

C.S.

ACQUISITION Dependencies Research. 1923 "Discovery"	
No.	40/23

SGD/DIS/1 # 2

1#2

Col Treasurer

SUBJECT.

1923

4th January

Previous Paper.

CROWN AGENT'S ABSTRACT OF DISBURSEMENTS

Forwards copy of:

Purchase of "Discovery" for ~~work~~
research work in Dependencies.

MINUTES.

Minute from Col Treasurer of 14th Jan 1923
with enclosure 'A' — Encl ①

Y.S.

Submittal.

It is not improbable that an
endeavour will be made or a system has
been approved for disbursing Research
fund monies without their having been
voted by Council. Should not a
communication be sent to the S.P.
on the matter

T.T.T.T. 10/1/23

H.C.S.

Lapse. But it would be inexpedient to
rein the point in connection with the particular
item. It was desirable to secure opinion of
purchase before it became known that the V.P.

Subsequent Paper.

D 2/29

was required by His Government. She was at
the time ~~the~~ owned by the Hudson Bay Co.
I have been kept informed semi-officially
of steps which were being taken & a formal
despatch was forwarded but has not arrived yet.

2 I shall certainly take up point raised in
your Minute when I am in England.

~~undoubtedly the point raised in the~~

3. The more convenient method of charging the
Expenditure is, I think, to pay from Revenue Fund.
There will be other expenditure on the ^{acquisition & repair of the} vessel. It is
important that total expenditure on the vessel
should be ascertained at any time.

4. The approval of Leg. Co. must be sought later.

5. I shall be glad if in future the Treasurer
when reporting such matters will do the
same with advice as to what he considers
the proper method of adjustment.

Yr.

12 January 1923

Hon. Treas.

Accordingly

Yr. 12/1/23

Hon. Col. Sec;

Thanks, noted in connection with C.S. 1017/21, please.

R. Thompson

Colonial Treasurer.

15th January 1923.

Telegram from Secretary of State
14th Feb 1923 (2)

Minute from Governor 15th Feb 1923 (3)

Hr. Treas.

For information.

Nothing has been received with
regard to the cost

TTTTT 16/2/23

Hon. Col. Sec;

Thanks noted. Expenditure to be charged
against Research Fund A/c, please.

K. Thompson
Colonial Treasurer.

17th February 1923.

SofS Despatch No 26 of 17 March 1923 (4)
With following enclosures.

Lr from Col Office to Admiralty	29 Dec 1919	4a
Lr " Admiralty to Col Office	24 Jan 1920	4b
Lr " " " "	14 Sept 1920	4c
Lr " Dr Evans " "	25 Oct 1920	4d
Lr " " " "	19 Nov 1920	4e
Lr " Col Office " Cr Agh	2 Dec 1920	4f
Lr " Crown Agh to Col Office	14 Jan 1921	4g
Lr " Messrs Flannery Baggalley Johnson, Ltd. to Crown Agh.	31 Dec 1920	4h
Lr " Col Office to Cr Agh	1 Feb 1921	4i
Lr " Messrs F. B. J. Ltd to C.A.	3 Nov 1921	4j
List of Members of Research Ships Committee		

24 from Messrs Flannery Baggallay & Johnsons
Ltd to Crown Apts 31 June 1922 46
- do - do - do - 14 July 1922 4m

Copy of agreement of purchase of
Discovery 18 Oct 1922 4n

Lr from Messrs Flannery Baggallay &
Johnson Ltd to Cr. Apts. 8 Feb 1923
40.

Hon Treasurer

To note.

AM.

20 April 1923

Hon. Col. Secy

Notes

K. Thompson

24. 4. 23.

Government Naturalist.

To note

G.H.B.

O.C./Secy

2nd May 1923

Hon. Col. Secy.

Thank you.

2. This interesting paper noted
and returned please.

J.R. Hamilton.

Govt. Naturalist

4/5/23.

Set of 8 despatch c/o 47 of 24 May 1923 - Encl (5)

List of members of Executive Committee - " (5A)

Y.E.

Submitted

G.H.B.

O.C./Secy

13 July 1923

Govt Naturalist to sec

17 July 1923

Govt Naturalist.

Accordingly.

G.M. 13

D.C. Sec

17 July 1923

Hon. Col. Sec.

Thank you, noted and
returned please.J.H. Hamilton
Govt. Naturalist

22/7/23

S of S despatch No 46 of 6th August 1923 — Encl (6)Letter by Brown Agents of 25th June 1923 — " (6a)

Letter from Flannery, Baggallay & Johnson

of 22nd June 1923 — (6B)Letter by Brown Agents of 12th July 1923 — (6c)Letter from Voster & Co of 13th July 1923 — (6D)

Table of Tenders — (6E)

S of S Despatch No 74 of 5th Sept 1923 — Encl (7)

Advice of Orders placed — (8)

Transferred to
725/23 →

Government Naturalist.

For your information.

G.M. 13

D.C. Sec

17 Oct 1923

Hon. Col. Sec.

Thank you. Returned please

J.H. Hamilton.

Govt. Naturalist

22/10/23

13. Submitted.

For circulation to members
& Council?

G.H. 13
Dir/sec
24 Oct 1923

25 Oct. 23

Hon Treasurer
Hon Colonial Surgeon.
Hon M.C. George Halkett.

Circulated.
G.H. 13
Dir/sec
25 Oct 1923

Hon. Col. Surgeon.

Passed to you accordingly.

~~Butt~~
Colonial Surgeon.
29th Oct. 1923.

Hon George Halkett

Passed to you please

H.W. Pearce

29/10/23.

Colonial Surgeon

Hon. Col. Sec

Noted accordingly.

M. George Halkett
30.10.23

Progress Report of 3rd January 1924 — Encl 9

E. E.
Submitted
G.R.H. 13
D.C. Sec
14 Feb 1924

U.
Treasury to sec

U.U.U.U. 14 Feb. 24

Hon. Treasurer.

Accordingly.

Hon. Col. Sec.

Secr.

M. Burton Harker
15. 2. 24

S of S despatch No 39 of

22nd April 1924 — Encl (10)

Letter to India Office of 7th March 1924 " (10A)

Letter from Stanley W. Kemp Esq of
7th March 1924 " (10B)

Letter from India Office of 15th March 1924 " (10C)

Letter from Stanley W. Kemp Esq of
16th March 1924 — (10D)

" " " " " 16th March 1924 (10E)

Letter to Dr S. W. Kemp of 14th March 1924 (10F)

Telegram from S of S to Viceroy of
14th March 1924 (10G)

Copy of application for appointment (10H)

S of S despatch No 42 of 29th April 1924 — (11)

Copy of Report — Encl (11A)

Transferred to
M. P. 775/23
encl (3)

Submitted
W.B.
for C.S.
18 July 1924

S of S. despatch etc 90 of 30th Sept 1924 — Encl (12)

Y.B. Submitted

17 Nov. 24

No action necessary

18 Nov. 1924

Telegram from Crown Agents, 18 Jan. 1926.

(13) Transferred to
M.P.D. 10/26

Y.B. Submitted.

2. ? Send Copy - by post - to Magistrate
South Georgia for communication to
the Captain, R.S. "Discovery" on
arrival

3. Presumably the "Proposa" Consignment
is to be sent on to South Georgia
from here, but there is nothing definite
on this point. Should the Crown Agents
be asked by telegram?

Excerpted to
M.P.D. 10/26.

4. According to our latest information
the "Discovery" left Cape Town 17th
Jan. for Port Stanley en route to
South Georgia. The S.S. "Haurus" is
making her next trip to South Georgia
from Stanley on 18th Feby.

D.C.

25/1/26

H.P.S.

This Telegram had better be registered separately.

2. Presumably it is intended the spar parts which are being sent by Orphea to Stanley should be kept here either temporarily or permanently but there is almost certain to be some communication by Orphea either from Sgs or C.A.S.

3. If they are to remain here until Discovery arrives it would be convenient that they should be stored in sheds at Naval Depot. The Admiralty have approved in every possible way & it is certain that they would have no objection to spar parts being stored in sheds.

Jh

P.S. I have not ^{seen} a dispatch from Sgs about storage of spar parts here? Jh

13. 18. Letter from Crown Agents 1st February 1926.

19. Original Advice of Shipment 8 Feb 1926.

I saw Captain Steenhous and Mr. Kemp to-day regarding these drawings. Captain Steenhous tells me that he received a set in South Georgia. He did not however receive a list of the drawings. We can send him the duplicate list here on. At. herewith

25/4/26

Excerpted to
M. P. D/10/26

Colonel Engineer.

As Captain Sturges has
received a set of the drawings, ~~the~~
the set at present in your possession
should be retained by you.

[Signature]
3/5/26

Hon. Col. Secretary.

Drawings referred to
retained in this Office.

E. H. Bound.
for Col. Engineer
10th May 1926.

Duplicate Shipping advice of 10.2.26 21

Original Shipping advice 30.3.26. 22

Chief in Charge P. W. D.

For info. Harecars 1205/8 containing
topgallant, topmast etc for 'Discovery' been
received? *[Signature]*

[Signature]

19 June 1926.

O. H. Sect.

Mr. Roberts. M. S. J. J. 60.

informs me that the topgallant etc
for 'Discovery' has arrived and will
be taken across to Camber as
soon as possible.

E. H. Bound.
Chief in Charge P. W. D.
19th July 1926.

Transferred to M.P. D/10/26.

C.S.O. No. 40/23

Inside Minute Paper.

Sheet No. 6

22/23

S. of S. Despatch No. 64.

25/5/32.

Y.S.

Schulth. Members of

Ex. Co. at Local Auditor to

see ?

Ind

16. 7. 32.

Hon C. S.

I agree

Y.S.

18. 4. 32.

The Treasurer ~~18~~ 19/7/32

The P.O. M.F.E. 10.7.32

Local Auditor

To see

agree

Ind

P.A.

22/7/32

18. 7. 32.

P. H. M. 16 9. 32

Telegram from S. of S. No. 2 of 11/1/36.

(28)

1. Submitted.

2. I do not think that "Discovery 1" would be suitable for any local purpose. She was found unsuitable for exploration work as her propelling power was such that even in a moderate wind she was difficult to handle.

Although the vessel cost over £100,000, she will probably not realize on sale much more than £2000 or £3000.

In C.H.

Reply please that I consider that the vessel should be sold*. There is no possibility of her being required for local purposes.

* disposal of her scientific equipment being considered separately.

18/1/36

C.S.O. No. 40/23.

Inside Minute Paper.

Sheet No. 7

29 Telegram to S. of S. No. 2 of 13/1/36.

/Hon. Treas.

To Sec.

MCH
CS
15. 1. 36

Hon. Sec.

Treas. Sec.
14/1/36.

✓ P. A. MCH

Directs Public Works.

You may wish to see
this file when considering
the proposed reconstruction
of the "Great Britain"

MCH
CS
9. 1. 36

Hon. Col. Sec.

Sec. Thanks you.

MP
D.P.W.
11/2/36.

P. A.
11/3/36

(30)

Telegram from S.P.

T.E. Submitted. In view of the small
offer received I suggest that your
Excellency might agree to support
the proposals. Res.
20/11/36

Mr. C.

I propose to reply as follows

— I am entirely in favor of handing over Discovery to Bay of Sea Association as a gift subject to undertaking that the arms of the Colony be displayed next a suitable place ^{in addition to} those of Scot and of the Hudson Bay Company and that provision be made for a hostile ^{armies} for "scots" who are the sons or descendants of British settlers ^{armies}.

2. Please circulate to Ex-Co. and if members agree add that Executive Council concurs in above

3. I attach importance to the "arms" of the Colony being displayed as otherwise the connection of the Colony with the vessel would be entirely ignored. Former "Discovery" not less than this have been closely allied with the Hudson Bay by

ttttt 24/21/36

Hon. C. Sec.
 .. Robert
 .. A.R. Moore.

Submitted in accordance with His
 Excellency's minute.

Res.
 24/11/36

Hon. C. Sec.

I agree with His Excellency's views expressed in the
 preceding Minute, Para 1.

Robert
 25/11/36

Hon. Col. Sec.

I agree with the views expressed
 by His Excellency.

G. Roberts.
 27/11/36.

Hon. Col. Sec.

Robert

Robert

30 Nov 36

31. Telegram No. 118 Confidential from S. & S. of 1.12.36.

T.E. submitted. I shall now reply as in para 1
 of T.E. minute.

Res.
 2/10/36

At a ce. place. 24: - 30:

was too long

Robert

2/11/36

Telegram to S. of S. No. 83 of 2.12.36. (32)

Hon. Luro.

~~Hon. G. Roberts~~

Hon. A.R. Moore.

His Excellency wishes me to inform you that minute papers should be returned as early as possible and particularly as in this case where a reply was due by a specified date.

2. In this ~~case~~^{instance} the file only reached me on the morning of the 2^d Dec. - two days after the reply was required in London.

Red
3/12/36

Hon. Col. Sec.

Noted.

W. C. C. C.
3/12/36

Hon. Col. Sec.

Noted.

G. Roberts.

Rec 12.30. dispatched 12.35 on 4/12/36.

Hon. Col. Sec.

I must take all the blame for this delay, which was caused by my negligence. I will endeavour to avoid a repetition of it.

A. J. C.

4 Dec. 36

~~T.E.~~

Submitted.

J. J. C.
7/12/36

~~W. C. C. C.~~ 7/12/36

P. H.
28/12/36

Inside Minute Paper.

33-34 Telegram from S. of S. No. 129 of 16.12.36.

35. Draft Bill prepared.

Clark Es. Co.

Please circulate to members
of Es. Co. MCH

17. XII 36

Hon. Treasurer

S. M. O.

G. Roberts

21/12/36

18/12/36

a. R. Moore, a. R. 12 Dec 36

Circulated for consideration
at next meeting of Executive
Council.A. J. Jewett
Clerk, Es. Co.
18/12/36

✓

Refs 33-34 Submitted.

2. Normally Bills are
published for one week in
conformity with the Law,
but publication is not needed
in cases in which the Governor
in Council considers the matter
one of urgency.

3. At present there is no
business for Leg. Co. but a
meeting could be called for

Special purpose of passing the
Bills.

The S. of S. asks to be
informed. Perhaps a
meeting of Leg. Co. could be
called in January 1937.

MCH

22. XII. 36.

Meeting can be called for

~~24th December~~ 2nd January.

2 How did notice of proposed transfer
come to be published in *Revue*?

MCH 22/XII/36

Jr.

Jr. approved Monday, 4th
Jan 1937 at 11 a.m. for Leg. Co. ✓
to deal with this Bill.

