIT I SHALL BE FISHING  
HERE FOR TEN DAYS YET SACRA WHALEBOAT IS WRECKED  
SINCLAIR.

Then followed a message dated 4th April as follows:-

SINCLAIR SEVILLA  
RE SACRA WRECK PLEASE REPORT WHERE WHEN HOW STOP HOW MUCH  
NOW ABOVE WATER.  
BENNETT.

I replied:-

BENNETT RECEIVER OF WRECKS RONALD  
I VISITED THE WRECK TODAY STOP WILL SEND YOU A FULL REPORT  
GIVE PLACE AND PARTICULARS OF STRANDING BEFORE LEAVING HERE  
STOP WHEN DOES RONALD EXPECT TO LEAVE  
SINCLAIR.

This day was the first occasion on which the weather permitted me to visit the scene of the wreck.

The next Radio message was:-

SINCLAIR SEVILLA  
ANSWER MY QUESTIONS IN TODAYS TELEGRAM WITHOUT FURTHER  
DELAY  
BENNETT.

My next message was:-

BENNETT



BENNETT RONALD.  
RE SACRA SHE LAYS ON A SHOAL EAST SIDE ANVERS ISLAND FUNNEL  
ABOVE WATER STOP SHE STRANDED ON TWENTY NINTH MARCH  
SINCLAIR.

I followed up such message by the following:-

BENNETT DECEPTION.  
YOUR TELEGRAM OF LAST NIGHT RE SACRA WRECK LAYS ABOUT LAT.  
64.36.S. LONG.62.57W. ONE MILE FROM LAND AND TWO MILES  
NORTH OF ISLAND AT ENTRANCE TO NEUMAYER CHANNEL STOP SHE  
WENT AGROUND AT NOON ON THE TWENTY NIN-TH MARCH NOR EAST  
GALE AND SHOW STORM HIGH SEA STOP DECK AFT THREE FEET UNDER  
WATER FROM WINCH FORWARD CLEAR OF WATER BOW ABOUT 2 FEET  
CLEAR OF WATER

SINCLAIR.

On the 5th April I received the following:-

SINCLAIR SEVILLA.  
YOURS RECEIVED IS ANY PART OF DECK ABOVE WATER WHAT DAMAGE  
IS SUSTAINED HOW LONG SINKING IS A DIVER OF SERVICE HAVE  
YOU SALVED ANY PART.

BENNETT.

to which I replied on the same day -

BENNETT DECEPTION  
YOUR TELEGRAM RECEIVED BOTTOM PLATES BADLY DAMAGED STOP TEN  
MINUTES BEFORE SHE WAS FULL OF WATER THANK YOU FOR OFFER  
BUT A DIVER IS OF NO SERVICE STOP SALVAGE IS IMPOSSIBLE I  
HAVE SALVED THE CANNON ANCHORS AND PART OF THE CABLES AND  
STEERING ENGINE.

SINCLAIR.

On the 6th April I received the following message

SINCLAIR SEVILLA.  
THANKS FOR YOURS RECEIVED STOP AN ENQUIRY MUST BE HELD HERE  
STOP FOR THAT PURPOSE YOU WILL PROCEED HERE WHEN FINISHED  
WITH WHALING OR BEFORE I LEAVE WHICHEVER FIRST STOP ALSO  
REQUIRE THE CREW ALL PAPERS AND COMPLETE LIST OF SALVED  
GOODS.

BENNETT.

It is to be noted that no complaint against me is to be  
gathered from the above telegram and that I am asked to  
proceed to Deception either when I have finished whaling  
or before Bennett leaves Deception. I therefore replied:-

BENNETT DECEPTION.  
YOUR MESSAGE OF YESTERDAY RECEIVED I EXPECT TO BE UP TO  
DECEPTION SUNDAY FORENOON

SINCLAIR.

I arrived at Deception on the Sunday in accordance  
with my anticipation. An Enquiry was held by Mr. Bennett  
and at no time whilst I was with him was any complaint made

by

by him to me that I had in any way failed in my duty in reporting the loss of the "SACRA".

In conclusion I would say that throughout the period in which I have been engaged in the whaling industry I have carried out to the best of my ability, all the regulations and requirements of the Government, and until the note in question to which I have replied, reached me, I have never had any complaint made against me.

I need hardly say that should you deem it desirable that I should interview the Colonial Office, I shall be pleased to hold myself ready to proceed at short notice upon hearing from you.

I am, etc.,

(SGD.) THOS. SINCLAIR.

Dating

COR  
Shuttlebank,  
Auchencairn,  
Castle Douglas.

17th September, 1923.

Messrs. Chr. Salvesen & Co.,  
Leith.

Sirs,

I, the undersigned Albert C. Lornie, do hereby make the following report.

On the 3rd December 1922, Mr. Hardy came on board the s.s. "SEVILLA" and was given for his own <sup>private</sup> use the room amidships used by the Gunners on the passage to and from South Georgia. His first thing to do was to grumble to the Wireless Operator and myself that the room was not good enough for a Government official and that the Captain might have found a better place for him.

He proceeded to pose among the ships company of the "SEVILLA" and "NEKO" as being a Magistrate. He acted in an extremely supercilious manner. We were all beneath him. He was continually laying down the laws as to the numbers of whales etc. allowed alongside the factory, and how much of the whale must be used, although he admitted he did not know what was laid down in the regulations regarding same.

When the "Sevilla" and "Neko" arrived in Admiralty Bay there was a small piece of carcase floating round and round the Bay. This was still there when Mr. Hardy came on board. It continued to float round the Bay for long after. Every time Mr. Hardy saw it he thought it was a fresh piece of carcase let loose. He could not or would not satisfy himself that it was the same piece floating round the Bay, and of course had to complain about it every time it came near any of the factories. That is only one instance of many.

During

During his stay on board the "SEVILLA" he was most objectionable in his manners and behaviour. He was exceedingly objectionable towards the Wireless Operator, continually passing most insulting remarks about him. He seemed to think that because the Operator was not too robust he was something to make fun of.

On several occasions he tried to dictate to me my duties on board, telling me what I should do and should not do. He made false accusations against me regarding my carrying out of my duties, accusing me of being careless and inattentive.

He commenced to fraternise with the 'St. Vincent' stowaways we had on board. He mingled with them in their quarters and on more than one occasion entertained them in his room where they received rum from him. All this was being done behind the Captain's back. He stirred up discontent among them. He agreed with them in any petty grievance they had and took their part in such a way as to make them believe the Captain had no authority over them and that they could get anything for the asking.

He made them discontented with their clothing. They wanted more and he backed them up, but I know for a fact they had plenty of clothing packed away to take ashore with them. They preferred to wear any old cast off clothing they could find or steal and keep their good material to take ashore. He made them discontented with their quarters; previously they were more than pleased with them.

He made them discontented with their food. They were not getting enough, so they said, whereas they were storing away their sugar, milk and margarine and whatever they could steal to take ashore with them. I told him they would not put on flesh if insufficiently fed. His reply was 'what do you know about it'.

He

He agreed with them that they should be paid for working even though they were stowaways. In fact he was doing his very best to cause serious trouble on board.

The statement that Mr. Hardy's 'life was made so intolerable that it became necessary to remove him to another ship' is a downright falsehood. We, the Captain Wireless Operator and I, did all we could to make his stay on board as pleasant as possible and put up with his bad manners etc., without complaint. He led us to believe he was quite happy and contented and he joined us in a friendly game of cards every night. He was at liberty to come and go as he liked on board. He was always welcome in any of our rooms at any time.

But, after he began to fraternise with the stowaways and when he realised he was not going to get all his own way with them, his manner towards us changed. He behaved like a child 'in the sulks'. He refused to join us at meals, preferring to wait and have his meals with the cook and baker. He stopped coming up to have a game of cards. We asked him to come up but he refused, and after one night on which he refused in an exceedingly insulting manner we never asked him to join us again. We still tried to be sociable towards him but he preferred to pace up and down on the deck by himself.

About this time he was sending letters to the Captain and myself:- I regret that the letters he sent me and the copies of letters I sent him, were left with Mr. Binnie, Magistrate, South Georgia:-

It was only then we came to know of his associations with the stowaways, and how he had been stirring up discontent amongst them.

On two occasions Mr. Hardy had been to see me professionally and had received medicine. When he made known his intentions of leaving the "SEVILLA" an account



for £2.2. for professional attendance was rendered him in accordance with Contract. This he refused to pay.