2. May the S. of S. be informed
that the bill will be enacted
on that date.

Yes

MCH

24. XII. 36.

The proposed transfer was published
in British official news before
the "Confidential" telegram was
received.

MCH

Quite satisfactory. (The matter has
been about as secret and confidential as
that of the abdication)

MCH 24/XII/36

36. Telegram to S. of S. No. 92 of 24.12.36.

Draft Bill to provide for the disposal of the Royal Research Ship "Discovery".

38-9 Letter from J. G. Colson Esq. 11/8/36

Extract from minutes of meeting of Executive Council held on the 29th of December, 1936.

It was agreed that the Bill should be proceeded with.

C. J. Stewart

Clerk of the Executive Council.

Extract from minutes of meeting of the Legislative Council held on the 4th of January, 1937.The Bill was then read a third time and passed.*C. J. Stewart*

Clerk of the Legislative Council.

(40-41)

Despatch to S of S. no. 8 of 7/1/34

1/2

Despatch Submitted together with copies of ord: *mcH*

7.1.37.

mcH 7/1/37

(42) Minute to Registrar-General of 8.1.37.

*mcH**7/1/37*

Telegram from S. of S. No. 3 of 9.1.37.
15 5 of 11.1.37.

(43)
(44)

Register of Shipping

To see. I believe that
the "Discovery" is registered here.

MCH
12.1.37

Don. Col. Sec.

I have not taken over the
records yet, but I have ascertained
that the "Discovery" is registered here.

OWB.
12/1/37.

✓
P.A.
MCH

Letter from Capt. Whitney, of 19.12.36. 45.

Submitted. Inform the writer that
the vessel has been handed over to
the Boy Scouts Association of Great
Britain to be used as set out in
"A" of red 34.

2. Red 43 was received during
J's absence and was answered by
red 44.

MCH
12.1.37.

Please reply as you suggest

MCH 27/1/37

46. Letter to Capt. A.M. Whitney of 22. 1. 37.

✓ P.A.

mcH

Registrar of Shipping.

Can you please supply the information required in Red (38)?

J.F.
Cals.
23/1/37.

Hon. Col. Sec.

Herewith information as requested
by Mr J Ferrell Bolton, on
Red (39).

C. Roberts.
26/1/37.

47-49. Letter to Mr. J. Ferrell Bolton of 26. 1. 37.

✓ mcH

P.A.
25/1/37

Telegram from Brown Agents of 29. 1. 37.

(50)

Registers of Shipping.

Accounting plan.

McH
et

29. 1. 37.

Hon. Col. Sec.

Documents are being despatched by
mail leaving here 2nd February 1937.

I have enclosed a certificate with the
papers certifying that there is no
encumbrance on the vessel appearing on
F. I. register.

W. Colver.

P. F. S.

1/2/37.

Telegram to Brown Agents of 2. 2. 37.

(51)

1. 2. 37.
3/2/37.

J. of S. despatch, no. 1 of 1/1/37.

52-57.

" " 15 " 25/1/37.

58-65

YH.

Submitted.

The commanding officer of the
"Discovery II" will no doubt raise
the question referred to in Red (58)

C.S.O. No. 40/23

Inside Minute Paper.

Sheet No. 12.

on his arrival at Stanley.
? meantime Harbans master to
see.

C. J. F.
for M.
10/2/37.

Hon. Col. Sec.

Yes. Please send to
Mr. Harbans.

mcH
ag. Gov.
10. 2. 17.

Harbans master,

to note.

C. J. F.
for M.
10/2/37.

Hon. Col. Sec.

noted

CMR
11/2/37.

P.P.
17/2/37.

(66-67)

Letter from C/O. "Discovery" of 23/2/37

Y/W.

Reas 66-67 submitted.

S.P.W. to advise as to
disposal of articles in Reas 66.

C. J. G.
24/2/37.

Hon. Col. Sec.

Yes, please.

W. C. H.
24.2.37.

Letter to Commanding Officer, R.R.S. "Discovery II" of 25.2.37. (68)

S.P.W.

For your advice please as to
disposal of spare gear?

C. J. G.
25/2/37.

Hon. Col. Sec.

Items 1 & 2 on Reas 66 have been removed for use
in the Harbour Dept.

This Gout has no use at present and is not likely
to ever require items 3 to 8. The cost of removing this
gear from the Naval Depot would be £10.

I recommend that the I. O. Co. be asked to make
an offer for the lot as it stands, and provided they
are prepared to give £10 or upwards we should sell.

It may be that they could utilize some of the firebricks
for their Steamer, and dispose of the Spar on
the coast. C. Roberts 26/2/37.

69-70. Letter to Manager, F.L.S. Co., of 2.3.37.

P.A.

3/3/37

71. Letter from Brown Agents of 4.2.37.

P.A.

12/3/37

(72) S. of S. despatch no 25 of 10/2/37

(73) Letter from Manager, F.L.S. Co. of 15/3/37

Submitted. The D.P. who recommended that items 3 to 8 should be sold for £10 or upwards.

2. The F.L.S. Co. are interested only in items 4 and 5 for which they offer a total of £8. I recommend that this offer be accepted.

W.H.

16.3.37

As the £10 is not reached please have the four auctioned at the next sale

16/3/37

See red
66

Letter to Manager, F. I. Co., of 17. 3. 37.

(74)

Director Public Works.

Will you arrange to have
the gear set out in red 66
auctioned in due course
that is items 3 to 8. A
reserve of £10 should be
placed for the lot.

WCH
C.
17. 3. 37.

Recalled 1/4/37

Govt. notice no: 42 of 17/3/37.
Memo from Hon. S. H. Young of 22/3/37.

(75)

(76)

H. Red 76 submitted. The statement
is not in keeping with the facts.

WCH
C.
1. 4. 37

No. The vessel was a free gift to
the Association for the Colony, but
Mr. Young can be informed that the
Govt. was told that the difficulty of
maintenance re. of the vessel, ^{after delivery} had been
relieved by an anonymous gift of £30,000
from an anonymous donor. According
to the public press Lady Knatch was
the donor

WCH 2/4/37

P.A.
3/4/37.

77. Letter to Hon. L. W. H. Young, J.P. of 2.4.37.
 78-79. Minute from H.C. the Governor of 1/2/38.
 (80) Letter to the Right Hon. The Lord Hampton of 1/2/38.

Jr.
 Letter Submitted, also draft
 Notice for "Penguin".
McH
is.
 2.2.38

ttttt 2/2

- (81) Copy of notices published in "Penguin"
McH
 5.2.38

B.A.
31/2/38

82. Letter from Chief Commissioner, Boy Scouts Association of 27/10/37.
B.A.

83 Letter from Lord Rowallan of 22/5/33.

84 " to " " " 25/6/33.

84 5/7 mail

to mail
18/6/34
18/6/34



1870

1870

Received of the
Hon. Secy of the
Treasury

for the
sum of
\$1000
in full
for the
year 1870

Wm. H. Hunt

1870

1870

Bu 15/10/53
 No mail
 11/21/54
 Bu 21/2/54 Mail
 20/3/54
 No mail
 11/21/54
 Bu 7.6. (mail)
 94
 No mail
 11/21/54
 Bu 30/6/54
 No mail
 11/21/54
 Bu 30/7
 No mail
 11/21/54

It is 10 mos. since 86 was written, but we have not yet received answer you refer to on above note

A/A - perhaps it
has fallen through.

ad 6/8
th
housh.
3/9

Ad.

C on 86.

The B.B. appeal,
I understand, is likely
to continue for 6
months.

Bu. after they
have closed?

Q
15/12

Ad. yes - but I would
like to reconsider as
when we get the actual
copy of the text of the
U.K. appeal.

Bu

3/12

(note)

10/12

10/12

10/12

Bu.

(note)

10/12

10/12

10/12

10/12

Buy for next mail

2

18/2

Buy 21/2/54

to next mail 22

Buy 21/2/54

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24/2

No mail 25/2

Buy 26/2/54

to next mail 27

Buy 26/2/54

to next mail 27

Buy 26/2/54

to next mail 27

Buy 26/2/54

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See inside

No mail 26/2/54

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2

TELEGRAM.

From : The Secretary of State for the Colonies.

To : The Governor.

Dispatched : 14th February..... 19 23 *Time.* 1 *pm*

Received : 19 *Time.*

Purchase of Discovery now completed.

Devonshire.

H.C.S.

This telegram refers to purchase of Discovery for
Research work in Dependencies: a formal dispatch
on subject is expected but has not been received.

2. On a paper in which Treasurer drew attention

to expenditure of £500 I have recorded all
the information which has been received semi-
officially.

H.C.S.

15 February 1923.

G.

JEP/LMB.

3rd February 1923.



Messrs. The Crown Agents for the Colonies,
4, Millbank,
Westminster,
S.W. 1.

Gentlemen,

FALKLAND ISLES 1460 "DISCOVERY"

We respectfully confirm our Reports dated 21st June 1922 and 14th July 1922, and in accordance with your instructions we have carefully proceeded with the examination of the auxiliary steamship "DISCOVERY" after the Agreement dated 18th October 1922 between your Department and the Hudson Bay Co., whereby you have the option of opening out and drydocking the ship and machinery for complete examination with a view to declaring whether you accept her for purchase.

2. The ship has been lying for a long time in the South West India Dock, London, following upon her service as a cargo carrier

sheet 2

during the War.

She was built in the year 1901 by the Dundee Ship Builders Co. Ltd., with engines and boilers by Messrs. Gourlay Bros. & Co., of Dundee and after being used for service in Antarctic Exploration she was put into service by the Hudson Bay Co., carrying their goods through seas obstructed by ice for delivery in the U.K. and elsewhere.

3. The principal dimensions of the ship are as follows:-.....

Length on water line	172'0"
Breadth extreme	34'0"
Depth moulded	26'3"
Designed draught	16'0"
Gross Tonnage	751 tons.
Under Deck Tonnage	670 "
Nett register	421 "

The engines are of the triple expansion type supplied with steam by two boilers working at a pressure of 150 lbs. per square inch and designed for 450 indicated Horse Power, the screw propeller is of the portable bladed type of bronze and can be hoisted up into the trunk in the stern to prevent damage by ice or for repair. The rudder and rudder post are of unusual strength and the rudder can also be hoisted up through the trunk for examination and repair independently of drydocking.

4. The ship is three masted and barque rigged with a sound spread of canvas, the engines being placed aft, thus allowing a very roomy hold and excellent tween decks throughout the whole length of the ship from the forward Engine Room bulkhead to the fore peak bulkhead, she has an exceptionally heavily/strongly^{and}

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Mazara. The Crown Agents for the Colonies.

constructed overhanging stern intended to protect the propeller and rudder from ice damage and she has also an exceptionally raking stem to assist in making her way through ice, she has a large forecastle, good bridge house and mainmast and flush deck with side houses aft, and was built to a design and Specification prepared by Sir Wm. E. Smith, K.B.E., of the Admiralty and was exceptionally well built with every regard to great strength to meet the arduous service for which she was intended in Antarctic Exploration.

5. Other details of the ship and her machinery as originally constructed will be found in our Report of the 21st June last and in addition very useful information as to her performance will be found in the Book published in two volumes by the ship's First Commander, Captain Robert Scott, entitled "The Voyage of the "Discovery", a copy of the two volumes of Sir Robert Scott's Book accompany this Report.

6. As soon as the provisional purchase Contract dated 1st October last was signed we proceeded upon your instructions to make the necessary arrangements for opening up for examination. We prepared a Specification of the opening up required and a form of Tender which you issued to various Firms, this Specification included dry docking and all incidental work. Tenders were received and opened by your Department and immediately referred to

us on the 24th November last, the lowest Tender being that of the Deptford Dry Dock Co. Ltd., for the sum of £810, which you accepted and the work was forthwith put in hand. *In addition a further expense of fully £200 is incurred by the extended opening up due to discovered defects.*

Whilst the ship was lying afloat in her berth in the South West India Dock all possible opening out was effected so as to economise dry dock dues as these were upon a basis of charge per day and as soon as the opening up had proceeded as far as it could afloat the ship was transported to the Deptford Drydock for examination under water.

7. As the examination proceeded it was found that the engines were on the whole in good condition and that they would require comparatively little overhaul to fit them for service but that the Hull of the ship besides being hogged so that the fair line of the sheer was broken was in a very unsatisfactory condition from dry rot which affected most of the timbers or frames on both sides of the ship at the level chiefly from ^{light} ~~low~~ water line to the weather deck.

8. Upon taking the blocks in drydock these having been carefully lined for straightness fore and aft the ship resumed her original form and the scarphs in the top side rail which while afloat, it was found were open to the extent of $\frac{3}{8}$ " closed together again; thus showing that the temporary bulb angle iron stiffeners and beam fillings which had been fitted on each side of the ship along the under side of the weather deck beams and the temporary iron plating which had been bolted to the keel amidships about

(40)
sheet 4

two years ago had been of no useful effect in helping the ship to resist the hogging which had been observed upon the preliminary surveys. Whilst afloat battens were erected to ascertain winding athwartships and fore and aft line whilst afloat and on the blocks and it was found that there was no change when taking the blocks as regards transverse shape, but that there was a change of $3\frac{3}{4}$ " in ^a ~~the~~ fore and aft line ^(length of about 130 feet) when the sheer was restored by the blocks, upon the ship ceasing to be water borne.

9. The structure both as regards timbers, transoms and inner skin planking of the stern were found in very bad condition and practically the whole of the ship abaft the Engine Room and above the level of the stern post would require reconstruction with new material. The masts with the exception of the fore mast are found to be in very bad condition from rot and it is believed that an entirely new set of masts and spars and standing and running rigging and sails would be required with possibly some modifications to meet the objections to the ship's sailing qualities set forth by Sir Robert Scott's Book as the result of his experience at sea in command of the "Discovery".

10. The forward part of the ship ^{forward of the stern} appears to be for the most part very sound but the cross beams originally fitted to stiffen the ship forward when forcing her way through ice had been removed by the present Owners to assist the stowage of cargo and would require to be replaced with new beams, the structure of the

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sheet

ship from bilge to bilge including keelson appears also to be sound, but the keel amidships for a length of almost 60' is in bad condition and would require renewal.

11. It may be stated generally that about one half the structure of the hull would require to be renewed with new material so far as the present opening out has disclosed, but it is certain that in the course of such renewal further portions of the ship would be disclosed that would require renewal and provision would have to be made for such contingencies both in Specification for Tendering and in any preliminary estimate submitted for your consideration in deciding your option as to the purchase or rejection of the ship under the existing Contract with the present Owners.

12. In ascertaining the condition of the ship as above named we have had the great advantage of the co-operation of Mr. Johns, Mr. Steed and Commander Hamilton of the Admiralty who are Members of the Colonial Office Committee and who have been assisted in the detailed examination by Mr. Collar and Mr. Hinkley, Wooden Shipwright Inspectors from H.M. Dockyard Coatham whose inspection has been made in every detail in association with ourselves.

13. A preliminary list of the work to be done has been prepared from the joint observations above named and is as follows:-.....

Messrs. The Crown Agents for the Colonies.

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PRELIMINARY DRAFT LIST

of work necessary to make good defects found
on survey

Generally.

The vessel to be taken in hand by the Contractors where she now lies in the South West India Dock London and to remain in dry dock for the time necessary for executing the whole of the work hereinafter specified, including all dry dock dues, insurance and other expenses connected with the work and to deliver the vessel afloat in London on completion, as may be directed.

Decks.

The whole of the weather deck including forecastle head and upper deck to be stripped and a new ~~deck~~ deck fitted, the deck planks being 6" wide by 3" thick. The margin planks and waterways also to be renewed ~~in deck~~ of same section as at present fitted.

Before fitting the ^{upper}wood decks, two fore and aft ^{galvanized}steel tie plates are to be fitted, one each side in line with the engine and boiler casing extending as far fore and aft as practicable and through fastened to each beam. Diagonal ties to be taken from the side tie plates to each of the mast partners, these tie plates to be of galvanized steel, fastenings also to be galvanized.

The main deck also to be completely stripped and the

deck renewed in pitch pine, the deck planks to be 6" wide by 3" thick, the existing margin planks being replaced if found in good condition. Deck fastenings to be of galvanized steel rag pointed.

Upper Deck Beams.

The Starboard ends of the beams on Nos. 10 and 12 timbers are soft, also the Port ends of the beams on Nos. 24 and 22 frames and the beam on 32 frame is broken. All the above beams to be removed and renewed as originally.

Main Deck Beams.

The Starboard ends of the beams on frames Nos. 44 and 46 are soft, these beams to be cut back to ascertain full extent of defective timber and if same extends beyond the beam shelf, the beams are to be removed and renewed.

Inner Bottom Planking.

The whole of the inner bottom planking beam shelves and clamps to be removed from the head of the solid floor fillings at about the half turn of the bilge to the underside of the upper deck. This removal to extend throughout the vessel, except in way of the heavy cant timbering at the forward end of the vessel below the main deck, and the whole of the planking removed is to be renewed in pitch pine on completion of renewal of timbers and other defective parts specified below. This work will involve the removal of beam knees and other parts for access, and all parts

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Messrs. The Crown Agents for the Colonies.

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removed to be replaced in good condition.

For the guidance of Contractors it should be noted that the fastenings for the main outside planking are underneath the outside doubling, being clenched on the main planking and the inside of the inner bottom planking, so that the removal of the inner bottom planking as specified above, will involve renewal of all fastenings and these should all be of mild steel galvanized and clenched on galvanised rings.

The following defective Timbers are to be renewed to their original butts:-..

Starboard Side Counting from Forward.

- No. 2 timber defective in Tween Decks.
- No. 8 timber defective in Tween Decks.
- No.12 timber defective in Tween Decks.
- No.13 timber defective in Tween Decks.
- No.16 timber defective in Tween Decks.
- No.20 timber defective in Tween Decks and Lower Hold.
- No.23 timber defective in Tween Decks.
- No.24 timber defective in Lower Hold.
- No.24 timber defective in Tween Decks and Lower Hold.
- No.26 timber defective in Tween Decks.
- No.27 timber defective in Tween Decks and Lower Hold.
- No.28 timber defective in Tween Decks.
- No.30 timber defective in Tween Decks and Lower Hold.
- No.31 timber defective in Lower Hold.
- No.32 timber defective in Tween Decks and Lower Hold.

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No.33 timber defective in Tween Decks and Lower Hold.
No.35 timber defective in Lower Hold.
No.36 timber defective in Tween Decks.
No.37 timber defective in Tween Decks and Lower Hold.
No.39 timber defective in Tween Decks.
No.41 timber defective in Tween Decks.
No.42 timber defective in Tween Decks and Lower Hold.
No.43 timber defective in Lower Hold.
No.44 timber defective in Tween Decks and Lower Hold.
No.45 timber defective in Tween Decks and Lower Hold.
No.49 timber defective in Tween Decks.
No.60 timber defective in Tween Decks.
No.61 timber defective in Tween Decks.
No.70 timber defective in Tween Decks.
No.71 timber defective in Tween Decks.
No.72 timber defective in Tween Decks.
No.73 timber defective in Tween Decks.

Port Side.

No. 3 timber defective in Tween Decks.
No.13 timber defective in Tween Decks.
No.15 timber defective in Lower Hold.
No.16 timber defective in Tween Decks.
No.17 timber defective in Tween Decks.
No.19 timber defective in Tween Decks.
No.21 timber defective in Tween Decks and Lower Hold.
No.22 timber defective in Tween Decks and Lower Hold.
No.23 timber defective in Tween Decks and Lower Hold.

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- No.24 timber defective in Tween Decks and Lower Hold.
- No.25 timber defective in Tween Decks and Lower Hold.
- No.26 timber defective in Tween Decks and Lower Hold.
- No.29 timber defective in Tween Decks.
- No.30 timber defective in Tween Decks and Lower Hold.
- No.31 timber defective in Lower Hold.
- No.33 timber defective in Lower Hold.
- No.34 timber defective in Tween Decks and Lower Hold.
- No.35 timber defective in Tween Decks and Lower Hold.
- No.36 timber defective in Tween Decks and Lower Hold.
- No.37 timber defective in Tween Decks.
- No.38 timber defective in Tween Decks and Lower Hold.
- No.39 timber defective in Tween Decks and Lower Hold.
- No.41 timber defective in Tween Decks.
- No.42 timber defective in Tween Decks and Lower Hold.
- No.43 timber defective in Tween Decks and Lower Hold.
- No.44 timber defective in Lower Hold.
- No.45 timber defective in Lower Hold.
- No.47 timber defective in Tween Decks.
- No.48 timber defective in Lower Hold.
- No.49 timber defective in Lower Hold.
- No.69 timber defective in Tween Decks.
- No.74 timber defective in Tween Decks.

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Stringers, keelsons and other structure or removals to be made as necessary for access and any parts damaged or found defective on removal, to be renewed.

The ends of the timbers and timber fillings on both sides in the after peak store room to be removed and renewed. If on stripping the existing timbers for renewal any of them are found to be thoroughly sound, these may be replaced.

Outer Bottom Planking, Inside Thickness, Main Plank.

The inside thickness of main planking to be removed from the underside of covering board to about 3'0" below the top of the main deck beams, this removal to extend all fore and aft on both sides, including aft peak; the new planking to be the same scantling as that removed.

The above removal of planking involves the removal of the outer doubling of Greenheart, and special care should be exercised in removing same, in order that sound portions can be retained for refitting on top of the new inner plank.

Contractors also to make provision for removing the outer doubling as may be required for access to and removal of the fastenings and the inner bottom planking, so that the repair will involve the removal of practically the whole of the outer doubling.

The floor fillings and fastenings up to floor heads to be carefully surveyed during repairs of the framing above, fastenings examined renewed as necessary by galvanized steel fastenings.

Air courses and salting to be arranged as necessary.

Main Keel.

The main keel is to be removed from a point about 40

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Messrs. The Crown Agents for the Colonies.

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feet forward of the sternpost for a length of about 60 feet, the new portion being thoroughly secured with through fastenings to the main keelson and to be of the same material and scantling as the existing keel. All removals and renewals as required in way of this work to be provided for.

The false keel on the underside of the main keel to be removed and completely renewed all fore and aft.

Ice Protection Plates etc..

The steel sheathing plates on the bow of the vessel, including the shoe plates over the stem also the iron shoe in way of the stern tube to be removed, wood work in way carefully dubbed and specially prepared for bedding the old parts, after they have been galvanized by hot process.

Wood bearers under the boilers to be removed and renewed, the boilers being suitably shored and all removals necessary made for carrying out this work.

Fastenings.

All fastenings and clinch rings to be galvanized, no black iron to be used.

Masts.

Fore Mast.

Lower mast to be removed, carefully examined and if found sound to be refitted.

Top mast and topgallant masts to be renewed.

The main lower mast, main top mast and main topgallant mast, all to be removed and renewed.

The mizzen mast and topmast to be removed and renewed.

The whole of the vessel's spars throughout, including bowsprit, jibboom, yards, gaffs and booms to be renewed to the original arrangement of the vessel's rig or such modification of the same as may be arranged.

All the standing rigging and running rigging to be renewed throughout; all wire rigging to be of ^{or other approved galvanized} Bullivant's best quality for the intended purpose and to be thoroughly parcelled and served as required.

Any iron work and fittings about the existing masts and spars may be refitted to the new spars after being annealed and made good in all respects.

Blocks and other similar details about the vessel's rigging which on removal are found to be in good condition may, after being overhauled, be worked in to the new rigging.

The whole of the vessel's sails to be renewed to the original rig and the canvas used for same to be equal to Admiralty requirements throughout and of suitable numbers. All thimbles and similar fittings about the sails to be of galvanized iron or brass as may be found most suitable for the intended purpose. No black iron to be used.

Machinery.

The machinery generally which has been opened up for examination is to be reclosed after the following work has been carried out:-.....

H.P. and L.P. cylinders to be rebored, new piston rings being fitted to the H.P. cylinder and ~~a~~ new piston ~~and~~ rings to the L.P. cylinder.

All bearings throughout to be carefully adjusted and a gauge supplied for the main bearings.

All cocks and valves throughout the machinery to be opened up, ground in and repacked.

All steam and water pressure pipes to be removed, annealed and tested and defective pipes renewed.

The auxiliary machinery throughout to be overhauled and reclosed in good condition, including reboring scored or worn cylinders and in these cases provision to be made for new pistons and rings.

Main Boilers.

The whole of the short water space stays to combustion chambers to be removed and renewed in both boilers.

The whole of the plain and stay tubes in both boilers are to be removed and renewed and on completion the boilers to be tested to 300 lbs. pressure.

Whilst renewing stays and tubes, advantage is to be taken to scale the chambers, and other parts of the boiler made more accessible, to the bare iron.

All mountings to be removed from boilers, thoroughly overhauled, valves ground in and repacked and mountings refitted after testing by water pressure.

Uptakes to be thoroughly cleaned down and ~~repainted~~ ^{lined}

Tunnel guys to be renewed.

Messrs. The Crown Agents for the Colonies.

14. It is respectfully submitted that the decision as to (a) purchasing the "Discovery" or (b) building a new ship would depend mainly upon the comparisons of cost of time and of endurance and whilst carefully guarding ourselves against a definite estimate we have in co-operation with the Admiralty and Dockyard Officials above named and in Conference with two selected Ship Builders, namely Dundee Ship Builders Co., and Messrs. Thornycroft made some guiding estimates for your consideration and for submission if you approve to the Colonial Office Committee.

15. It would appear that the "Discovery" might be repaired *(excepting for Scientific Gear)* and reconditioned for about £ 45000 in say nine months from the commencement of the work and that she would then be an efficient ship available not to the full extent laid down by the Inter-Departmental Committee in their report of April 1920, but with good practical approximation to the conditions laid down in that Report for the smaller of the two ships then recommended and that her endurance might be fairly estimated subject to regular upkeep of ten ~~to fifteen~~ years *for Engines & Boilers about double for Hull.*

16. On the other hand to build a ship of approximately similar size but more closely fulfilling the conditions laid down by the Inter-Departmental Committee *(as explained at their Meeting of 18th May 1922)* would cost about £ 90000 and occupy about a year and a half and might be expected to last twenty to twentyfive years.

17. The comparisons of time as well as of cost though not

Messrs. The Crown Agents for the Colonies.

of ultimate endurance are greatly in favour of the restoration of the "Discovery". On referring to the observations as to urgency for the work, in connection with the whale fishing, being commenced it is submitted that the acceleration probable by getting the older ship to work at least one season earlier than a possible new ship might be of very great importance to the object of the enterprise as a whole and it might be for later decision submitted that a larger ship of approximately 240' long recommended by the Inter-Departmental Committee might be built in the near future if ~~xxxxxx~~ financial and other considerations should prove this course to be desirable and if the results of reconditioning and first working of the "Discovery" should justify such a conclusion.

Your obedient servants,

FLANNERY, BACCALAY & JOHNSON, LIMITED.

DAVIES & NEWMAN, Ltd.,

Ship Brokers,

3, GRACECHURCH STREET,
LONDON, E.C. 3

Telegraphic and Cable Address:—
"OILCHARTA, STOCK, LONDON"

Telephone Nos.:—
AVENUE 2401 & 2402.

B.C.—4449

Memorandum of Agreement.

LONDON, 18th October, 1922

BETWEEN Messrs THE HUDSON BAY COMPANY

hereinafter called the Vendors, and the

CROWN AGENTS FOR THE COLONIES.

hereinafter called the Purchasers.

The Vendors agree to sell and the Purchasers agree to buy the ^{auxilliary} vessel called

"DISCOVERY" 751 tons gross 421 tons,

net register, ~~and classed as A. 1 at Lloyd's~~ at LONDON

and to be delivered to the Purchasers in ~~the~~ LONDON

with all her outfit and spare gear, Charts and Chronometers (other than unbrokeed consumable stores) on board and on shore. The Steamer, outfit, spare gear, Charts and Chronometers (other than unbrokeed consumable stores) on board and on shore shall be taken with all faults and errors of description without any allowance or abatement. The price is £ 5,000 (Five thousand Pounds)

sterling payable in London as follows:—

£ 500 as a deposit on signing of this Agreement, and

£ 4500 balance in cash on delivery of the Steamer to the Purchasers in accordance with the terms of this Agreement.

£ 5000 Total.