On the morning of 1st February 1923, he happened to be at breakfast with me and I called him in question regarding his disgusting bad manners at meals, eg. cutting his finger nails, scraping under his nails with a knife, whistling etc., whereupon he gave me a lot of insolence, including slurs on my character and medical abilities, accused me of not being fully qualified and of not giving attention to the men on board, and ended with a remark to the effect that it was a fight I was wanting. I told him that if he did not stop his insolence I would give him a good thrashing. I suppose that is where the accusation that I threatened 'to punch his nose' came from.

He told me to remember who I was talking to, to remember that he, Mr. Hardy, was a Magistrate of South Shetlands, and was representative of the Governor of the Falklands. I was then called away to attend to the 2nd Mate who had received an accident, and on no occasion afterwards did Mr. Hardy ever speak to me nor I to him.

With reference to the statement that I "volunteered the information that the Captain contemplated placing him in irons" I deny it. On no occasion did I ever say such a thing and on no occasion did I ever say anything that could possibly be interpreted as having such a meaning.

On February 3rd, 1923 Mr. Bennett, Senior Whaling Officer, paid s.s. "SEVILLA" a visit. He interviewed me regarding Mr. Hardy. He called me in question regarding sending in an account to Mr. Hardy for professional attendance. I told him it was in accordance with my contract. He replied to this effect 'put aside your contract just now. When you are in the South Shetlands the Board of Trade and Owners have nothing to do with you, you are under

under the Falkland Islands Government and you will do as I say'.

I enquired if Mr. Hardy had any right to interfere with my duties as regards attending to the health of the ship and I was told he had. I told him it was in my contract that I had to work under the Captain so I would take my orders from him and him alone; and I was informed it would be at my own risk.

He asked me to apologise to Mr. Hardy for any unpleasantness I may have caused him on February 1st 1923, and he, Mr. Hardy, would apologise for any unpleasantness he might have caused me, if he, Mr. Hardy, considered he had anything to apologise for. I refused. So Mr. Bennett left me remarking to this effect 'I have a good mind to take you straight to the Falkland Islands and get you a holiday for a year or two, but you will pay for this later'. What for I do not know.

I may state here that when Mr. Bennett came on board the "SEVILLA" he went straightway with Mr. Hardy and interviewed the stowaways and inspected their quarters without even going near the Captain or asking his permission to do so.

Mr. Hardy left the "SEVILLA" a few days after, and on his being asked why he was leaving the ship he replied 'I cannot favour one ship alone with my company'. When he did go he spread false unfavourable reports regarding the "SEVILLA" and "NSKO".

As regards Captain Sinclair he carried out the regulations imposed in the licences as efficiently if not more so than any other factory in the South. In fact he more than observed them, as he used up more of the carcass than is set out by the regulations, and as a rule he used up every scrap of the whale allowing nothing to go to waste.

The accusations against Captain Sinclair are entirely false to the best of my knowledge. Considering that Mr. Hardy was in the near vicinity during practically the whole season, false returns as to the numbers of whales etc., could not have been made, even if it had been so desired.

As to the quantities of oil, he gave as near as he possibly could ascertain. The qualities of the oil I can vouch for. The Captain and I tested well mixed samples of every day's boiling of oil. The tests were carried out with care and the resulting classification of the oils were sufficiently accurate for any practical purpose.

I do not know whether Captain Sinclair did or did not report the loss of the "Sacra", but if he did not, how did Mr. Bennett, Receiver of Wrecks, come to know about it?

It is stated that Captain Sinclair 'anticipated a catch of 14 fin whales between the time of his clearing and the time when he intended to sail and that in the British Museum forms 14 fin whales had been caught etc., etc., although the whales had not been caught'. As regards that statement the whales were caught. It so happens that I kept a sort of diary during the season and that included the whales caught. This can be produced if so desired.

The above is certified on soul and conscience.

(SGD.) ALBERT C. LORNIE, L.R.C.P. & S.

Late M.O. s.s. "SEVILLA."

COPY.

Downing Street,

46267/23

20th September, 1923.

Sir,

I am directed by the Duke of Devonshire to acknowledge the receipt of your letter of the 18th September relative to your Whaling operations at the South Shetlands.

2. Careful consideration will be given to the representations made in your letter of the 15th September and the letter under acknowledgment; but before the Secretary of State can come to any final conclusion in the matter, further consultations with the Colonial Government will clearly be necessary and it may be desirable to hold an enquiry locally in the Falklands at which Captain Sinclair and the Whaling Officers can be present.

3. The Secretary of State realises however that, in the circumstances, an immediate decision is necessary as to the employment of Captain Sinclair and the issue of the licences in respect of the "Sevilla" and "Neko" for the coming season. He is therefore prepared without prejudice to further consideration of the question, to agree to the issue of the licences (including one for a third catcher for the "Neko") and also to waive the objection to the employment of Captain Sinclair during the coming season, provided that you give an undertaking that both the "Sevilla" and the "Neko" will call at Port Stanley at the end of that season, if requested by the Colonial Government to do so.

4. I am to enquire whether you are prepared to accept this condition. If so, the necessary instructions will at once be given.

I am, etc.,  
(SGD.) G. GRINDLE.

MRS. CHR. SALVESEN & COMPANY.

COPY.

CHR. SALVESEN & CO.,

29, Barnard Street,

Leith.

20th September, 1923.

Sir,

We have the honour to acknowledge the receipt of your letter No. 45536/23 of yesterday's date in which you state that the Duke of Devonshire will await our further communication on the subject of our whaling operations at the South Shetlands. As full reports by Captain Sinclair and Dr. Lornie together with a covering letter were posted to you on the 16th instant we telegraphed you this morning to this effect, and trust that these were duly received. We are very anxious for an early decision in this matter and we therefore added to our telegram that if desired we would arrange for a representative and/or Captain Sinclair to attend in London.

The "Neko" and "Sevilla" are both loading at present and are expected to be ready to sail next week, while the crew for the "Neko's" third whale catcher is due to arrive on Monday from Shetland at Grangemouth, and arrangements have been made for sending them to Cape Town to take over the s.s. "SOLVA".

We have the honour to remain,

etc.,  
per pro Chr. Salvesen & Co.,  
(SGD.) N.G. SALVESEN.

The Under Secretary of State,  
Colonial Office,  
London S.W.1.

Your telegram just received. We note that an interview is unnecessary and that you are sending a letter today.



COPY.

CHR. SALVENSEN & CO.,

29 Bernard Street,

Leith,

21st September, 1923.

Sir,

South Shetlands.

We have the honour to acknowledge receipt of your letter No. 46267/23 of yesterday's date, contents of which has our careful attention.

We note that the Secretary of State agrees, without prejudice to further consideration of the question, to the issue of the licences for the "Sevilla" and "Neko" (including one for a third catcher for the "Neko") and also to the employment of Captain Sinclair during the coming season, provided that we give an undertaking that both the "Sevilla" and "Neko" will call at Port Stanley at the end of the season, if requested by the Colonial Government to do so. We are prepared to accept this condition and will issue the necessary instructions to the Masters of the "Sevilla" and "Neko".

We should be glad if you will instruct the Crown Agents to issue the licences accordingly on payment of the fees. When we applied in March of this year for licences for the two floating factories, we nominated the whale catchers to be employed as follows:-

s.s. "SEVILLA". Three of the four following viz:-

"SHOVA" - "SUBRA" - "SEDNA" - "SYNRA".

s.s. "NEKO". Three of the four following viz:-

"SWONA" - "SACRA" - "SPUMA" - "SYNRA".

As previous explained, however, in consequence of the boiler-makers strike, no progress has been made with the building of the three new whale catchers intended to replace three South Georgiaboots, which would then have been available for the South Shetlands. We have therefore had to re-organise

the

the distribution of the vessels and employ three boats presently fishing in South African waters. The whale catcher to be used during the coming season at the South Shetlands are as follows:-

S.S. "SEVILLA".	"SHOVA" - "SITKA" - "SWONA"
S.S. "NEKO"	"SPERA" - "SPUMA" - "SOLVA".

We are informing the Government of the Falkland Islands accordingly but in view of the irregularity of mails to Stanley it is possible that this information will not be received before the beginning of the season.

While we will, of course, implement our undertaking to send the "Sevilla" and "Neko" to Stanley at the end of the season, if required, we think it only right to point out now that it is intended that both these vessels should return to Leith Harbour, South Georgia, when they have stopped fishing, so as to replenish bunkers and possibly complete their cargo at the Station managed by us there. It is absolutely essential that at least one of the factories should return to Leith Harbour, even in the improbable event of both getting 'full ship' and having sufficient bunkers remaining to enable them to reach a South American coaling port, as the whale catchers are laid up at Leith Harbour during the off season and it is not considered safe to allow them to proceed unescorted from the South Shetlands to South Georgia at that time of the year. From South Georgia both vessels would, in the ordinary course, make Rio their next port of call. A very extensive deviation from that course would be involved by as the total number of persons carried will be about 225, calling at Stanley and every additional day spent on the voyage represents a very heavy wage and food bill. We have no doubt however, that you will inform the Colonial Government fully of the position and request them to make arrangements for any enquiry, which it may be thought desirable to hold locally, in such a way that a minimum of expenditure will be involved

consistent

consistent with a proper investigation.