The Original in our possession.

and the ship to be ~~drydocked~~ ^{hull} The engines and boilers and ~~tanks~~ shall be opened out (and closed up afterwards) ~~by the Vendors~~ to enable the Purchasers' Surveyor to make a proper inspection of same, which he shall do directly they are opened out, and immediately on the completion of the inspection the Purchasers shall signify to the Vendors whether they approve of same

and if not approved this Agreement shall be cancelled. The cost of moving & opening out engines & boilers to be borne in equal proportions by the Purchasers and the cost of ~~chassers & Vendors.~~

~~After inspection of engines and boilers, for the examination of bottom and other under-water parts Sellers agree to put Vessel into dry dock in at their risk when, if bottom or other underwater parts be found broken or damaged, same shall be repaired and put into good and seaworthy condition at Sellers' expense to Classification Surveyor's satisfaction. If bottom or other under-water parts be found damaged the expense of putting in and taking out of dry dock and the dry docking dues shall be paid by the Sellers, but if same be found in good order Buyers shall pay these expenses. While Steamer is in dry dock the Sellers agree to draw tail end shafts, and should same be condemned by Classification Society's Surveyor Sellers shall at their own expense provide and fit a new shaft. If tail-end shaft be found in good order Buyers shall pay cost of drawing and replacing same.~~

If declined on inspection, or the Steamer be lost or become a constructive total loss prior to delivery to the Purchasers in accordance with this Agreement, this Agreement shall be cancelled and the deposit is to be at once refunded to the Purchasers in full, and if any other amount has been paid by the Purchasers the same is at once to be refunded in full. If ~~declined on inspection~~ vessel to be returned to her present station in the West India Dock London, at Purchasers expense.

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On payment of the purchase-money as above agreed, a legal Bill of Sale shall be executed ^{and handed} to the Purchasers and the Ship and all belonging to her shall be delivered as aforesaid to the Purchasers free from all debts, claims and encumbrances whatever which have arisen or may hereafter arise in connection with any liability which may attach to the Steamer from any cause whatever prior to the date of her delivery to Purchasers, and the Vendors hereby agree to indemnify the Purchasers from all such claims and their consequences. The Steamer is to be at the Buyer's risk immediately after they have been put into legal possession of her in accordance with the terms of this Agreement.

Failing the due payment by the Purchasers of the balance of the purchase-money the deposit shall be forfeited to the Vendors and the contract cancelled or the Vendors at their option shall be at liberty to resell the Vessel either by public or private sale, and any deficiency between the amount realised and the amount due shall be borne by the Purchasers together with interest at the rate of Five Pounds per centum per annum and all expenses of such resale.

Should default be made by the Vendors in the execution of a legal Bill of Sale or in the delivery of the Vessel and her outfit as aforesaid, the amount paid in part by the Purchasers shall be repaid on demand together with interest at the rate of Five Pounds per centum per annum without prejudice to the Purchaser's claim for loss through non-fulfilment of this contract or to their right to enforce specific performance of same.

All Certificates of Classification Anchor and Chain Certificates, also any Plans Specification or Models in Owners' possession to be handed to the Purchasers on delivery of the Steamer.

All consumable Stores unbroached, and bunker coals and/or fuel oil on board at the time of delivery are to be paid for by the Purchasers, at the current Market prices at the port at which the Steamer is delivered.

Should any dispute or difference arise between the parties hereto as to the carrying out of this Agreement, the same shall be submitted to arbitration in London; and each of the parties shall appoint one Arbitrator, and these two when appointed shall be at liberty to appoint an Umpire, and the decision of the Arbitrators or Umpire shall be final and binding upon both parties.

The Arbitration shall be in all respects subject to the provisions of the Arbitration Act (England) ~~1899~~ 1889

This Agreement is to be construed and take effect as a contract made in England, and in accordance with the laws of England, and shall not only in England but in other countries be interpreted and enforceable in all respects in accordance with the said Laws.

As a further part of the consideration for the sale of the vessel the Purchasers agree with the Vendors not to use the vessel or allow her to be used in trading in competition with the Vendors and in the event of any breach of this condition to pay compensation to the Vendors for such damages as they may sustain and further should the Purchasers desire at any time hereafter to dispose of the vessel they shall give the Vendors the first option of repurchasing her at a price to be agreed but not exceeding £1,000 (One thousand pounds).

For the Governor and Committee
of the HUDSONS BAY COMPANY,
(sgd) Charles Sale, DIRECTOR.

Witness to the signature of Vendors:
(sgd) John R Walker,
34, Bishopsgate, E.C.

Witness to the signature of Purchasers:

(sg) Harry Horsburgh,
Chartered Civil Engineer,
4, Millbank S. W.

(sgd) Henry Lambert,
Senior Crown Agent for the Colonies.

Copy.

AH/LE.

FLANNERY, BAGGALLAY & JOHNSON LD.

Consulting Engineers.

9, Fenchurch Street,
London, E.C.

14th July 1922.

The Chief Engineer,
Messrs The Crown Agents for the Colonies,
4, Millbank,
Westminster,
S.W.1.

Sir,

Antartic Exploration Vessel "Discovery".

In continuation of our report of the 21st ultimo further survey has now been made of the "Discovery" when the following members of the Committee attended and made an examination of the vessel:-

Mr F.Steed,
Engineer Commander B.Hamilton, R.N.
Sir J.Fortescue Flannery, Bart., M.P.

In addition to the above Mr Thomas, an Inspector from H.M. Dockyard, Devonport, also attended, together with Mr Harker of our Firm.

2. At the time of examination, the vessel lying afloat in the South West India Docks in the same position as she was when previously examined reported on in our Report of the 21st ultimo, above referred

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referred to, and she was noticed to be lying with a slight list to Port. Careful note was taken of the alignment of the masts and so far as could be detected without actual measurements being taken, the Mizzen mast appeared to be vertical to the ship's deck line when viewed from the stern of the ship and the Fore and Main masts were out of winding, this discrepancy was also perhaps accentuated to some extent by the fact that the top mast back stays appeared to be set up rather more tightly on the Port side than on the Starboard side, resulting in the top mast being set over to Port.

3. A general examination was made of the vessel to ascertain the condition of the sheer line and the extent to which this was out of a true line, without, at this stage, going to the expense of rigging sights for verification of the sheer.

4. The sheer line appeared to run true from the stem of the vessel to the fore mast rigging and from the stern to a point about abreast the forward end of the boiler casing. The sheer line between the forward end of the boiler casing and the fore mast back stays does not appear to be a true line and has the appearance of being straight if not slightly hogged, rather than slightly hollow as should have been found if the sheer were intact.

5. On external examination of the exterior of the vessel from a boat alongside, it was found that one or two of the butts in the top side planking were open and had been heavily caulked and some of the seams in the top side planking also had the appearance of

of being heavily caulked. As previously reported the rail scarphs on both the Port and Starboard sides were open amidships and the pin rail tennons in way were drawn from their mortices in the bulwark stanchions and the beam shelf on the Starboard side of the upper deck was fractured between fastenings.

6. The upper deck beam shelf on both sides of the vessel abreast the forward hatch was soft and would require part renewal.

7. In other respects the condition of the vessel generally is as set forth in our report of the 21st ultimo, in which we set forth the alterations which had been made in the vessel from her original arrangements and to adapt her for general cargo carrying purposes.

8. It was agreed that the "Discovery" generally approximates to the type of vessel required for the Research duties now being contemplated, and that the majority of the defects reported to date could be overcome and the ship restored to her original strength by the introduction of proper repair and suitable strengthening, but the work necessary would be so extensive that it would be imperative to obtain the ship at a very low figure. Any offer made would be subject to the Vendors agreeing to open up the Ship and Machinery throughout, for detailed examination, including examination in dry dock and otherwise equal to Survey Classification requirements for Special No.3 Survey.

9. If the provisional purchase of the vessel were proceeded with and the recommendations as to opening

opening for examination were carried out, it would be possible to estimate approximately for thoroughly reconditioning the Ship and her Propelling Machinery including fitting Special accommodation, laboratories and similar gear for the intended service, including the supply of nautical astronomical and other special scientific instruments connected with the proposed Research.

10. It must, of course, be borne in mind that it is very difficult to ascertain the full extent of defects in a vessel of this description without extensive opening up, and that in all probability other defects which could only be detected in the course of executing the work for alterations and reconditioning might crop up and have the effect of increasing the approximate estimate above referred to, but a margin would be allowed in the first instance to cover this.

11. The Admiralty Representatives above named, have kindly associated themselves with us in the preparation of this Report on the "Discovery" and generally agree in the findings as set forth in our Report of 21st ultimo.

12. In the event of the Committee deciding to recommend the provisional purchase on the lines indicated above we respectfully recommend that after full survey detailed specification be prepared embodying all requirements so far as can be ascertained and that same be submitted to approved Firms for tendering upon subject to your approval. It would

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would be useful in preparing a Specification to have a note from each of the Scientific Officials setting forth the special features requiring to be embodied in laboratories and similar scientific department work to better adopt all structure to the special instruments and fittings to be used in the intended Research Service.

Your obedient Servants,

(Signed) FLANNERY, BAGGALLAY & JOHNSON, LD.

Copy

(46)
MESSRS. FLANNERY BAGGALLAY & JOHNSON LTD. TO CROWN AGENTS.

9 Fenchurch Street,

E.C.3.

21st June, 1922.

Gentlemen,

Antartic Exploration Vessel "Discovery".

In accordance with the resolution of the Committee held at the Colonial Office on the 31st ultimo, we have now made a superficial examination of the above vessel whilst she was lying afloat at the Buoys in the West India Docks, London, and now beg to report thereon as follows:-

2. The principal dimensions of this vessel have already been mentioned in previous reports on this subject, but we recite same below for your reference in connection with this report.

The principal dimensions of the vessel are:-

Length on water line	172' 0"
Breadth extreme	34' 0"
Depth moulded	20' 6"
Designed draught	16' 0"

3. The vessel was built by Messrs. Dundee Shipbuilding Co., Ltd. at Dundee in 1901 and with the exception of beam knee plates, fastenings and similar fittings, she is constructed of wood throughout.

4. On examination we find, as already reported in our previous letter that the original arrangement of the vessel for Antartic Exploration work has been considerably altered.

5. In the original arrangement the space below the forecastle deck was used as a store and the windlass was also fitted below the forecastle head with a capstan head on deck. This has, however, all now been altered to adapt the vessel for cargo carrying purposes, the windlass having been removed from the forecastle tween decks and fitted on the forecastle head, the capstan head done away with and the space gained

the forecastle tween deck has been adapted for crews' quarters.

The original erections on the upper deck amidships consisting of laboratories on each side of the vessel with a magnetic observatory on the centre line, have all been extended so as to provide Captain's cabin, dining saloon and officers and engineers quarters.

The skylights aft of the foremast and forward of the main mast have been removed and a large galley hatch is fitted instead.

The winch house in the forward end of the boiler casing has been converted into a galley.

As regards the after end of the vessel on the upper deck some slight modifications have been made, but no material alterations from the original design.

All deck lights in the upper deck for lighting the tween decks have been removed and closed.

The donkey boiler in the forecastle tween decks also the galley originally fitted in the forward tween decks have been removed, the donkey boiler having been entirely dispensed with and the galley, as above mentioned, arranged in the forward end of the boiler casing on the upper deck.

The upper tween decks have been considerably altered the original design including laboratory, sick berth, crews' space, 10 large cabins opening into a large wardroom in addition to Petty Officers quarters and a large pantry. This accommodation occupied the whole of the space from the forward end of the boiler room bulkhead to the after end of the forecastle. None of this accommodation now exists, same having all been stripped out of the vessel, all linings and insulation removed and the tween decks made as clear as possible for general cargo purposes.

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The bunkers appear to have been modified, but the full extent of this could not be ascertained owing to no special preparation for examination having been made.

In the lower hold of the vessel heavy transverse beams were originally fitted to protect the vessel against crushing strains likely to be encountered amongst ice. The whole of these appear to have been cut out to make a clear lower hold for cargo purposes, so that the strength of the vessel from the point of view of withstanding pressure strains in ice has been materially reduced.

The ballast tanks and fresh water tanks as originally fitted in the after part of the lower hold have been entirely removed to make room for cargo stowage.

6. In the machinery department very few modifications appear to have been carried out, the principal alterations all being to the bunkers alongside the engines and boilers and the workshop as originally arranged also appears to have been dispensed with.

7. So far as we were able to ascertain very little alteration has been made to the original rigging of the vessel other than for maintenance purposes.

8. As the vessel was lying afloat at the time of our examination and ^{no} special preparations had been made for examination, it was difficult to ascertain her condition throughout, observing that we were advised that she had been lying up in her present position since March 1920, during which time the Chief Officer of the vessel has been in charge and acting as watchman.

9. The following are the principal points noted during our general examination and which would require attention for reconditioning and restoration of the ship.

The sheer of the vessel is not now a true line and she appears to be hogged, rail scarpha being open and the beam shelf on the Starboard side is fractured between fastenings
and

and amidships. We learnt whilst on board that the vessel had at some time during the war been heavily ashore off the French Coast and this might have been the cause of the vessel's sheer being broken or unfair. Some attempt appears to have been made to maintain the vessel's longitudinal strength by fitting long bulb angle stiffeners on each side of the vessel below deck on the underside of the upper deck beams, these stiffeners extending about 40 feet fore and aft on each side amidships and are secured with cut screws.

The wood upper deck is soft in places and in other places new planking has been fitted quite recently, probably at her last drydocking, which we understand was early in 1920 and from our general examination we think that a large quantity of the deck planking would require renewal to fit the vessel for the severe conditions of the Antarctic Regions.

The lower deck is also of wood throughout and has been badly knocked about during the ship's service as a general cargo carrier and would require complete renewal before cabins can be again fitted in the tween decks.

The fore and main masts do not appear to be very sound, they are of wood and will, we think, on careful examination, be found to require complete renewal. The yards and other spars have been sent down and are at present lying on the after deck where they appear to have been left exposed to weather conditions for some considerable time ^{and} without any special protective measures having been taken. At the same time we were unable to detect anything specially wrong with the spars, but they will require much more careful examination and placing in accessible positions for the purpose. The sails have all been removed from the spars and are stowed in the sail locker at the forward end of the tween decks. We are advised that there are two sets of sails, but we did not, owing to lack of facilities, make a detail examination

examination of all the sails, but from a general examination we find that several will require roping and others require renewal.

The running connected with the sails is also stowed in the sail locker and will in many cases require renewal, in fact, it would appear advisable for such service as that intended, to completely renew the whole of the running gear as it cannot be expected to find same in the best condition, after lying in a locker for the last two years.

The standing rigging of the vessel would require renewal throughout as it is at present in a neglected state and in some cases badly corroded and the seizing in way of the eyes is in many cases rotted away.

Below decks generally the beams and other parts so far as they were accessible appeared reasonably sound, confirmation of this could only be obtained by thorough opening up and detail survey.