In conclusion we have to thank you for enabling us by your prompt decision to carry on with the Expedition, and for the courtesy extended to us in this matter.

We have the honour to remain.

Sir,

etc.,

per pro Chr. Salvesen & Co.,

N.G. Salvesen.

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

COPY.

46770/23.

Downing Street,

25th September, 1923.

Gentlemen,

I am directed by the Duke of Devonshire to acknowledge the receipt of your letter of the 21st of September and to inform you that, in view of your undertaking that the s.s. "Sevilla" and s.s. "Neko" shall call at Port Stanley at the end of the coming whaling season at the South Shetlands if required to do so by the Colonial Government, His Grace has caused the Crown Agents to be instructed to issue, on payment of the necessary fees, the usual licences for the South Shetlands in respect of these vessels (including one for the third catcher for the Neko) without prejudice to further consideration to the complaints made by the Colonial Government in regard to the operations at the South Shetlands.

2. The attention of the Colonial Government will be drawn to your request that, in the event of a local enquiry being held, it should be expedited as much as possible.

I am, etc.,

(SGD.) G. GRINDLE.

MESSRS. CHR. SALVESEN AND COMPANY.

Immediate.

COPY.

Downing Street,

46770/23.

25th September, 1923.

Gentlemen,

With reference to previous instructions by telephone from this Office, I am directed by the Duke of Devonshire to transmit to you the accompanying copy of a letter to Messrs. Chr. Salvesen and <sup>to</sup> authorise you to issue to them, subject to the conditions stated and on payment of the necessary fees, whaling licences for the South Shetlands for the coming season in respect of the s.s. "Sevilla" and the s.s. "Neko"; including one for a third catcher for the "Neko" as well as for the "Sevilla".

2. Messrs. Salvesen state that the catchers to be used are as follows:-

S.S. "Sevilla" - "Shova"; "Sitka"; "Swona"  
S.S. "Neko" - "Spera"; "Spuma"; "Solva".

I am, etc.,

(SGD.) G. GRINDLE.

To  
Messrs Salvesen  
25th Sept.



Enclosure II to Auckland Islands  
Despatch No. 1514 of 5/12/23.

(13)

Stanley,

26th November, 1923.

Sir,

I have the honour to submit the following remarks relative to the statements made by Capt. Sinclair and Dr. Lornie in C.S. 375/23. I find that Capt. Sinclair in his letters is somewhat misleading. In his reference to the delay in obtaining a humpback permit on his arrival in the Straits, I would point out that he applied to Mr. Bennett at Deception but was referred back to me. He, however, did not apply to me - he might have intended doing so, but in the meantime Mr. Bennett arrived in the Straits and the first I heard of this particular permit was when we were at supper. On the return of Mr. Bennett to Deception I received a wireless to grant a permit; in the meantime I had gone to live on the "Southern Queen". I made a special trip to "Sevilla" for which at the time Capt. Sinclair expressed his appreciation. It can easily be explained, why, at one time Capt. Sinclair was declined a permit, upon learning which he sent me back a wireless message "Please accept my compliments, Sinclair". This is a typical example of his attitude towards authority. Capt. Sinclair did not ask me to grant humpback permits to all the factories at one time - it was not in my power to do so. It is incorrect that I replied that only ships with the lowest catch would be given/

The Government Naturalist,  
Stanley.

given permission. In the granting of permits I acted on the advice of Mr. Bennett.

2 It is quite true that I said in the presence of Capt. Sinclair and Mr. Bennett that I had no complaints against the Captain - this I meant in the light of an actual charge. At the same time I felt exceedingly sore for the humiliating treatment that I had received at his hands. At the messtable, consisting of the Captain, Doctor, Wireless Operator and myself, I was, for weeks, subject to their disparaging comments. The Captain in his disparaging remarks about the Colonial Government, his questioning their right to levy taxes on the oil, his antagonism towards all regulations, his remarks that whaling officers were spies of the Government, yet accepted bribes to overcome difficulties, forced me to the opinion that he strongly resented a whaling officer stationed on his ship.

3 Dr. Lornie's letter of <sup>malicious</sup> ~~malicious~~ falsehoods makes it difficult to know just how to deal with it. I feel it to be an attempt to justify his ungentlemanly conduct on the "Sevilla". He states that I complained of my room - this is correct. My cabin was between-decks, where members of the crew continually passed to their rooms - just opposite. I would add that this was the only available accommodation but I certainly felt that I was entitled to something better than a straw mattress to lay on. I made no attempt, at any time, to pose as a Magistrate - such a statement

is/

is ridiculous. The Norwegians have a habit of addressing Whaling Officers as Magistrates, etc., also putting such titles on papers - where, no doubt, the idea originated. That I was always laying down the law about Whaling regulations is untrue. Dr. Lornie forgets that it was he who was ever anxious to discuss whaling operations, and, at one time, when he had worked himself up into a passion, he was told that the whaling business was nothing whatever to do with him, but like the whaling officer he was being well paid for his services, and for the future to refrain from forcing such conversations. I made no complaint to anyone about an old carcass floating around the factories - it's a most silly statement.

4 As regards insulting behaviour towards the wireless operator and false accusations against the doctor, there is no foundation for it. I am most particular in my address to everyone. Capt. Sinclair and Dr. Lornie state that on more than one occasion I had the negroes in my room: this I most emphatically deny and can prove it. Dr. Lornie even goes to the extent of saying I gave them rum. This is an abominable falsehood.

Two negroes came to my room once only and that was with the second steward. In my interview with Capt. Sinclair I told him that I would visit their quarters - to which he raised no objection and which I afterwards did. These were the only occasions I spoke with the negroes without Mr. Bennett or an officer of the ship being present/

present. I certainly said that I would get them come clothes but the rest of Dr. Lornie's remarks about my dealings with them are absolutely incorrect. He remarks that I was doing my very best to cause serious trouble on board - in other words mutiny. This, I consider, bears out what I previously wrote with regards to mutiny and being put in irons. I felt at the time and still believe that it was my duty to listen to the negroes' complaints and as I was treating the whole matter in an impersonal manner, I consider, to be threatened with irons and have my face punched was outrageous treatment. I was not aware till I read Dr. Lornie's letter that the negroes were discontented with their food - yet he accuses me of causing them to complain about it. He states that he knew for a fact the negroes had plenty of clothing packed away; I assume this to be from the scanty supply the Captain had given them.

He also states that I refused to play cards and preferred to have my meals with the baker. After his violent outburst, at breakfast of the 1st February I did refuse to play cards but gave no insulting reply. With regards to messing with the baker and cook, this is correct, but only of breakfast - from the 2nd February. I left the "Sevilla" on the 5th February. The wireless operator rarely breakfasting and the Capt. usually late to the table I would not risk a fresh outburst. The only other occasion that I messed with the baker and cook, was weeks before, at

Admiralty/



Admiralty Bay when I arrived back late from the shore.

6 I feel that it is unnecessary to add any more except that I should welcome an enquiry with Dr. Lornie present.

7 In conclusion I would add that from my little experience it appears to me that Messrs Salvesen lay stress on being British, of having British interests at heart and of encouraging and developing British labour in their whaling operations. I would remind the authorities that the "Neko" has been whaling in the South Shetlands since 1911, and last season 1922/23 she had only reached a total of 14 British out of a crew of 77. All the officers were Norwegian. On the "Sevilla" out of a crew of 137 only 23 were British. I consider that no serious attempt - even since the war - has been made by this firm to man their factories with British labour. But, by keeping them to the lesser paid work, by supplying them with Norwegian provisions, and with one exception to be under the direction of foreigners, has on the other hand had a distinctly discouraging effect.

I am,

Sir,

Your obedient servant,

*Hubert Hardy.*

Assistant Whaling Office

Season 1922/23.



Enclosure No 1 to Falkland Islands  
Despatch No. 154 of 5/12/23. Stanley,

(114)

27th November, 1923.

Sir,

I beg to comment upon Messrs Salvesen and Company's correspondence in 375/23 as follows:

Letter from  
Messrs Salves-  
en & Co.,  
5.9.23.

1 Messrs Salvesen & Co., state that 53 Barrels per whale "is very satisfactory". This figure is based on a higher output than declared to by 1,000 barrels.

The line of argument followed, appears to me to be an admission that better results are not expected or possible.