The inner skin planking at the bottom of the ship was not accessible, a false ceiling having been fitted on top of the inner skin for general cargo purposes and the whole of this false ceiling will be required to be removed to enable examination of the inner skin to be made, even then this would not expose the main timber which would also require a careful examination.

The bunkers had a quantity of coal lying in same and this will not have improved the condition of the woodwork and in some places, where the woodwork was accessible in the bunkers, soft places were detected.

10. The machinery consists of a single set of Triple Expansion Machinery having cylinders $14\frac{1}{2}$ ", $22\frac{1}{2}$ " and 36" diameter with a common stroke of 30", same being supplied by two Cylindrical Boilers each 10' 3" diameter with a working pressure of 150 lbs. per square inch, each boiler having two furnaces.

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The condition of the machinery was difficult to examine, but it was clear that general adjustment and opening up for examination and overhaul is necessary. All the cylinders were closed also valve casings and all working parts, the packing has, however, been removed from the principal glands, but the machinery has not been turned frequently as it should have been, whilst the vessel was lying up and neglect of this might have resulted in serious damage to working parts which can only be ascertained by complete opening up and detail examination. The dirty condition of the piston rods, valve spindles and other steel work which had been covered with white lead and tallow and left at that, did not admit of our making any reasonable examination of these parts and corrosion is beginning to show itself to a great extent in spite of the parts having been coated as above mentioned.

11. Both main boilers were opened ^{up} for examination and a fair amount of general pitting is noted to have taken place on the water sides of the boilers, but there is nothing in this which would, in our opinion, so far as at present can be seen, justify their condemnation and we think that they still have a useful term of life before them, subject to the renewal of a few combustion chamber stays and other similar parts. Furnaces were slightly pitted and all appeared to be free from any material deflection.

The boiler tubes themselves might be found to require some attention, having regard to the long time which the vessel has been lying up and neglected, so that these can be best determined by removal of a few tubes from each nest to ascertain their general condition. The mountings, uptakes and similar parts were in such ^a dirty condition that it would be necessary to have them cleaned even to make a superficial examination.

THE FURNACE OF THE BOILER & JOINTS 11.12.

(11.12.14) A. L. P.

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sheet 6

12. The auxiliary machinery so far as could be seen appeared sound, but like the rest of the machinery, it was all closed up and no proper examination could be made, but the materials generally appeared to be of good quality for their intended purposes. We are inclined to think that a lot of work will be found necessary when complete opening up is carried out.

13. The vessel has no electric equipment and does not appear to have had any at any time.

14. If it is decided to proceed with the opening up of the hull and machinery for detail examination, we are inclined to think from the condition in which we found the vessel at present, that such opening up will reveal further defects and there is always the risk in a vessel of this age (which appears to have been lying up for some years prior to the War in addition to her present period of lying up), that in removing parts which are known to be defective for renewal or making good that other defects might be found to develop on removal of the defective parts and the extent of such defects of course cannot be anticipated to any material extent.

15. It would appear therefore that the Colonial Office Committee might have some advantage in considering this preliminary report on the vessel's general arrangement and condition before deciding to make any offer for the vessel as she lies and incurring the expense of opening up for detail examination. We are further of opinion that detail examination would reveal further defects than those above named in addition to being comparatively more costly in a wooden vessel of this description than in the case of a steel vessel.

Yours, etc.,

per FLANNERY BAGGALLAY & JOHNSON LIMITED.

((Intld.) A.B.P.

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LIST OF MEMBERS OF RESEARCH SHIPS COMMITTEE.

Sir S.F.Harmer	(Chairman)	British Museum
Sir Fortescue Flannery,	Bart.	Consulting Naval Architect to the Crown Agents for the Colonies.
Mr.J.M.Wordie		Royal Geographical Society.
Mr.J.O.Borley		Ministry of Agriculture and Fisheries.
Mr.A.W.Johns		Admiralty
Mr.F.Steed		
Engineer Commander B.Harvey	who was replaced at a later date by	
Engineer Commander J. Hamilton		
Mr.E.R.Darnley		Colonial Office.
Mr.H.T.Allen		

The terms of reference proposed are:-

"To consider what action is now practicable or likely to become practicable in the near future as regards the proposed employment of two special vessels to carry out the researches recommended by an Inter-Departmental Committee on Research and Development in the Dependencies of the Falkland Islands."

Copy.

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JFF/LEE.

9, Fenchurch Street,
and 2-3, Philpot Lane,
London, E.C.3.

3rd November 1921.

Messrs. The Crown Agents for the Colonies,
4, Millbank,
Westminster,
S.W.1.

Gentlemen,

W/FALKLAND ISLES 1460.

In accordance with your instructions we have carefully examined into the whole question of proposed Research Vessels as recommended by the Special Committee which enquired into the question by the instructions of His Excellency the Governor of the Falkland Isles and we beg leave to report as follows:-

2. The Documents referred to include the following:-

- (A) Report of the Inter-Departmental Committee dated April 1920 and set forth in the Blue Book C.M.D.657.
- (B) Mr Charcot's Published Books entitled "Le Francais en Pole Sud" and "Le Pourquoi Pas dans l'Antaretique".

(C) Certain

(C) Certain published Descriptions by British Scientific Societies.

(D) The North West Passage by Captain Amundsen.

3. We have also carefully considered the ship "Discovery" now lying in the Port of London, in detail, the Particulars of her Design, Structure and Outfit.

4. We have also carefully noted and recorded details of H.M.C.S. "Afterglow" purchased by your Department under Requisition Falkland Isles 1492 and recently despatched to that Dependency by the Crown Agents for Special Service in the Antarctic Seas for the regulation and protection of the Seal Fishing under the control of the Falkland Isles Government.

5. The work which it is considered by the Colonial Government and their Special Committee should be undertaken by the two ships it is proposed to construct, is of extremely wide range and includes the following:-

(A) The preservation of the Whaling Industry by observation of the habits, migration, customary breeding grounds, food supply, methods of selection for capture, and all other relative conditions at present not fully understood and including marking of some whales, all the various species of Whales, some of which have been partially exterminated and all of which are deemed to be in danger of extermination without the additional knowledge now recommended to be obtained by systematic research.

(B) The Charting of the Coastlines and Ocean depths (varying as much as 5 miles) in the seas frequented

frequented by Whales both in their conditions of breeding, migration and fitness for capture.

(C) The survey of the Territory inland so far as it may be available for stocking with reindeer and other suitable animal life.

(D) The survey of the land geologically for the purpose of ascertaining the truth of the reputed deposits of copper, coal, sulphur, and other valuable Minerals.

(E) The observation and record of currents, which affect navigation of whaling ships and the conveyance of plankton, the chief food of whales, also the tide and tidal streams which are stated to be little known and the conditions of ice movements, which in various seasons have not yet been systematically recorded.

(F) The Examination of the conditions under which the plankton grows so as to ascertain the prospects of its continuous supply and the probable quantities of same.

(G) The sea temperatures, salinity at varying depths in various latitudes in the areas above referred to in the 3 million square miles of sea readily accessible for whaling, fishing and sealing and for the treatment of captured whales and their conversion into marketable products on board the floating factories which are associated with the whale catching ships.

(H) Meteorological observations which are believed to be of so much importance as to have

justified

justified the expenditure of over £30,000 in one year by the Argentine Republic; guiding that Government in its administration of the corn crops by accurate forecasts of weather in South America made some months in advance.

(J) The investigation of the best method of treating the bodies of captured whales so as to secure the maximum output of products and the most favourable chemical separation of those products in the factory ships where the captured whales are treated.

(K) The provision of cold storage for whale meat and canning of same.

(L) Thorough investigation of seal life throughout the Dependency as it is believed that the re-establishment of fur seal in the Dependencies would add materially to the economic yield of these regions where the fur seal formerly existed in large numbers.

(M) The observations of the quantities, localisation and migration and best means of capture of fish other than Whales. A large investigation of great importance. Argentine in 1914 is stated to have absorbed 9,000 metric tons of fish valued at more than £380,000, while into Brazil there is stated to have been imported 5 or 6 times as much, these supplies coming largely from Northern sources instead of from the Southern Seas near the Dependencies whose supply has not yet been fully exploited.

(N) Observation of the habits and rate of breeding of Penguins, with a view to taking measures for their preservation as a valuable food in emergency.

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(O) The means for the extermination of the Brown Rat accidentally imported into South Georgia, and which is believed to be increasing rapidly in numbers and to be working great destruction.

(P) Magnetic observations to be made at various selected stations both on sea and land.

(Q) Preparation of statistical Returns from the Whaling Companies, and the organisation of Annual Licenses from the Government and the Policing of Regulations under which the licenses will be granted.

(R) The training of British Whaling Crews in the special knowledge required to compete with the present Norwegian Crews.

6. The economic interests involved appear to be very large as, even in the year 1917 after many whaling ships had been withdrawn or destroyed during warlike operations, the receipts from the Dependencies amounted to £15,366., while the purely local expenditure amounted to £766. and the enlargement of these figures is believed to be possible in a very great degree, provided that accurate knowledge as to the number of whales and the rate of breeding and feeding can be obtained, so that the maximum capture and selection of the whales to be taken may be safely entered upon without danger of extermination. It is stated that the demand for whale oil is practically unlimited and the prices more than double those ruling in 1914.

7. The International question as regards British Trade and the employment of British Subjects is also

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is also rightly regarded as of extreme importance, as the Norwegians and other foreign Nationalities have largely captured the trade in the proportion of 41 foreign whaling ships to 17 British Whaling ships, the foreign ships being under very limited observation and restriction as regards practices in captures and in treatment of the captured whales which are believed to be tending very rapidly towards extermination, because it is believed that under present conditions the slaughter of three whales occurs for a yield of oil, whalebone and other products which could be obtained in the same quantity by the slaughter of two whales under better regulated conditions. This state of things exists upon territory under the British Flag as all the important islands are under the Governorship of the Falkland Isles, and the Imperial importance of Research and development is therefore a matter of grave National concern.

8. It will be seen from the Summary above set forth that in addition to the ordinary ship's Company necessary for navigation, accommodation should be provided on board the Research Vessels for some ten or a dozen Specialists and their Assistants, with chemical laboratory and other facilities for carrying out their work. These Specialists would include, Hydrographer, Meteorologist, Geologist, Chemist, Statistician, and others. The suggestion made by the Sub-committee on Ships, appointed by His Excellency The Governor is that the Research Vessels should be two in number and of different sizes, one much larger than the

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shut 7.

the other, but both working in concert, the larger ship being adapted for the accommodation of the Scientific Observers and for their laboratories, and the smaller vessel having only such accommodation in a subsidiary degree, both vessels being equipped in proportion to their respective sizes with Motor Boats and with Rowing Boats capable of carrying each a special petrol motor-driven propelling Engine, but it is suggested that an aeroplane might occupy more space than could be arranged for even in the larger of the two ships.

9. After careful consideration we respectfully agree with the above named recommendations, but we would suggest that a suitable aeroplane might be carried without inconvenience, by the same being made of special construction so that it could be taken to pieces for stowage on board ship with such fittings as would make it capable of quick re-erection and use from any convenient landing on shore or on floating ice, and our investigation of this problem in company with aeroplane Experts leads us to believe that the problem could be successfully dealt with and our ship design is inclusive of such provision.

10. It is stated in the Report that Motor Launches may be too noisy for observation in seas frequented by whales, but we beg to state that by special mechanical devices it is possible to reduce Motor Launch Machinery to comparative silence, and in the provision of the Motor Launches required this
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is being carefully dealt with.

11. It will be very important that both vessels shall be provided with Wireless Apparatus of complete character, the larger vessel having instruments for wide and short ranges and the smaller vessel an instrument for the shorter range.

12. The question of fuel endurance is also of great importance and the endurance of any ship of a given size can be greatly increased by the use of Liquid Fuel for the Propelling Machinery and Auxiliaries and this has also been resorted to in the Design, subject to the reservation that the risk of Fire in a wooden ship is greater than in the case of coal fuel, although very ample safeguards are already well known.

13. The enforcement of such Regulations as now exist, or as would be imposed by the Colonial Government in the future, would be assisted by light armament for both the large and smaller research vessels and we propose that each ship shall carry a quick firing gun accordingly, subject to approval.

14. The vessels are intended to be suitable for encountering storms of exceptional severity which are frequent, also for suitable service in cold weather where the temperatures are extremely low during the Winter and rarely reach 40°F in the Summer, the conditions otherwise being generally severe.

15. Special provision would also appear necessary for obtaining samples of floating organisms at varying depths and to ascertain the conditions generally which are

are favourable to the encouragement, retention and control of the Whaling Industry.

16. The introduction of British Trainees into the Whaling Industry appears to be a matter which has received the careful attention of the Sub-Committee, and with this object in view it would appear that one or both vessels should be fitted up in a suitable manner for educational purposes in this direction so that the most suitable means of catching the whales in addition to the knowledge necessary to enable the pupils to detect the special classes of whales particularly with a view to guarding against extermination or undue attack on any special species.

17. With this object in view we would respectfully recommend that the usual Harpoon gun as fitted to whalers be adopted, subject to the approval of the Committee in order that the various members of the Crew interested in educating themselves in the whaling industry can also have the opportunity of handling the Harpoon gun and the necessary subsequent work attached to whale catching.

18. The larger vessels or floating factories it is noted now proceed to South Georgia with coal and stores and return with whale oil, so that the necessity for employing additional vessels for importation of supplies does not arise. In this connection we note that the resources of the floating factories for the export of production of the industry could probably be augmented by occasional vacant spaces on the transport vessels of the Whaling Industry,

Industry, these spaces only being suitable for a cargo not liable to be tainted by Whale Oil, and, as set out on page 19 in paragraph 102 of the Report, use of oil in place of coal in the vessels employed in the trade has been adopted in the Design, observing that both Oil and coal require to be imported to these Dependencies and that the oil takes up a small amount of space is easier to handle and has a higher calorific value than coal as Boiler fuel in the proportion of 2 tons oil to 3 tons of coal.

19. It is understood that in the event of oil being adopted for fuel purposes it would be necessary to erect a base on shore or to provide a floating Store, or Hulk, and Heating Pipes for this oil in Winter. This would not be necessary to the same extent in the case of coal fuel. If oil fuel were adopted it would also have the advantage of giving the vessels a wider radius of action, and in the case of the Research vessels under consideration their bunker capacity would not require to be so great as would be necessary in the case of coal fuel for the same radius of steaming as with oil fuel.

20. Hydrography. This branch of the proposed Researches has in our opinion all the claims to consideration that appear to be reflected in Part V, of the Report before us and that is the question of proper Charts and Sailing Instructions to minimise the the risk of casualty and so reduce Insurance premiums.

21. Meteorology and Magnetism. It would appear that the proposed ships should be provided with the necessary

necessary accommodation for a trained Meteorologist with full and properly tested equipment.

22. As regards Magnetism it is noted from the Summary of Recommendations that Magnetic observations should be made in the course of the Hydrographical survey, and that it is not proposed to attempt to make either of the vessels free from Magnetic influences, but it is assumed that rather more than ordinary precautions will be taken in this regard, than in ordinary ships, as for instance making the Navigating Bridge, and gear of non-magnetic materials so that more accurate observations could be made.

23. Geology and Minerology. It is noted that the discovery of fuel in any form would be of particular value to the Whaling Industry, and it is therefore proposed that a Geologist be attached to the expedition for a limited period only in the first instance. The effect of this recommendation on the Design of the new vessels is merely to provide a room and Laboratory facilities for this Officer.

24. General Design. We have very carefully considered the foregoing conditions of Research Service, which the proposed new vessels are intended to fulfil, and in this connection the information and suggestions made by Dr. Bruce as to the most suitable types of ships together with the Report of Ship Sub-Committee in appendix XXVI of the Report have been of the greatest value. There are however several points which require further consideration before the Design can be finished in detail

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detail. Meantime we have as instructed prepared Preliminary Designs.

25. It is noted that the larger of the two Ships should be approximately the same size as H.M. surveying vessel "Endeavour" (about 700 tons net), and the smaller vessel of similar size to the "Scotia" (about 215 tons net), the details of H.M.S. "Endeavour" and s.s. "Scotia" are however not before us, although we have details of other Arctic Exploration vessels in which we have been interested and upon which our calculations and designs have been based.

26. The sizes of the Proposed new vessels must be determined by their general and special requirements, and in the case of the larger of the two vessels her draught according to Appendix XXVI page 146 should not exceed 15 feet. On this draught special strengthening for work in Antarctic Regions is desired, in addition to a speed of 10 to 12 knots per hour, bunker accommodation for 500 tons of coal and 100 tons of fresh water. This total of 600 tons does not include any stores or scientific gear which we think, might be reasonably estimated at the round figure of 50 tons, making a total of 650 tons dead weight to be carried on an extreme draught of 15 feet at a speed of 10 to 12 knots per hour.

27. To fulfil the above requirements and working on the assumption that a speed of 10 knots per hour would be satisfactory our calculations show that a vessel to carry out the above requirements

would

would be considerably larger than is anticipated by the Committee, and for a wood vessel for service under the strenuous conditions to be contended with we do not recommend a vessel in excess of the following dimensions.

Length on water line	240'0".
Beam, outside planking	48'0".
Depth moulded	23'0".

A vessel of the above dimensions would have a dead weight carrying capacity of about 650 tons on a loaded draught of 17'0". The limited draught of 15 feet available is no doubt stipulated by the Committee on account of the shallowness of some of the Harbours which the vessels will frequent, and as a way out of the difficulty it occurs to us that coal and fresh water might be loaded to the extent of draught available on the above dimensions i.e. 15 ft. whilst the vessel is in Harbour, the balance being carried on board by lighters or other means when the vessel is outside the Harbour and in deep water without any limitation of draught.

The steaming radius for a vessel as above suggested would be approximately 6000 miles on a bunker capacity of 500 tons at full power, this radius could be increased considerably if the vessel was run at her ordinary economical cruising speed instead of full power.

23. In paragraph 142 page 26 of the Report the Recommendations of the Sub-Committee is adopted that motor boats of a speed of nine to twelve knots, with engines as silent as possible, should be provided in each

each ship. It is understood that these launches would be required for use in ice free waters, otherwise they would require to be of such substantial construction that the minimum speed of nine knots would be difficult to obtain. We therefore assume that motor launches suitable for service in ice free waters and having a speed of 10½ knots per hour would meet the requirements. These launches would have their motors permanently installed and would be independent of the remaining boats which are to be provided with detachable motors.

29. In the case of the motor boats with their motors permanently installed we think that special provision could be made to ensure silent running, such as would guard against frightening the whales unduly when pursuing them for making or other special purposes, at the same time this might have the effect of limiting the number of motor makers who would be able to best combine this special feature.

30. As regards the detachable motors proposed these are not made in large powers and are generally sufficient to propel a moderate sized ship's boat at a speed of about 5 to 6 miles per hour. In the case of this type of motor it would be more difficult to make special provision to guard against noise, observing that the portability of this type of motor limits both power and weight, and if therefore special Silencers were to be added the motor would be more difficult to handle as a detachable unit.

31. In the case of all the motors whether permanently

permanently installed in their boats or arranged detachable and suitable for attaching to any of the ordinary rowing boats, it will be necessary to make special provision for draining water jackets to guard against damage by frost.

32. Paragraph 143 of the Report decided that a harpoon gun for shooting large Whales would serve no useful purpose, also that provision is not required for facilitating detailed examination of carcasses alongside the ship.

As mentioned previously, (and the suggestion is again most respectfully submitted), the cost of fitting a harpoon gun is not very great and it might be that the gun would be useful in assisting to train British crews and in consequence would be considered an ample set off against the first cost.

33. As regards the smaller vessel it is found that she can be designed to fulfil the special requirements of speed, bunker and fresh water carrying capacity on much more economical dimensions than the larger vessel.

The requirements for the smaller vessel governing her dimensions are as follows:-

To be fully protected, for work in heavy ice,
for the whole length of the vessel, from keel to 2 feet above the water line.

Speed 10 knots per hour

Bunker accommodation for 200 tons.

Fresh water accommodation for 30 tons.

The quantity of stores and scientific gear might we suggest in this vessel be estimated at about 40 tons.

The total of the above amounts to 270 tons dead weight in addition to the somewhat heavier construction of hull, for complete protection for work in heavy ice, and the maximum draught available.

34. The dimensions necessary for a vessel to fulfil the above conditions would be approximately as follows:-

Length on water line	185'0"
Beam outside planking	37'0"
Depth moulded	19'0"

Such a vessel as the above would have a steaming radius of about 1500 miles on 200 tons of coal at full power.. This radius could be increased by running on oil or at a slower and more economical speed than that given by full power.

35. There would no doubt be many occasions on which the working radius could be still further increased by using the sail power provided, which would be more in the nature of a full than an auxiliary rig, this making the vessel full powered either under steam or sail. The above remarks apply equally to both the vessels proposed.

36. It is noted from paragraph 145 that the Researches in contemplation will in all probability extend over a long period of years. This being the case, we are strongly of opinion that the very special and unusual conditions of service can most satisfactorily

satisfactorily be fulfilled by the construction of special ships, such as will withstand the exceptional climatic conditions to be contended with and ultimately prove an asset when the special duties are concluded.

37. From the above it will be noted that to comply with the conditions of draught and dead weight carrying capacity and speed, both vessels will require to have dimensions which appear to be somewhat in excess of the Committee's expectations.

38. On page 41 of the Committee's Report, paragraph 12 a wooden ship of moderate tonnage is suggested - about one thousand two hundred tons or one thousand five hundred tons - about the size of the "Princess Alice". The particulars of the "Princess Alice" are before us and her dimensions are as follows:

Length	245'0"
Breadth	35'0"
Depth	18'2"

This vessel when originally built by Messrs Laird Bros., of Birkenhead in 1898 had a Thames measurement of 1368 tons which confirms the figures of twelve hundred to fifteen hundred tons above quoted.

39. In view of the above we have submitted as regards the larger ship dimensions in excess of those named by the Committee for the larger of the two vessels, because of the fact that the larger dimensions would be enough to fulfil the stipulated requirements of carrying capacity, speed, and

structural

structural strength if the limits of draught available were increased to 17 feet for the larger vessel.

40. In order to more nearly fulfil the stipulated conditions of dead weight, speed and structural strength on the limits of draught available, two alternatives schemes are submitted, the first being to adopt liquid fuel fired steam boilers in lieu of coal, thus obtaining the same radius of steaming on a smaller consumption of fuel and reducing the weight of oil fuel as compared with coal fuel for the same steaming radius.

41. A second alternative would be to adopt internal combustion machinery of the Diesel type, which in addition to giving the same steaming radius as coal fuel, would do so on a much more economical consumption of fuel, in addition to a reduction in the weight of the propelling machinery itself. We do not however recommend the use of Diesel machinery for such remote latitudes until more experience has been gained.

42. The objections to the use of oil fuel appear to be the difficulties of obtaining supplies in addition to maintaining same in a liquid state suitable for feeding either to fuel system in steam boilers, or to inlet valves in Diesel motor machinery, and special devices would be necessary to heat up the fuel for this purpose and we think that similar provision would also be necessary for the storage tanks ashore to enable the oil fuel to flow, or be pumped, freely to the ships bunkers.

43. The above alternatives are submitted on the understanding

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understanding that an increase in the draught of water already stipulated is permissible for the larger vessel consistently with the special service for which she is intended. If however, an increase in draught is permissible by means of Barges as proposed in Paragraph No.27 supra this would very much facilitate the solution of the problems which are to be contended with in the Designs in addition to economising on the cost of construction.

44. We respectfully recommend that in view of the large dimensions required for the proposed ships, this report be submitted to the Committee along with the accompanying outline Designs for consideration, and in the hope that some compromise will be found possible, such as will assist in materially reducing the sizes above named, also the first cost of the vessels.

45. Special attention is called to the difficulty likely to be contended with in obtaining Tenders for the supply of vessels of this description owing to the fact that there are very few Firms capable of building large wooden vessels in the U.K., and these are mostly found in the North of Scotland, although one or two Firms on the South coast might, especially at the present time, be willing to Tender for the Construction.

46. The difficulty of preparing an estimate of the cost of construction is very great. The cost would be largely governed by the work involved in obtaining the most suitable timber, and the additional expenses

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sheet 20

expenses involved in transport of and special charges for such timber, would materially increase the cost of construction. The vessels are also dual powered in that they have to be provided with both full steam and full sail power, which we agree is very necessary for their special service. At the same time it is all to be included in the first cost.

47. Our calculations show that the figure of £85,000 referred to on page 27 paragraph 149 of the Committee's Report would be exceeded, and further that the Admiralty estimate of two to three times that sum, as mentioned in the copy of the Admiralty letter to Colonial Office, dated 19th November 1920, would not be sufficient. Our own figures indicate that for the two vessels required and of the dimensions named above to fulfil the special services their costs of construction inclusive of Scientific equipment, the following figures could be taken as more nearly approximate to the cost.

For the smaller vessel about	£100,000
For the larger vessel about	£200,000

48. The extra depth of the larger vessel as proposed above so as to be suitable for 17 feet draught might we submit be made admissible not only by the device of barges as suggested in paragraph 27 supra but in the alternative by using the smaller vessel only for inshore work, and so navigate the larger ship on her draught of 17 feet, as would make all the necessary requirements in a wider offing, she being in immediate communication with her consort the smaller

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sheet 21

smaller vessel navigating closer inshore. This alternative is one for the decision of the Nautical Officers advising the Colonial Government and the Crown Agents, observing that we would respectfully submit that so shallow a vessel as 15 feet draught having the larger dimensions necessary to fulfill the requirements of dead weight, speed and endurance would be out of proportion both as regards strength of construction, first cost and maintenance, and it is therefore very desirable that the concession of the greater depth should be allowed if the Navigating Experts concur.

49. If it is desired that the outline Designs and Specifications be completed in detail for the above sizes of vessel, we will complete same immediately on receipt of your instructions, but it occurs to us that this amount of labour and further expense might be saved so that the preparation of the detailed Designs and Specifications can be carried out to suit the size of vessels finally decided upon by the Committee.

50. The Drawing Office work already completed by us would enable us to prepare Specifications very quickly for your issuing invitations to Tender, and as the Ship Building Market is so rapidly falling this course might be considered desirable as soon as the Committee have considered their further views upon the consideration of this report and upon receipt of such Tenders a final decision as to building the ships could be definitely made.

51. The

(4j)
sheet 22.

51. The ships contemplated in the designs as shown in the accompanying general drawings would we submit not only fulfil all the requirements as set forth in the Committee's report, but would create a very substantial amount of employment in this Country during building, not only as regards the Wood Shipwrights but as regards the Engineering and Scientific Instrument Trades.

Awaiting your further instructions,

We are, etc.

FLANNERY, BAGGALLAY & JOHNSON, LIMITED.

(Itld.) F.F.

CROWN AGENTS FOR THE COLONIES.

W.

Falkland Is. 1460.

4, Millbank,
Westminster,
London, S.W.1.

14th January 1921.

Sir,

Falkland Islands Reqn. No.1460.

I have the honour to acknowledge receipt of your letter of the 2nd December No.57244/1920 on the subject of two special research vessels required for the Falkland Islands.

2. In view of the nature of the enquiry we held a conference at which our Consulting Naval Architects Messrs Flannery Baggallay & Johnson were present, during which the probable cost of a preliminary enquiry into the subject was discussed.

3. I now enclose a copy of a letter from Messrs Flannery Baggallay & Johnson from which you will note that they are prepared to undertake a preliminary investigation, details of which are embodied in the 12th paragraph of their letter, for the sum of 500 guineas. It is considered that in view of the special nature of the work involved that

this

The Under Secretary of State,
Colonial Office.

31. 12. 20.

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sheet 2.

this sum is not excessive. We shall be glad therefore to hear whether we may instruct Messrs Flannery Baggallay & Johnson to proceed accordingly.

I have etc.,

(Signed) W.L. PATON.

for Crown Agents.

(4^h)

MESSRS FLANNERY, BAGGALLAY & JOHNSON, LTD., TO THE CROWN AGENTS.

JFF/WAD.

9, Fenchurch Street,

London, E.C.3.

31st December 1920.

Gentlemen,

Falkland Islands 1460.

We beg to acknowledge receipt of your letter of 18th inst., enclosing extract from a letter addressed to the Colonial Office by Admiral Learmouth and dated 12th October last, also copy of a letter from the Admiralty to the Colonial Office dated 19th ulto., and copy of a letter addressed to the Crown Agents by the Colonial Office and dated Downing Street 2nd inst., and which encloses copy of a Report in the Interdepartmental Committee on Research and Development in the Dependencies of the Falkland Islands, dated April 1920.

2. It is noted from the above correspondence that a recommendation has been made to employ two special vessels to carry out the Researches proposed in connection with the Whaling and Sealing industry Fishing, Hydrography, Meteorology, Geology and other researches in the Dependencies of the above Islands.