As a contrast two other factories exceeded 65 barrels per whale on the declared quantity, or 12 barrels:- 2 Tons:- roughly £60 per whale more, or a total shortage of something like £20,000 on the product of the number of whales actually caught by "Neko" last season.

Letter from  
Capt. Sinclair  
17.9.23.

There is a possibility of a run of thin whales being brought to one particular ship. This could not continue yearly.

Letter from  
Messrs  
Salvesen &  
Co. 13.9.23.

2 Messrs Salvesen & Company state that it is no duty of the whaling Officer to equalise catches. No effort was made to do so or was it so intended.

4 Re wreck of "Sakra" Messrs Salvesen & Co., appear to hold the view that they are exempt from wreck Laws. This view is magnified by their employees.

Letter from  
Capt. Sinclair  
14.7.23.

5 Captain Sinclair did not even trouble to consult the Assistant Whaling Officer on board his ship re ~~Hamp~~-back permit, therefore by his own showing he ignores that officers authority

over/

over whaling. Captain Sinclair is very careful to show in one place that he only disagreed once with Mr. Hardy. In another place he has informed his owners that the same officer was a source of continual trouble. I would suggest that it points to a guilty knowledge of the efforts to drive the officer from the ship as well as being defiant of his authority. Captain Sinclair was, from the moment I informed him that I should place an officer on his ship decidedly unpleasant about it.

Had Mr. Hardy been the objectionable person represented (other than being an officer) Captain Sinclair would have been the first person to complain. No complaint whatever was made and on the contrary Captain Sinclair was anxious to assure me there had been no unpleasantness other than a difference over the "stowaways".

Letter from  
Captain  
Sinclair  
17.9.23.

Captain Sinclair's statements referring to the Declaration of catch form is untrue in so far as it is misleading. The whole of the papers, whale boat forms, British Museum forms and Declaration of catch were passed to me in a parcel, together with other parcels from other ships. It was not until Captain Sinclair was about to leave that I understood he would continue fishing. I questioned him as to the accuracies of his figures and how he would amend them.

He replied that he had allowed for 14 Finbacks and some oil. Pressed still further and warned of the grave consequences of false statements, he gave me figures of oil he had allowed for and suggested telegraphing the difference, I agreed to that course. The resulting telegram was no change to figures given. On the face of it is is

impossible and further shows the contempt, even in the face of every possible convenience being afforded.

The forms were already filled in and signed. It was not with my consent that he completed or signed them as stated.

Further I would respectfully point out that I received both of Messrs Salvesen's ships and attendant whalers on a Sunday morning at 3 a.m. on their arrival from South Georgia and in a similar way in order to expedite their whaling cleared them and held a wreck enquiry on a Sunday afternoon. The Clearing was irregular in that it was made a week or more before use, instead of within 24 hours. This without one moments consideration of past offences and without charging the personal fees to which I was lawfully entitled.

It was not until some days later that I went through the other forms (British Museum and whale boat) and found the "anticipated" captures carefully measured.

Had Captain Sinclair intended reporting the loss of the "Sacra" he could have done so when he requested a Humpback permit on April the first. Although the wreck was known to him then by his own showing he made no mention of it. Had I not have heard of the wreck in a casual way nothing would probably have been heard of for months. True my first telegram was mutilated as stated. The efforts at evasion here are plain.

It was not my intention to proceed to the wreck if no good purpose was being served by my presence there for nothing could be gained by running/

running a whaler at least 500 miles on unnecessary work. However in the light of Messrs Salvesen's letter "There is still a chance of salvage", I evidently erred on the side of leniency in taking for granted that the vessel was unsalvable from Captain Sinclair.

If there is still a chance of salvage even if remote after exposure to an Antarctic winter, the chances must have been vastly greater at the time of my offer of a diver.

Letter from  
Dr. Lornie  
17.9.23.

Dr. Lornie's letter in so far as his statements go towards me, have not the semblance of truth and without wasting further time on such rubbish, I would refer to my diary and report on him written at the time.

The outstanding features of the interview I had with him were the uncontrollable passion he was in and his threat to carry into execution the threatened assault on Mr. Hardy.

Doctors on board whaling ships are frequently a source of trouble probably due to lack of occupation.

At the time I visited the ship. I formed the opinion that Captain Sinclair was the real root of the annoyance (I have no means of proving it) but I submit it is fairly plain that he wished to avoid the responsibility of his officers' actions.

I would here like to state that I have known Mr. A. G. Hardy (Assistant Whaling Officer for the season) some eleven years; his general bearing and behaviour is not compatible with Dr. Lornie's statements. He shared my cabin for one month and was exceedingly careful of his toilet, more-

over/



over, he is one of the most popular men in the Falklands and was extremely popular at least amongst Norwegians at South Shetlands.

/2 As I have tried to point out above, no facility afforded Captain Sinclair would be appreciated and to cross his path would call down his wrath. Mr. Hardy was there to see that no breach of the regulations took place and to the best of his ability carried out his duty in the face of tyranny until the position became untenable.

I am,

Sir,

Your obedient servant,

*ag Bennett*

Whaling Officer,  
South Shetlands 1922-1923.

The Government Naturalist,  
Stanley.

(16.)

FALKLAND ISLANDS.

No. 154.

GOVERNMENT HOUSE,

STANLEY,

5th December, 1923.

My Lord Duke,

I have the honour to acknowledge the receipt of Your Grace's despatch of the 10th of October, with enclosures, relative to the complaints made by this Government regarding the conduct of Whaling Operations by Messrs Salvesen and Company at the South Shetlands.

2. I enclose replies made by Mr. Bennett and Mr. Aubrey Hardy to the letters from Messrs Salvesen, the Master of the "Sevilla", and Dr. Lornie.

3. I do not anticipate that any useful purpose would be served by summoning the "Sevilla" to Stanley for an enquiry at the end of the present whaling season unless further incidents arise in the course of the season calling for action at headquarters. Dr. Lornie is no longer in the ship, and Mr. Hardy is giving up business in the Falklands and leaving with his relatives for Punta Arenas in January.

4. The charges now lying against the firm's officers are that the returns sent in are unreliable, that the law is not complied

with/

HIS GRACE THE DUKE OF DEVONSHIRE,

P.C., K.C., G.C.M.G., G.C.V.O.,

SECRETARY OF STATE FOR THE COLONIES.

In duplicate.  
In duplicate.



with, that humpbacks have been taken without a permit, and that the treatment of the Assistant Whaling Officer was prejudicial to control.

5. A detailed statement of returns made to the Whaling Officer was transmitted as Enclosure II to my despatch No. 90 of the 5th of July. It showed that ten more whales were reported in the gunners' books and the British Museum Forms than the number given to the Whaling Officer. No landing certificate of the number of barrels of oil exported by the "Neko" has yet been received in the Colony, as required by law, but Messrs Salvesen in their letter of the 18th of September state that the total produce of the vessel was about 17,000 barrels. This is 1,000 barrels in excess of the number declared, but I have no reason to suppose that the error was not made in good faith.

6. The explanation of the failure to report the loss of the "Sacra" is, I submit, unsatisfactory. Messrs Salvesen say that they can find nothing in the Whaling Regulations governing such cases. It should be a matter of elementary knowledge among shipowners, that when a vessel is wrecked in a British possession, immediate information must by law be given to the nearest Receiver of Wrecks.

7. The evidence of the taking of humpbacks

backs without a permit rests mainly on suspicion; Mr. Hardy reported that he found fresh humpback blubber on the "Neko's" deck; he caused a piece of the blubber, with barnacles adhering to it, to be cut off by British members of the crew whose names he ascertained. The Government Naturalist is of opinion that the barnacles are "coronula diadema," which so far as he is aware occur only on the humpback whale. They have been sent to the British Museum for identification and report.

8. Mr. Hardy has replied fully to the personal charges made against him. I have examined him closely on the various points and am, as far as possible, satisfied that reliance may be placed on his statements and that he has not been in any way to blame for the trouble which occurred. At the time I wrote my previous despatches on the subject, I was inclined to think that Mr. Hardy might have shown lack of tact and suitability for his work, although this could not justify the treatment to which he had been subjected. In despatch No. 117 of the 22nd of August, I said that Mr. Hardy's action resulted in so much unpleasantness that he had to be removed to another vessel. This is liable to convey an impression which is unjust to the officer.

9. Mr. Hardy arrived on the s.s. "Sevilla" on the 3rd of December, 1922, and remained

remained in the vessel for two months. I have no doubt that he was continuously worried by sneering and disparaging remarks; they may have been in part due to Captain Sinclair's lumbering sense of humour, which would naturally have been appreciated by his officers; they would have been difficult to tolerate and impossible to make complaint about: it is creditable to Mr. Hardy that no open friction occurred until a few days before he left the ship.