3. As instructed we are at once proceeding with

a careful perusal of the correspondence and Committee's Report above referred to, with a view to preparing outline designs and Specifications for two special vessels such as would in our opinion be suitable for the Research work, above referred to, in the neighbourhood of the Antarctic Regions.

4. As mentioned at the Conference which took place at your Office on the 14th inst., there is a very large amount of work involved in the Preliminary stages of design and specification, although it may in the first place be submitted in outline and we think that rough approximations are not to be recommended, observing that they would not, in our opinion, serve as a reliable guide upon which to prepare estimates of cost.

5. As instructed we are in addition considering the question of employing second hand vessels in lieu of specially built ones.

6. These vessels are of a very special character and we respectfully concur in the view expressed by the Admiralty that the vessels must be specially designed and having fully in mind precedents formed by Arctic vessels already in existence of various nationalities, British and Scandinavian and American, we submit that the special features of all such existing ships must be brought into careful comparison with the new design if the best results in conformity with the Committee's report dated April 1919 are to be obtained.

7. To insure this result conversations will, we think be required with the Sea Officers and

Scientific

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sheet 3.

Scientific Authorities named in the Committee's report or with some of them and such conversations, will, we think most usefully be held when the early stages of the design have been advanced sufficiently for the various problems which will arise to be placed before the Officers and Scientific Authorities above referred to, there being in the first instance sufficient data in the Committee's report to enable the design and specification to be begun.

8. In this connection the Data, which we accumulated some time ago in connection with the Antarctic ship furnished by the Proprietors of the "Daily Mail" for Northern research, will be quite usefully coupled with such modifications of design as the altered conditions, set forth in the Committee's report, very clearly indicate.

9. As regards the economical conversion of an existing vessel, e.g., the "Discovery", we beg leave to say that this vessel now the property of the Hudson's Bay Co., is trading commercially and we propose as part of the duties hereinafter submitted for approval, to make some examination of that ship with the consent of her present Owners, and to report to you in the alternative upon the possible result of her purchase, repair and equipment for the duties required. We may say, however, at once, that from our knowledge of the "Discovery" that she would be less suitable to precisely fulfil the conditions of the Committee's report than a newly designed ship, but the possible economy of her adaptation and use might compensate

compensate for any deficiencies if these were not too great. This is a matter which would be fully reported upon as part of the duties which we respectfully recommend shall be commenced as the result of our perusal of the documents and correspondence which you have been good enough to send to us.

10. It will be noted from the copy of the letter addressed by the Admiralty to the Colonial Office, as above referred to, the Lords Commissioners of the Admiralty, "are of opinion that the figure of £85,000 mentioned by the Committee would be quite inadequate and that the two vessels would cost collectively from two to three times that sum". On this basis assuming the collective cost of the two vessels at £200,000 your agreed scale of charges which are based on the total cost of the work, and in this case would be $1\frac{1}{2}$ per cent of the total cost of the work, and taking £200,000, our total fee would be £2,500 for the designs, specification, examination of Tenders and detail Supervision at the Builders Yard during construction and until completion.

11. It is, however, understood that at the present stage it is not desired to do more than Preliminary work on the designs and specifications, with a view to meeting the requirements of economy in expenditure as far as possible.

12. We would respectfully recommend that the Preliminary work above referred to for the two vessels which would include a careful perusal of the correspondence and Committee's report, Preparation

(4h)
sheet 5

of outline designs and specifications for the two vessels should be carried out for the sum of 500 guineas, which would also include Office charges, Draftsmans expenses, travelling expenses and other incidental outlay, and in the event of the construction of the vessels being proceeded with this fee would be merged into the usual fee on the above agreed scale.

13. We hope that the arrangement above suggested will meet with approval and in the meantime we are continuing examination of the Committee's report in readiness for proceeding with the outline Designs and specifications.

Yours, etc.,

FLANNERY BAGGALLAY & JOHNSON LIMITED.,

(Int.) A.E.P.

4i

Downing Street.

1st February 1921.

Gentlemen,

I am directed by the Secretary of State for the Colonies, to acknowledge the receipt of your letter of the 14th January, No.W/Falkland Is. 1460, on the subject of the research vessels required for the Falkland Islands, and to inform you that he agrees to the terms proposed by your Consulting Naval Architects for the preliminary investigation, and approves of their being instructed to proceed accordingly.

I am, etc.,

(Signed) G. GRINDLE.

The Crown Agents for the Colonies.

FALKLAND ISLANDS.

NO. 26

DOWNING STREET,

7 March, 1923.

Sir,

In my telegram of the 14th February I have informed you of the purchase of the S.S. "Discovery" for the purpose of carrying out the investigations recommended by the Inter Departmental Committee on Research and Development in the Dependencies of the Falkland Islands.

2. I am therefore now in a position to make the further communication promised in paragraph 5 of Lord Milner's despatch No. 45 of the 23rd April 1920; and although the progress made in the matter has been notified to you informally from time to time it is desirable to record officially the details of the steps which have led up to the purchase of the "Discovery".

3. In paragraph 154 of their Report the Dependencies Committee assumed that the vessels and survey equipment required for the proposed researches would be provided by the Admiralty and that the cost of maintenance and the pay of the staffs and crews would be borne by Naval funds. The Admiralty was therefore approached in the matter; but you will observe, from the enclosed copy of the correspondence with that Department, that

24 Nov. '19

24 Jan. '20

14 Sep. "

25 Oct. "

19 Nov. '20

ROBERTA, ESQ., C.B.S.,

Ac. Ac. Ac.

that owing to the financial position resulting from the war the Lords Commissioners were unable to approve of money from Naval funds being applied to the work and were not in a position to furnish any reliable estimates of the cost of the proposed vessels, though they were of the opinion that the figure of £65,000 furnished to the Dependencies Committee would prove to be quite inadequate.

4. The Crown Agents were accordingly asked to obtain provisional information as to the cost and plans of the vessels and it was arranged, as will be seen from the accompanying correspondence with them, that their Consulting Naval Architects, Messrs Plannery, Baggallay & Johnson, should undertake a preliminary investigation for the sum of 500 guineas.

5. I enclose a copy of the report made by the Consulting Naval Architects on the 3rd of November, 1921, from paragraph 47 of which you will observe that the cost of construction was estimated at £100,000 for the smaller and £200,000 for the larger vessel.

6. Even when full allowance is made for the fall in costs which took place subsequently, these figures are clearly prohibitive; and my predecessor therefore decided to appoint a further Inter-Departmental Committee to consider what action might be practicable in the changed circumstances. A list of the members of the Committee including a copy of the terms of reference is enclosed.

7. In view of the high cost of construction, the Committee decided to explore the possibility of obtaining a suitable vessel or vessels second hand; and, after various enquiries, they came to the conclusion that the S.S. "Discovery" approximated sufficiently closely to the standard requirements to warrant further investigation.

To C.A. 2 Dec. '20

Fr. " 14 Jan. '21

To " 1 Feb. '21

Messrs. P.B.A.J.
3 Nov. '21.

List and Terms of
Reference.

(4)

Sheet 3

A superficial examination of the vessel was therefore undertaken and after consideration of the reports (copies enclosed) made by the Consulting Naval Architects, the Committee recommended that a full survey of the vessel should be proceeded with, provided that suitable terms could be arranged with the owners, the Hudson Bay Company.

8. My predecessor approved this recommendation and the Crown Agents were instructed to open negotiations with the Hudson Bay Company, as a result of which an Agreement (of which a copy is also enclosed) was entered into for the sale and purchase of the vessel for a sum of £5,000, provided that the complete survey of the vessel proved satisfactory.

9. Arrangements were then made for a thorough examination of the "Discovery" and on the receipt of the report (copy herewith dated the 3rd February 1923) of the Consulting Naval Architects on the results of the survey the Committee unanimously recommended that the vessel should be acquired for the purposes in view, and the Crown Agents were thereupon instructed to complete the purchase and to make preliminary arrangements for the preparation of specifications for the reconditioning of the vessel.

10. The question of the appointment of a Committee to control the investigations is now receiving consideration and a further report on the subject will be sent to you in due course.

11. It is not practicable at present to give full effect to the recommendation of the Dependencies

Committee

C.S.A. 21 June.
do " 14 July

Memo. of Agreement
18 Oct. '22.

C.S.A. 3 Feb. 1923.

62457/19.

DOWLING STREET,

(14)
Sheet 4.

Committee that two vessels should be employed upon the proposed researches: but the question of employing a second vessel will no doubt be considered later in the light of the experience gained with the "Discovery" and of the financial resources available from this Department of the Admiralty. I have the honour to be, Sir, before the Lords Commissioners of the Admiralty Your most obedient, humble servant,
Research and Development in the Dependencies of the Falkland Islands.

2. The terms of reference (Signed) DEVONSHIRE are embodied in paragraph 2 of the Report, and I am to draw the attention of Your Lordships to the Executive summary of the recommendations on pages 29 to 31.

3. It will be observed that in paragraph 139 of the Report the Committee recommended that two vessels - to be constructed specially for the purpose - should be employed to carry out hydrographic, oceanographic, meteorological, zoological and other scientific researches, not only in the Dependencies but elsewhere as may be required for the purposes in view.

4. In paragraph 147 the Committee express the opinion that the whole question of the executive control of the Expedition should be left in the hands of the Admiralty and the Colonial Office, and recommend that an Advisory Committee should at once be set up to consider the steps necessary to give effect to the proposals.

5. While recognising that, in the present unsettled state

THE SECRETARY,

ADMIRALTY.

62457/19.

DOWNING STREET,

29 December, 1919.

Sir,

With reference to the letter from this Department of the 23rd April 1918, I am directed by Viscount Milner to transmit to you, to be laid before the Lords Commissioners of the Admiralty, the accompanying copies of the Report of the Inter-departmental Committee on Research and Development in the Dependencies of the Falkland Islands.

2. The terms of reference as finally laid down are embodied in paragraph 3 of the Report, and I am to draw the attention of Their Lordships to the convenient summary of the recommendations on pages 29 to 31.

3. It will be observed that in paragraph 139 of the Report the Committee recommend that two vessels - to be constructed specially for the purpose - should be employed to carry out biological, hydrographic, meteorological, geological and other scientific researches, not only in the Dependencies but elsewhere as may be required for the purpose in view.

4. In paragraph 147 the Committee express the opinion that the whole question of the executive control of the Expedition should be left in the hands of the Admiralty and the Colonial Office, and recommend that an Advisory Committee should at once be set up to consider the steps necessary to give effect to the proposals.

5. While recognising that, in the present unsettled state

THE SECRETARY,

ADMIRALTY.

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Sheet 2.

state of prices, it is impossible to estimate with any degree of accuracy the cost of conducting the proposed investigations, the Committee - in Part XI of the Report - afford some general indication of the expenditure involved.

6. As regards the incidence of the expenditure of the expedition, I am to invite attention to paragraph 154 of the Report in which the Committee assume that the vessels and survey equipment will be provided by the Admiralty and that the cost and maintenance and the pay of the staffs and crews will be borne by Naval funds. It will also be observed that in the same paragraph the Committee express the opinion that the expenses incurred in connection with the possibilities of economic development in the Dependencies - and in particular with the preservation of the whaling industry - may properly form a charge against revenue raised in the Dependencies.

7. The economic and scientific value of the vast Antarctic and marine area - some three million square miles - comprised within the limits of the Dependencies has already been proved: but that value is probably in reality much more considerable than our present knowledge would indicate, and the fact that for almost a century past, by far the greater part of the economic and scientific work in the Dependencies has been performed by foreign expeditions serves to emphasise the need that the Imperial Government should now assist in the systematic study and development of this area, which it controls through the Government of the Falkland Islands.

8. There are strong reasons for anticipating that the work would be fruitful both in scientific discoveries of far-reaching importance and in actual economic results. Although the enquiries of the Committee were primarily concerned with the preservation of the whaling industry - which, however, is a matter of interest also to the United

Kingdom

Kingdom - it will be seen from the Report that in many respects the recommendations of the Committee deal with questions which are of national rather than local concern. For example, in paragraph 130 of the Report the Committee point out that the proposed hydrographic survey is of much more than merely local interest, and I am also to refer to the important considerations to which Their Lordships' attention is being drawn in a separate communication.

9. The Lords Commissioners will no doubt agree that the Report of the Committee, which has enquired into the matters referred to it in considerable detail, forms a valuable contribution of a definite and practical character to the solution of one of the problems connected with the development of Imperial resources; and even in present circumstances the expenditure required to give effect to the recommendations can be justified, since in addition to the great importance of the proposals from the scientific point of view, they afford considerable prospects of proving economically remunerative.

10. In strongly commending the Report of the Committee for early and favourable consideration, I am to express the hope that the recommendations made will meet with the concurrence of Their Lordships, and that Their Lordships will see their way to approach the Treasury and urge that sanction should be given for the expenditure which would be incident on Naval funds, in order that the further steps necessary to give effect to the Report may be initiated without undue delay. In this connection I am to explain that in view of the proposals of the Committee, additional taxation has now been imposed in the Dependencies and it is estimated that the proceeds of such taxation (which will be paid into a special fund) will prove sufficient to meet the expenses

which,

which, in the Committee's opinion, are properly chargeable against local revenue.

11. In the event of the Lords Commissioners being able to recommend the proposals of the Committee to the favourable consideration of the Treasury and the sanction of that Department being obtained, it is assumed that the Lords Commissioners of the Admiralty will be prepared to nominate a representative to confer with a representative of the Colonial Office with a view to the appointment of the Advisory Committee recommended in paragraph 147 of the Report.

12. Copies of the Report have been communicated to the Trustees of the British Museum, the Board of Agriculture and the Department of Scientific and Industrial Research for their observations, with an enquiry whether they are prepared to lend their support to the recommendations of the Committee. The views of those Departments will be communicated to the Lords Commissioners as soon as they are received.

13. It is proposed, subject to Their Lordships' concurrence, to publish the Report and to distribute copies to scientific institutions and other bodies likely to be interested in the proposals. In the first instance the Trustees of the British Museum are being asked to furnish a list of such institutions and bodies. The list will then be submitted to the Department of Scientific and Industrial Research for consideration. Any suggestions that the Lords Commissioners may desire to make on this point will be welcome. Suggestions are also being invited from the Board of Agriculture and Fisheries.

14. While it is hoped that the Lords Commissioners

will

will be able to express their views generally in regard to the proposals of the Committee at no distant date it is desired that Their Lordships' concurrence in the publication of the Report should be obtained at once, and I am therefore to request the favour of an early reply on this point.