In duplicate.

10. Conclusions unfavourable to Dr. Lornie, must, I submit, be drawn from his letter of the 17th of September. It appears to be typical of his style of correspondence, of which a copy made from the original letters is enclosed. They deal with his claim for fees for medical attendance. This consisted of giving Mr. Hardy two pills twice and aspirin once. The reference to the Assistant Whaling Officer preferring to have meals with the cook and baker is explained by the fact that Mr. Hardy found the meals so uncomfortable during the last part of his stay, that he preferred to wait until Dr. Lornie had finished. As the cook and baker had their food in the saloon after each meal the Assistant Whaling Officer was necessarily having his meals at the same time.

11. I have dwelt at some length on matters which may appear pettifogging and impossible of decision in the hope that the result/

result may be a revision of the terms on which the firm of Messrs Salvesen is licensed to fish in the South Shetlands. The privilege was granted in recognition of the services rendered by the Company during the war in extending its operations. These proved to be of considerable financial benefit, even in sub-letting licences for catchers for fees greatly in excess of those paid to the Government, but the Company certainly risked large sums. The objection I now take is that Messrs Salvesen should have all the privileges with none of the drawbacks attached to fishing in this Dependency. All whaling factories with licences for the South Shetlands, except the vessels belonging to Messrs Salvesen and the Southern Whaling and Sealing Company, are required to call at Stanley on the outward and homeward voyages, and a very healthy control is kept over their operations. The masters of the vessels are met and they realize that a lively interest is taken in their proceedings. The only two ships registered in Stanley - for purposes best known to the owners - never visit the port. They are not under the control of the Magistrate in South Georgia, they usually fish well away from the fleet, and unless a whaling officer is stationed on board they scarcely come in contact with authority. In 1914, in consequence of two distinct breaches  
of/

of the Merchant Shipping Act by Messrs Salvesen's ships, the Board of Trade requested the Treasurer to communicate with them in the event of any infringement of the provisions of the Merchant Shipping Act by these shipowners. The Board wrote:- "The Board considered the question of instituting legal proceedings against the owners of the vessels in respect of the offences indicated, but having regard to various considerations, mainly the difficulty of securing and submitting evidence, which it is unnecessary to detail, they decided that a prosecution was impracticable." I have nothing to add but to apply this to the events of the 1922-1923 season, substituting "The Government of the Falkland Islands" for "The Board."

12. I beg to state that provided that the "Sevilla" and "Neko" are required to call at Stanley on the return voyage from the South Shetlands each year, I do not propose to press objections to the retention of Captain Sinclair, having regard to his nationality, and the fact that he has perforce been allowed to return this year. A rule requiring Messrs Salvesen's two vessels to call at Stanley should also, I submit, apply to the Southern Whaling and Sealing Company, whose s.s. "Southern Queen" goes to South Georgia after the season. It is just these three floating factories, which have the most unsatisfactory reputations.

I have the honour to be,

My Lord Duke,

Your Grace's most obedient,

humble servant,

H. Henniker-Heaton.



ENCLOSURE NO. LII TO FALKLAND ISLANDS DESPATCH NO.  
154 of the 5th of December, 1923.



s.s. "Sevilla"

Shollaert Channel

South Shetlands.

30th January, 1923.

Sir,

I shall be grateful if you will favour me with your advice as to what, in your opinion, should be a reasonable amount of wearing apparel for a person to have to be conducive to good health whilst working coal during the whaling season at South Shetlands.

May I suggest that you make a list including at the same time a suitable supply of bed clothing.

I am, etc.,

(Sgd.) Aubrey Hardy,

Whaling Officer.

Dr. A. C. Lornie

s.s. "Sevilla".

s.s. "Sevilla", 1923.

S.S. "Sevilla"  
30th January, 1923.

Shollert Channel,

South Shetlands.

Sir,

With reference to your communication regarding wearing apparel etc. for a person working coal in South Shetlands, I should like to point out that there is to be a fee of £1. 1. 0 chargeable for report on same. In the event of submitting such report who will be responsible for payment of fee ?

I am, etc.,

(Sgd.) Albert C. Lornie.

Whaling Officer.

s.s. "Sevilla"

31st January, 1923.

30th January, 1923.

Sir,

s.s. "Sevilla",

In reply to your letter of the 29th inst. I do not see what you require. I am sorry I do not see what you require. If it is just a piece of idle curiosity on your part it will not affect you much if your curiosity is not satisfied.

Sir,

I beg to acknowledge the receipt of your letter of to-day's date and desire to inform you that your fee of £1. 1. 0 (one guinea) will be paid on the instant of receiving the information required; I trust that you will be as prompt with your receipt.

I am, etc.,

(Sgd.) Aubrey Hardy,

Whaling Officer.

Dr. A. C. Lornie,

s.s. "Sevilla".

The only circumstances under which I can impart any information is by request from either the Captain, Board of Trade or Board of Health.

I am, etc.,

(Sgd.) Albert C. Lornie.

Mr. Hardy,

Customs Officer.

s.s. "Sevilla"

31st January, 1923.

Sir,

In reply to your previous communication I do not see what you require the information for. If it is just a piece of idle curiosity on your part it will not affect you much if your curiosity is not satisfied.

As you are quite aware, you are just a Customs Officer and junior at that and it is none of your business what is the amount of wearing apparel required for men working in the coal in South Shetland. You have nothing whatever to do with the health of the ship; that is my duty and bear that in mind I will not have my duties &c., interfered or inquired into by any Tom, Dick and Harry.

You are supposed to be in the South Shetlands in the interest of the whale and Customs regulations &c., and even there you are only a junior. Apart from that you have absolutely nothing to do with *men's* clothing, food, pay or quarters. You have no authority to ask for the information unless it is as I mentioned before, idle curiosity on your part.

The only circumstances under which I will impart any information is by request from either the Captain, Board of Trade or Board of Health.

I am, etc.,

(Sgd.) Albert C. Lornie.

Mr. Hardy,

Customs Officer.

s.s. "Sevilla",  
31st January, 1923.

Schollaert Chan.

South Shetlands.

31st January, 1923.

Sir,

I beg to acknowledge the receipt of your further reply of to-day's date, and to inform you that, you will, no doubt be enlightened at a later date as to why you were appealed to for advice in the matter under discussion.

I in the meantime, taking into consideration the form of your reply, am, indeed, at a loss to understand why an account for £1. 1. 0 (one guinea) should be enclosed - which under the circumstances appears ludicrous.

I am, etc.,

(Sgd.) Aubrey Hardy,

Whaling Officer.

Dr. A. C. Lornie,

s.s. "Sevilla".

31st January, 1923.

1st February, 1923.

Sir,

In reply to yours of to-day's date, kindly note that in your first note to me, you asked for my advice as to wearing apparel etc., for men working among coal in South Shetlands. In my last letter to you, you got my advice, which was, minding your own business, that is my advice and for which I claim a fee of £1. 1. 0 (one guinea).

(Sgd.) Albert C. Lornie.

Whaling Officer.



S.S. "Sevilla"

1st February, 1923.

2nd February, 1923.

Sir,

Enclosed please find account for professional attendance payment of which in accordance with orders from the owners is to be made to the Captain.

I should be much obliged if you will kindly settle the other account I rendered. If not I fear I shall have to report to the Falklands that you are running up debts that with no intention of payment.

I am, etc.,

(Sgd.) Albert C. Lornie.

Whaling Officer Hardy.

s.s. "Sevilla"  
Schollaert Channel,  
South Shetlands.

2nd February, 1923.

Sir,

I shall be glad if you will forward me  
a detailed account of your alleged professional  
attendance.

I am, etc.,

(Sgd.) Aubrey Hardy,

Whaling Officer.

Dr. A. C. Lornie.

2nd January, 1923.

18th and 28th. one guinea each.

Sir,

Enclosed please find detailed account  
as requested.

As you, do not seem to be going to pay my  
account of one guinea for advice in spite of your  
written word that you would pay the £1. 1. 0  
on receipt of advice. I beg to inform you that  
I am reporting to Stanley by Wireless the facts  
that you have been trying to interfere with my  
duties and that you refuse to pay legitimate  
debts.

I am, etc.,

(Sgd.) Albert C. Lornie,

Whaling Officer Hardy.

s.s. "Sevilla"

2nd Jan. 1923.

Mr Hardy

To Dr. A. C. Lornie.

Dec. 18.	One professional visit and medicine	£1. 1. 0.
Dec. 28.	One professional visit and medicine	£1. 1. 0.

CHR. SALVESEN & CO.,  
ESTABLISHED 1846.

29 BERNARD STREET, LEITH.  
82 GORDON STREET, GLASGOW.  
CUSTOM HOUSE BUILDINGS, GRANTON.

TELEGRAPH ADDRESS, "SALVESEN, LEITH."  
TELEPHONES, LEITH 450, 290 & 274.

Partners—

J. T. SALVESEN.  
F. G. SALVESEN.  
T. E. SALVESEN.



29 Bernard Street.

Leith 31st Oct. 1923

Sir,

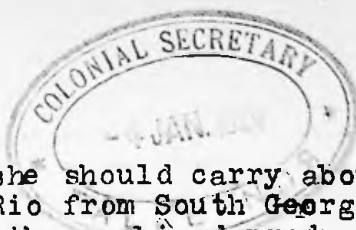
We have the honour to inform you that on receipt of your letter No. 357/23 dated 5th July we immediately applied to the Secretary of State for special permission for the 'Neko' to employ a third whale catcher. This permission was granted on certain conditions of which the Colonial Office has doubtless informed you. All the arrangements for the coming season had been completed on the basis of the 'Neko' continuing to fish with three catchers as before and your letter arriving as it did at the end of August, came as a painful surprise to us. We had no knowledge of any unfavourable reports with regard to the 'Neko' and in view of this and as we were not clear as to the proper interpretation of the words 'small capacity' we cabled asking you to be good enough to specify the reasons for refusing the 'Neko' a licence for a third catcher. We have to thank you for your reply dated 8th September, which, however, was so mutilated in transmission that it was only after repeated applications to the Cable Company that we obtained a correct copy reading as follows:—

"Your telegram 27th August determining factor Neko small  
"carrying capacity average produce two catchers 1922 to  
"1923 14800 barrels Neko total 16000 factories double  
"capacity Neko allowed three catchers only".

With regard to the 'Neko's' carrying capacity this is about 20,000 barrels and the only way in which it can be increased is by tanking additional holds to carry the oil presently clothed in drums. Apart, however, from commercial considerations and the inadvisability of effecting structural alterations to a vessel of her age, this would only increase her capacity by some hundred barrels.

The carrying capacity of a floating factory undoubtedly affects the average production in barrels per whale catcher when 'full ship' is obtained before the end of the season, as this automatically stops operations. We cannot, however, see what interest, apart from the question of export duty, the Government has in the carrying capacity of vessels in these circumstances. When, as happened last season with all the factories at the South Shetlands, 'full ship' was not obtained, the carrying capacity is immaterial from the point of view of production, e.g. the 'Roald Amundsen' with a carrying capacity of 28,000 barrels had a considerably smaller total production than the 'Neko'. The 'Neko's' outturn was 16,666 barrels, and this poor result must be attributed principally to the small number of whales captured which was only about 75% of the number obtained by the 'Svend Foyn' or 'Sevilla'.

As far as we are aware the only floating factory with double the carrying capacity of the 'Neko' is the 'Ronald' which has, of course, permission to employ five catchers. According to information supplied by the selling agents of the Norwegian Whaling Association the average carrying capacity of the remainder of the Norwegian factories is 27,000 barrels. The 'Neko' works in conjunction with our s.s. 'Sevilla', which we have given 1,000 drums this year, so that the combined carrying capacity of the two vessels is about 52,000 barrels, that is nearly double the average of the Norwegian ships. The 'Sevilla' could be given



.....additional drums, as she should carry about 37,500 barrels with bunkers to reach Rio from South Georgia, but we fear there is little chance of the combined production of both vessels exceeding 52,000 barrels.

In view of the above considerations we submit that the 'Neko' should be permitted to continue to employ 3 whale catchers as she has done since 1911. We have a fairly extensive knowledge of whaling at the South Shetlands and we have no hesitation in saying that an expedition consisting of a floating factory employing only two catchers has no prospect of proving an economic success under average conditions. Last season, for example, if the 'Neko's' catching power had been diminished by two thirds, her production would only have slightly exceeded 11,000 barrels. We think it only right to bring the business aspect of the matter to your notice, as we feel certain that it is not the wish of the Colonial Government to discourage British enterprise in a field which is practically the monopoly of foreign companies.

We have the honour to be,

Sir,

Your obedient Servants,

A large, stylized handwritten signature in dark ink, likely belonging to the Colonial Secretary.

The Colonial Secretary,  
Stanley,  
Falkland Islands.



The refusal of a third catcher for Neko was based on the grounds of her small carrying capacity and unsuitability for her work as shown by her low position in comparative lists.

2. The principle is that each catcher has an "oil value" and that if a factory can only contain the oil equivalent of a given number of catchers she should have no more.

The "oil value" obviously cannot be based on the results of a poor season.

3. Besides Neko all the other 3 catcher factories have a carrying capacity of between 24,000 and 39,000 barrels, which places the oil value of a catcher at somewhere between 3,000 and 13,000 barrels.

Messrs. Salvesen state that the average capacity of a Norwegian factory is 27,00 barrels, which gives an oil value of 9,000 barrels to each catcher.

4. It is also stated that Neko can carry 20,000 barrels. In the season 1920/21 which cannot but be regarded as a very successful one, Neko had 19,000 barrels. It would be interesting to know how she could have accommodated another 1,000 barrels. She left at least 17 days before the last two factories Roald and Solstreif.

I would therefore submit that even if Neko could not fill up to the last cubic foot with two catchers she could not accommodate the oil value of three catchers in a

a full ship season, which is in the neighbourhood of 27,000 barrels.

5. I much regret to state that I fail to see the principle on which is based the statement of Messrs. Salvesen that "the carrying capacity of a floating factory undoubtedly affects the average production in barrels per whale catcher when "full ship" is obtained before the end of the season as this automatically stops operations"

This can scarcely be meant for an admission that waste must take place in a good season, and yet it can be read as such. One would certainly expect that in such a season the oil value of a catcher would be higher than in a bad one.

I would submit that the oil value of a catcher is a factor which may be considered in relation to the whole fleet, with the possible exception of Ronald.

6. It will be observed from Mr. E. B. Dinnie's note in Conf. 6/24 that it may be estimated as high as 15,000 barrels if the reducing plant is sufficiently efficient. If Neko is granted three catchers the oil value cannot be estimated at more than 6,000 barrels, this is much less than half of the previous figure. I would however submit that comparisons between land stations and floating factories should be made with caution.

7. As to the unsuitability of the vessel for use as a modern floating factory, this is at least indicated by her low place in comparative lists. In the season 1920/21 she averaged 34 05 barrels per whale while the next lowest factory

factory with about 175 whales more had an average of 36 44 or over four barrels per whale more (and a total catch of over 27,000 barrels.). Neko has however shown improvement since the introduction of the new regulations of 1921.

8. Messrs Salvesen themselves admit that the age of the ship is such that structural alterations are inadvisable.

9. The low results may be due to bad design of the working parts of the ship, to the inconvenience due to the ship having been of unsuitable type to begin with, or to general inefficiency.

With regard to the latter I would beg to state that Captain Poulsen gives an impression of considerable intelligence nor can the poor results be attributed to lack of experience on his part. It is therefore probable that the inefficiency if it exists is due to carelessness, waste, or perhaps too great economy in coal. From the last would arise a deficiency in the steam necessary for the proper treatment of the raw materials. It may however be inadvisable to raise full pressure in the main boilers of the ship on account of their age.

10. There is one more point which I would submit, should be raised: it is based only on general talk and verification or otherwise is a technical matter. The question is that of the seaworthiness of a vessel of Neko's age and condition.

I heard that while in Admiralty Bay this season, she suffered a leak and had 12 feet of water in the engine room before it could be stopped. No official report of this was made to me.

I have also been informed that on the occasion of a passage

passage from South Georgia to Monte Video within the last two or three years the weather was so heavy that the vessel should have been hove-to, but that Captain Sinclair did not dare to do this on account of her weakness, and was compelled to lay the ship side on and let her roll. I believe that Mr. E. B. Dinne can confirm this report.

11. The last survey of this ship took place, I believe in Rotterdam, but she is ~~a~~ British ship, and of course registered in Port Stanley.

I would sub it that no ship should proceed to South Shetland unless she is in first class condition on account of the <sup>risk</sup> attending the work there and the passages in higher latitudes.

12. I am not aware that Neko and Sevilla work in conjunction. It is indeed difficult to see how this could be done when for long periods Neko may be in Admiralty Bay and ~~xxxx~~ Sevilla in Melchior Islands which are between 100 and 200 miles apart.

13. I would submit that Messrs. Salvesen's arguments in favour of Neko's employment with three catchers have not sufficient support when this factory and her performances are compared with those of other 3 catcher factories, that the statement that Neko and Sevilla work in conjunction is not borne out by fact, and that therefore the two ships cannot be considered as an entity but must be dealt with separately.

14. The replacement of Neko by an efficient factory is in every way to be desired and I have heard a rumour that such a step is contemplated. The replacing vessel should be able to deal with the catch of three catchers in a good season if

Messrs.

Salvesen desire such facilities, since it is just in such a season that waste is most likely to occur. In a bad one the whalers are compelled by self interest to use up the last scrap of material of which the oil will repay them and therefore the results from a bad season cannot be used as arguments in favor of facilities for every season.

J. H. Hamilton.  
Government Naturalist

19/3/24.



375/23.

22nd March,

24.

Gentlemen,

I am directed by the Acting Governor of the Falkland Islands to acknowledge the receipt of your letter of the 31st of October, on the subject of the objections of this Government to the grant of a licence for the s.s. "Neko" to employ a third whale catcher in the 1923/24 season.

2. As stated in the third paragraph of your letter, the average carrying capacity of the Norwegian factories, other than the "Ronald", is 27,000 barrels. The oil value of each whale catcher is therefore 9,000 barrels in a good season. The largest cargo of oil yet carried by the s.s. "Neko" is, as far as His Excellency is aware, 19,000 barrels in 1920/21. The "Neko" was then presumably a full ship, as she left the whaling grounds at least 17 days before the last factories. Although the combined carrying capacity of the "Sevilla" and "Neko" is given as a reason for the extra catcher, it does not appear that the Neko's catchers have yet taken carcasses to the "Sevilla". The two vessels are frequently

Chr. Salvesen & Co.,  
Leith.

working/

working over 100 miles apart. In any event it is not clear why the "Sevilla" carrying 32,000 barrels should have the use of a fourth catcher, while a British owned vessel the s.s. "Southern Queen," with a capacity of 39,000 barrels is allowed three catchers only.

3. I am to inform you, in conclusion, that the Acting Governor regrets that he is unable to waive his objections to the renewal of a licence for an extra catcher for the s.s. "Neko."

I am,

Gentlemen,

Your obedient servant,

G. R. L. BROWN,  
for Colonial Secretary.

DUPLICATE

20

FALKLAND ISLANDS.

NO. 24



Downing Street,

5 April, 1924.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 134 of the 5th of December, regarding the whaling operations of Messrs Salvesen and Company at the South Shetlands.

To Messrs S. 12 Mar.

2. I enclose for your information and guidance a copy of a letter which I have caused to be addressed to Messrs Salvesen, and I request that steps may be taken to amend the regulations as proposed in paragraph 3 of the letter.

To Asen. & to Bannevig  
12th March.

3. I also enclose a copy of a letter to the Norwegian Whaling interests operating at South Shetlands; and you will see from the letter which accompanies my despatch No. 25 of the 5<sup>th</sup> April, that the Southern Whaling and Sealing Company have also been informed of the proposed amendments to the regulations.

4. It will, of course, be understood that the discretion to be conferred upon the Government to divert vessels to Stanley should only be exercised exceptionally.

THE OFFICER ADMINISTERING

THE GOVERNMENT OF THE

FALKLAND ISLANDS.

3011/1934

Downing Street,

exceptionally, and not for reasons unconnected with  
the regulation of the whaling industry.

I have the honour to be,

Gentleman,

Sir,

With reference to the letter from this  
Department of the 28th of September relative to the  
complaints of the Government of the Falkland Islands  
respecting your whaling operations at the South Shetlands  
I am directed by Mr. Secretary Thomas to inform you  
that having regard to the absence of certain material  
witnesses, the Officer Administering the Government of  
the Colony does not consider that any useful purpose  
would be served by a local enquiry into those complaints  
and that therefore, he does not propose to summon the  
"Sevilla" to Stanley at the end of the present whaling  
season unless further incidents have arisen or arise  
in the course of the season calling for action at  
Headquarters.

2. The Officer Administering the Government also  
reports that he will not press the objections to the  
retention of Captain Sinclair provided that the "Sevilla"  
and "Neko" are in future required to call at Stanley  
each year, but he maintains his opinion that a third  
catcher for the s.s. "Neko" is not justified at least  
while she is working with the "Sevilla".

3. The Secretary of State has given careful  
consideration to these matters, but he is not prepared

at

MESSRS CHARLES SALVESEN & COMPANY.

20a

3011/1924

Downing Street,

12th March, 1924.

Gentlemen,

With reference to the letter from this Department of the 25th of September relative to the complaints of the Government of the Falkland Islands respecting your whaling operations at the South Shetlands I am directed by Mr. Secretary Thomas to inform you that having regard to the absence of certain material witnesses, the Officer Administering the Government of the Colony does not consider that any useful purpose would be served by a local enquiry into those complaints and that therefore, he does not propose to summon the "Sevilla" to Stanley at the end of the present whaling season unless further incidents have arisen or arise in the course of the season calling for action at Headquarters.

2. The Officer Administering the Government also reports that he will not press the objections to the retention of Captain Sinclair provided that the "Sevilla" and "Neko" are in future required to call at Stanley each year, but he maintains his opinion that a third catcher for the s.s. "Neko" is not justified at least while she is working with the "Sevilla".

3. The Secretary of State has given careful consideration to these matters, but he is not prepared

at

MESSRS CHARLES SALVESEN & COMPANY.



at present to insist as a general rule, on floating factories which operate at the Shetlands calling at Stanley at the end of each whaling season, in view of the extensive diversion involved in the case of Companies which also work at South Georgia, and whose operations at the South Shetlands are based on the former Dependency. The Secretary of State considers, however, that ample ground has been shown for imposing some further measure of control; and, with the concurrence of the Governor, who has been consulted in the matter the Officer Administering the Government is now being requested to amend the regulations to provide:-

- (1) That any floating factory which does not enter at Stanley on the way to the South Shetlands may at the discretion of the Governor be required to clear from that port on the return voyage, and,
- (2) that in the case of applications for the renewal of licences at the South Shetlands the name of the responsible Manager of the floating factory shall be reported to the Colonial Government for insertion in the licence, subject to the approval of the Governor.

It is proposed that these amendments should take effect from and including the coming season 1924-5: and the necessary notification should now be made to the Colonial Government direct.

4. As regards the question of the third catcher for the "Neko" the Colonial Government has pointed out that the average output of oil per whale in the case not  
only

only of this vessel, but also of the "Sevilla" compares very unfavourably with the average production of the majority of the Companies operating at the South Shetlands. The Secretary of State regrets that such an adverse comparison should be possible between a British Company and its foreign competitors and, although, he is prepared, after discussion with the Governor to agree to the issue of a third catcher for the "Neko" for the coming season 1924-5, he wishes you to understand that unless the relative production of oil by your floating factories shews an early and substantial improvement, it will be necessary to give further consideration to the question of refusing to continue the third catcher for the "Neko" unless you are prepared as the alternative to replace that vessel by a more modern factory. It will also be a matter for consideration whether you should not be called upon to improve the producing capacity of the "Sevilla".

I am, etc.,

(Sgd.) G. Grindle.

3011/1924.

Downing Street.

12th March, 1924.

Sir,  
Gentlemen,

I am directed by Mr. Secretary Thomas to inform you that, in consequence of certain incidents which have occurred during recent whaling seasons at the South Shetlands, he has come to the conclusion that it is necessary to impose some further measures of control over the whaling operations in that Dependency; and that, with the concurrence of the Governor of the Falkland Islands, who has been consulted in the matter, the Officer Administering the Government of the Colony is now being requested to amend the regulations to provide:-

- (1) that any floating factory which does not enter at Stanley on the way to the South Shetlands may at the discretion of the Governor be required to clear from that port on the return voyage; and,
- (2) that, in the case of applications for the renewal of a licence at the South Shetlands, the name of the responsible Manager of the floating factory shall be reported to the Colonial Government for insertion in the licence, subject to the approval of the Governor.

2. It is proposed that these amendments should take effect from and including the coming season 1924-25: and  
the

the necessary (1) notifications should now be made  
(2) notification  
to the Colonial Government direct.

I am, e tc.,

(Sgd.) G.Grindle.

- (1) THE SECRETARY,  
ASSOCIATION OF NORWEGIAN WHALING COMPANIES.
- (2) MESSRS T. DANNEVIG & COMPANY.

A  
1



Reference to previous correspondence:-

Secretary of State's Despatch No...24... of the  
Governor's- Encl (20)

5th April 1924.

FALKLAND ISLANDS.

No...45.....

DOWNING STREET,

3rd May 1924.

Sir,

I have the honour to transmit to you the papers noted below on the subject of the output of the whale catchers "Heke" and "Sevilla"

I have the honour to be,

Sir,

Your most obedient, humble servant,

THE OFFICER ADMINISTERING

THE GOVERNMENT OF THE FALKLANDS ISLANDS.

J. H. THOMAS.

Date.	Description.
1924	
11th April	From Messrs. C. Salvesen and Company.
30th "	To do.



COPY.

CHR. SALVESEN AND COMPANY.

21A

Established 1846.

Partners:

J.T. Salvesen.  
F.G. Salvesen.  
T.E. Salvesen.

29, BERNARD STREET,  
LEITH.

11th April, 1924.

Sir,

We have the honour to acknowledge receipt of your letter No.3011/24 of 12th March, contents of which have our careful attention.

We note the amendments which the Officer Administering the Government of the Falkland Islands has been requested to effect in the Whaling Regulations. Our present intention is to reappoint Captains Sinclair and Poulsen as Managers of our floating factory steamers for next season, and we have informed the Colonial Government accordingly. It is, however, impossible for us to make a definite decision on this point until full reports are received of the present season's operations, and the cutturn of the cargoes is ascertained, which will probably not be before the end of June at the earliest.

We note that the Colonial Government has pointed out that the average output of oil per whale in the case of the 'Neko' and 'Sevilla' compares very unfavourably with the average production of the majority of the Companies operating at the South Shetlands. This is quite correct, if by 'comparing very unfavourably' is meant that, the average output was lower. It appears, however, to have been concluded that, because the average output was lower, therefore a less economic use was made of the catch and consequently that both our vessels have insufficient producing capacity. We have no

hesitation

hesitation in saying that the average number of barrels produced per whale does not necessarily bear any direct relation to the producing capacity of the factory. Doubtless in a good season, when whales are plentiful, the tendency will be for the factory with the largest plant to have the highest average output, but in a poor season, like the one under review, other factors assume greater importance. Of these the whales are not the least, as they, of course, vary greatly in oil-productiveness according to their size and condition and, other things being equal, the average output of the different factories will be proportionate to the raw material available. Conclusive proof of the correctness of our contention is furnished by the fact that, although the 'Sevilla' has about 25% greater blubber boiler and 100% greater pressure boiler capacity than the 'Neko', there was practically no difference last season between the two factories in the average number of barrels produced per whale. It is clear therefore that this cannot be accepted as an infallible criterion of either the economic use made of the catch or the producing capacity of a factory. A much more reliable criterion is to be found in the relative proportions of the different grades of oil and generally speaking it is safe to say that the larger the proportion of the lower grade oils, the more economic has been the utilisation of the carcasses. We have obtained particulars of the output of the four Norwegian factories which discharged their cargoes at Continental ports last

summer

summer and the following table shows the proportion of the higher and lower Grades - the 'Ronald' is not included as she works in conjunction with a shore station:-

	<u>Ncs. 0/1 &amp; 2.</u>	<u>Ncs. 3 &amp; 4</u>
"Maudie"	99%	1%
"Falk"	95%	5%
"Orn 11"	92%	8%
"Svend Foyn"	81%	19%
"Neko"	75%	25%
"Sevilla"	67%	33%

It will be seen that while in the case of the four Norwegian factories only an average of about 8% of the total production consisted of the lower grades of oil, the 'Neko' and 'Sevilla' produced respectively 25% and 33% of these grades.

We have gone into this matter in detail in order to show that the adverse comparison made between our floating factories and those of the Norwegian companies is based on a misconception. Unforeseen circumstances excepted, the question of a licence for a third catcher for the 'Neko' will not arise as she was sold for June delivery at the beginning of the year again, when we decided to replace her by a vessel with greater coal carrying capacity. It is stated in your letter that it will also be a matter for consideration whether we should not be called upon to improve the producing capacity of the "Sevilla". But for the adverse comparison made by the Colonial Government and which we have shown to be based on an unsound assumption, we would be entirely at a loss to understand this statement, and we feel certain that it would have been revised if you had been in possession

of the full facts of the case. The 'Sevilla' was fitted out in 1922 with plant on a scale to ensure the most economical utilisation of the whale carcasses. As stated above, she has 25% greater blubber boiler and 100% greater pressure boiler capacity than the 'Neko' and, while we are not in possession of detailed particulars of the producing capacity of the other floating factories, we should be very much surprised to learn that they are superior in this respect. Captain Sinclair reported at the end of last season that, while the 'Sevilla' had produced as much as 500 barrels in 24 hours, the supply of whales was seldom sufficient to keep all the plant working, which made us wonder whether we had not made a mistake in supplying her with open and pressure boilers on such a large scale. We trust, therefore, that on further consideration the Secretary of State will agree that there is no need to ask us to increase the producing capacity of this vessel.

We have etc.

per pro Chr. Salvesen and Company  
(Sgd) N.G. Salvesen.

THE UNDER SECRETARY OF STATE

COLONIAL OFFICE

DOWNING STREET.

21B

Downing Street.

17605/1924.

30 April, 1924.

Gentlemen,

I am directed by Mr. Secretary Thomas to acknowledge the receipt of your letter of the 11th of April regarding the output of the "Neko" and "Sevilla", and to inform you that a copy of your letter is being sent to the Officer Administering the Government of the Falkland Islands.

I am,

Gentlemen,

Your Your obedient servant,

(sd) H. G. Road

MESSRS CHR. SALVESEN AND COMPANY.

29 BERNARD STREET, LEITH.  
82 GORDON STREET, GLASGOW.  
CUSTOM HOUSE BUILDINGS, GRANTON.

TELEGRAPH ADDRESS, "SALVESEN, LEITH."  
TELEPHONES, LEITH 450, 290 & 274.

CHR. SALVESEN & CO.,  
ESTABLISHED 1846.

Partners—

J. T. SALVESEN.  
F. G. SALVESEN.  
T. E. SALVESEN.

22.  
29 Bernard Street.

Leith 9th July. 1924.



Sir,

We have the honour to acknowledge receipt of your letter No. 375/23 dated 23rd March, contents of which have had our careful attention.

As you are aware the "NEKO" has been lost off the Coast of South America, and the question of a third whale catcher for her will therefore not arise.

Although the matter is accordingly one of more or less academic importance only, we beg to state that Captain Sinclair reported at the close of the 1921/22 season that the carcasses of some of the whales taken by the "NEKO's" catchers were worked up by the "SEVILLA". Both the last seasons have given very poor results and in consequence the "NEKO" has been able to work up practically all the whales caught by her catchers without assistance from the "SEVILLA". On the other hand if a larger number of whales had been caught advantage would have been taken of the "SEVILLA's" greater boiling down capacity. The point we were endeavouring to make, however, was that the combined carrying capacity of the two vessels was approximately equal to the carrying capacity of 2 average Norwegian factories. The intention was if the "NEKO" obtained full ship before the close of the season to transfer oil from her to the "SEVILLA" so that her boats could continue fishing, and in a good season the larger carrying capacity of the "SEVILLA" would clearly have compensated for the smaller capacity of the "NEKO". In your letter the carrying capacity of the "SEVILLA" and the "SOUTHERN QUEEN" is compared. The deadweight of the "SOUTHERN QUEEN" (which according to Lloyd's Register of Shipping is owned and registered at Christiania) is slightly less than that of the "SEVILLA", and their carrying capacity is, for all practical purposes, the same. As previously stated there will be no difficulty in giving the "SEVILLA" sufficient clothing to carry considerably more than 32,000 barrels; in fact we intend to do so this season when she is to employ 4 whale catchers. The only reason why we have not done so previously is that we did not expect



.....the additional clothing would be required.

We have the honour to be,

Sir,

Your obedient Servants,  
*per pro Chr. SALVESEN & Co.*  
*N. G. Salvesen*

The Colonial Secretary,

Stanley,

Falkland Islands.

FALKLAND ISLANDS.No. 103.

GOVERNMENT HOUSE,

STANLEY,

5th November, 1924.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 45 of the 3rd of May, transmitting correspondence with Messrs Salvesen and Company on the subject of the output of the whale factories s.s. "Neko" and "Sevilla."

2. It would appear sufficient to state that Messrs Salvesen's letter of the 11th of April, contains nothing which persuades this Government to alter the view that the average production of barrels of oil per whale over a series of years is the correct criterion of the economic use made of the catch of whales. It is not possible to accept the astonishing proposition that the larger the proportion of the lower grade oils, the more economic has been the utilisation of the carcasses. If it were to be considered a matter for congratulation that the proportion of low grade oil should be high, no manager of a whaling factory would have any difficulty in producing a high proportion of such oil by neglecting rapid handling of the carcass while fresh and by failing to keep the plant/

THE RIGHT HONOURABLE

J. H. THOMAS, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

plant clean. The best method of improving the producing capacity of the "Sevilla", would in my opinion be by improving the methods of management.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

J. Middleton.