15. I am to take this opportunity to express cordial appreciation of the valuable services rendered during the enquiry by Captain C.V.Smith, the representative of the Admiralty on the Committee.

16. Additional copies of the report can be supplied if desired.

I am, etc.,

(Sd.) G.GRINDLE.

(46)

M.39808.

ADMIRALTY,

24th January 1920.

Sir,

With reference to Colonial Office letter of the 29th ultimo (No.62457/1919) forwarding copies of the Report of the Interdepartmental Committee on Research and Development in the Dependencies of the Falkland Islands, I am commanded by My Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that they concur in the publication of this report as proposed in paragraph 13 of your letter under reply.

2. I am, however, to point out that, whilst fully concurring in the value of the Report, Their Lordships do not necessarily associate themselves with all the recommendations contained therein, and that a further communication will be sent when it has been more closely examined.

I am, etc.,

(Sd.) W.V.BADDELEY.

The Under Secretary of State,
Colonial Office.

M.62646.

ADMIRALTY,

14th September, 1920.

Sir,

With reference to Admiralty letter M.34808 of the 24th January, relative to the report of the Inter-departmental Committee on Research and Development in the Dependencies of the Falkland Islands, I am commanded by My Lords Commissioners of the Admiralty to acquaint you, for the information ~~of the Secretary of State for the information~~ of the Secretary of State for the Colonies, that, while concurring in the Committee's recommendation that an expedition for both hydrographical and biological research in these regions is desirable, they would observe that as regards the part chiefly affecting them, viz, hydrographical research, the surveying of waters in other and more frequented parts of the seas will prevent them from allotting H.M. Ships for this purpose for some years. Moreover, in existing circumstances Their Lordships could not approve of money from Naval Votes being applied to this work.

2. In Their Lordships' opinion such an expedition as is outlined in the report could only be undertaken by direction of His Majesty's Government. In such case they presume that the precedent of the "Challenger" Expedition would be followed.

I am, etc.,

(Sd.) W.V. BADDELEY.

The Under Secretary of State,
COLONIAL OFFICE.

(4d)

C.SEC.S.6609/20.

ADMIRALTY,

25th October 1920.

Sir,

With reference to Mr.Allen's letter of the 12th October addressed to Admiral Learmonth in connection with the research expedition proposed by the Inter-Departmental Committee on Research and Development in the Dependencies of the Falkland Islands, I am commanded by My Lords Commissioners of the Admiralty to state for the information of the Secretary of State for the Colonies that in furnishing the estimates, plans and information They will be pleased to assist so far as possible/required in connection with the ships referred to in Mr.Allen's letter, and a further communication on the subject will be made in due course.

I am etc.,

(Sd.) W.J.EVANS.

The Under Secretary of State
Colonial Office

S.W.1.

(4e)

C.SEC.S.6609/20.

ADMIRALTY,

19th November, 1920.

Sir,

With reference to Admiralty Letter C.Sec.S.6609/20 of 25th October last, relative to the ships required in connection with the research expedition proposed by the Inter-Departmental Committee on Research and Development in the Dependencies of the Falkland Islands, I am commanded by My Lords Commissioners of the Admiralty to acquaint you for the information of the Secretary of State for the Colonies that consideration has been given to the question of the probable first cost of two such vessels as are recommended by the Committee. The information available at the Admiralty on which to base an estimate is, however, very meagre and the shipbuilding conditions at present are such as may well render past information of little value, but from a brief examination My Lords are of opinion that the figure of £85,000 mentioned by the Committee would be quite inadequate, and that the two vessels would cost collectively from two or three times that sum.

2. My Lords would also point out that the vessels are of a very special type such as is not now designed or built except to a very small extent, and They consider it probable that difficulty might be experienced in getting any Firm in this Country to build them. The Dundee Shipbuilding Co., of Fannore Shipyard, Dundee, which built the "DISCOVERY", might perhaps undertake the work and would probably be in a better position

The Under Secretary of State,

Colonial Office,

S.W.1.

position to furnish a reliable estimate of cost than would the Admiralty. The Secretary of State may therefore consider it desirable to approach that Firm on the matter before giving further attention to the subject of details.

3. I am also to state that in view of the special nature of the vessels necessitating special experience in designing and building them, My Lords consider that the best results would be obtained by placing the work in the hands of outside designers and builders having such experience.

I am etc.,

(Sd.) W.J. EVANS.

(4f)

57244/1920.

DOWNING STREET,

2nd December, 1920

Gentlemen,

Report
Extract.

I am directed by Viscount Milner to transmit to you a Report of the copy of the/Interdepartmental Committee on Research and Development in the Dependencies of the Falkland Islands and to invite attention to the proposal in Part IX that two vessels should be specially employed to carry out the researches recommended by the Committee. Full details of the types of vessel required will be found in the report of the Ship Sub-Committee, which forms Appendix XXVI to the report of the Interdepartmental Committee.

2. Lord Milner desires in the first place to ascertain what would be the cost of giving effect to the Committee's recommendations in order to see whether the resources available are likely to be sufficient. Enquiry has accordingly been made of the Admiralty with a view to obtaining a separate estimate for each ship and the cost of

- (a) construction;
- (b) equipment, omitting scientific equipment;
- (c) maintenance, including pay etc. of the navigating staff, but not the cost of the scientific, or any survey staff.

3. As regards plans etc. the Ship Sub Committee did not consider it necessary to prepare plans at the time nor to recommend builders, since they thought it desirable to leave these matters to the Admiralty and to the suggested Advisory Committee (see paragraph 147 of the report of the Interdepartmental Committee). Enquiry was therefore also made whether the Admiralty could furnish provisional plans or recommend from

THE CROWN AGENTS

what

FOR THE COLONIES.

(4f)
sheet 2.

what source they might be obtained. The advice of the Admiralty was also asked as to the building of the vessels: and in this connexion, the Lords Commissioners were furnished with the accompanying extract from the communication from Dr. Charcot, dated the 2nd December 1918, which is referred to in paragraph 146 of the report of the Interdepartmental Committee.

19th Nov.

4. A copy of the reply received from the Admiralty is also enclosed: and you will observe that the Lords Commissioners suggest that the Dundee Shipbuilding Company, which built the "Discovery" might be approached before further attention is given to details, and that the best results would be obtained by placing the work in the hands of outside designers and builders having the necessary special experience.

5. I am to request that you will take these matters into consideration (in consultation if desirable with your Consulting Naval Architects) with a view to obtaining, by enquiry of the Dundee Shipbuilding Company and/or otherwise, such preliminary information as to cost and plans as will enable Lord Milner to consider the Inter-Departmental Committee's recommendations in more detail, It is not desired however that you should incur any substantial expenditure without further reference to this Department.

6. I am to explain that while it will be useful to have preliminary information regarding both vessels it seems probable that it may be necessary to make a start with one vessel only, the commencement of survey work being deferred until such time as it is possible to provide a second vessel and to obtain the necessary trained survey staff from the Admiralty.

I am etc.,

(Sd.) G.GRINDLE.

EXECUTIVE COMMITTEE.

LIST OF MEMBERS.

5A

Mr. S. R. Darnley, (Chairman)	Colonial Office.
Sir S. P. Harmer, K.B.E., ScD., F.R.S. (Vice Chairman),	British Museum (Natural History Depts)
Mr. H. T. Allen (Financial Member)	Colonial Office.
Mr. J. O. Borley, O.B.E.	Ministry of Agriculture & Fisheries.
Captain Robert W. Glennie, C.M.G., R.N.	Admiralty.

Sir Fortescue Flannery has consented to serve as a member of the Committee until such time as the reconditioning of the s.s. "Discovery" is completed.

The Lords Commissioners of the Admiralty have agreed to allow Mr. A. W. Johns, C.B.E., Mr. E. Steed, and Lieutenant Commander J. Hamilton also to advise and assist the Committee on matters concerning the reconditioning of the vessel.

Mr. R. Hovsborg of the Office of the Crown Agents for the Colonies will also attend the meetings of the Committee.

DUPLICATE

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(5)

FALKLAND ISLANDS

NO. 47

DOVERING STREET,

24 May, 1923.

Sir,

Encl. (1)

With reference to paragraph 10 of my
Dispatch No. 26 of the 7th March, relative to the
Purchase of the s.s. "Discovery" I have the honour
to inform you that I have now appointed an
Executive Committee to control the proposed investi-
gations, subject to my instructions.

A list of the members of the Committee is
enclosed.

The Committee will be glad of an oppor-
tunity of conferring with you personally while you
are on leave in this country.

I have the honour to be,

Sir,

Your most obedient

humble servant,

(Signed) DEVONSHIRE

GVERNOR

J. MIDDLETON, Esq., C.M.G.,
Ac., Ac., Ac.,

1-15

(6)

FALKLAND ISLANDS.NO. 64

DUPLICATE

6 August, 1923.

Sir,

Encl 6

encl 4

In continuation of my despatch No. 47 of the 24th of May, and with reference to paragraph 9 of my despatch No. 25 of the 7th of March, I have the honour to inform you that tenders for the reconditioning of the "Discovery" were, on my instructions, invited by the Crown Agents for the Colonies on the basis of the accompanying specification of repairs and alterations.

SpecificationFr. C.A. 25 June

2. I also enclose a copy of a letter from the Crown Agents forwarding a report from the Consulting Naval Architects on the tenders submitted. This report was considered by the "Discovery" Committee, and on their recommendation I approved the acceptance of the tender of Messrs. Vosper and Company on the conditions stated on the accompanying copy of a resolution agreed to by the Committee.

Resolution

3. The Crown Agents having satisfied themselves as to the financial stability of the firm a formal contract was placed with Messrs. Vosper and Company on the 19th of July at a cost of £22,820 plus a sum of £4528.18.6 for spare parts and the rates specified in the accompanying tabulation for additional work (see page 48 of the Specification). I also enclose a copy of the further correspondence noted in the margin from which you

TabulationC.A. to Messrs. V12 July.Messrs. V. to C.A.13th July

THE OFFICER ADMINISTERING

THE GOVERNMENT OF,

THE FALKLAND ISLANDS.

Fr. Messrs. F. B. & J.
16th July
L.O. to J.A.
23rd July.

you will see that I agreed to the addition of a sum of
£253 to the tender (making the total of £32,820 referred
to above) in view of the requirement that the vessel
must not be allowed to ground after leaving dry dock.

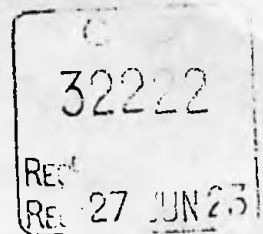
I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) DEVONSHIRE



25th June, 1923

Sir,

Falkland Is. Requisition No. 1460.
S.S. "Discovery".

22.6.23.

I have the honour to enclose for the information of the Secretary of State, a copy of a report received from Messrs. Flannery Baggallay & Johnson, dealing with the tenders received for the repairs and alterations required to the S.S. "Discovery".

2. Contrary to expectation, the Consulting Naval Architects have not made a definite recommendation as to which tender should be accepted, leaving the decision to be reached by the Members of the "Discovery" Committee, in conjunction with the Admiralty representatives, at the meeting to be held to-morrow.

3. In order to assist the Committee's decision, Messrs. Vosper were requested to furnish details

23.6.23. of work executed by them on wooden vessels, and I enclose a copy of a letter received from them in answer to this request.

4. Messrs. Camper & Nicholson in their tender, omitted to quote schedule rates for additional work not covered by the specification, and which might arise during progress of the work. They have been

The Under Secretary of State,

Colonial Office,

S.W.

requested to furnish this information for the consideration of the Committee. Their reply has not yet been received, but we hope it will be in time for the information to be presented before the Committee to-morrow.

5. Mr. Horsburgh will be present at to-morrow's meeting, and will bring with him all the tenders which were received, with connected papers. Copies of Messrs. Flannery Baggallay & Johnson's report and Messrs. Vosper's letter are being sent over to Mr. Darnley by-hand to-day, in order that, if necessary, copies can be transmitted to Members of the Committee by to-night's post.

I have the honour to be,

Sir,

Your obedient Servant,

(Sd) J. W. Potter.

for Crown Agents.

COPY.

AH/WAD.

ENCLOS.

FLANNERY, BAGGALLAY AND JOHNSON LIMITED,

Consulting Engineers,

9, Fenchurch Street,

London, E.C.

22nd June, 1923.

The Chief Engineer,

Messrs The Crown Agents

for the Colonies,

4, Millbank, Westminster, S.W.1.

Sir,

Falkland Islands 1460/3. "Discovery"

We beg to return herewith your Schedule of Tenders together with the nine Tenders which the Crown Agents have received for the Repairs and Alterations required to the above vessel.

2. It will be remembered that when inviting Tenders for the Repairs and Alterations to this vessel that no less than 35 Firms were invited, so that out of the total number invited to Tender 26 of them have not submitted Tenders, although several Firms invited visited the vessel and they have not submitted a Tender.

3. The reason for this in some cases is, we think, owing to lack of docking or slipping accommodation, and in other cases because the dock in which the vessel would be placed for carrying out the work would be required for such a long period that any Firm with only one Dock would be barred from Tendering for other work which was likely to offer whilst the "Discovery" was under repair.

4. It will be remembered that the estimate of

cost

cost submitted in our letter addressed to the Crown Agents for the Colonies dated 3rd February last was £45,000 and we are glad to say that there are three Firms whose prices are below this estimate, the remaining Firms Tenders all being in excess of the estimate.

5. We have carefully Tabulated the Tenders received; setting forth the prices, in separate columns, for the repairs and alterations alone, extra required for sailing trial trip and extra cost of the whole of the spare gear specified, time required for completion and the Schedule Rates for making good further defective portions of the Hull which will develop during the course of executions of the work as specified. We enclose Tabulation herewith for reference.

6. From the enclosed Tabulation it will be noted that the lowest Tender received is that from Messrs Vesper and Company^{Limited} of Portsmouth, who quote a price £31702. 0. 0 for the Repairs and Alterations as specified, plus £180. 0. 0 for Sailing Trial Trip and subsequent dry docking, and £4,528. 18. 6 for the whole of the Spare Gear specified, making a total of £36,410. 18. 6 for the whole of the work as specified, including Sailing Trial Trip and the whole of the Spare Gear, and the time required for carrying out the work is quoted at 26 to 30 weeks.

7. The second lowest Tender is that of Messrs Camper and Nicholsons, Limited, Southampton, who quote a price of £36,975. 0. 0. for the Repairs and Alterations as specified, plus £115. 0.0. for Sailing

Trial

Trial Trip and subsequent dry docking and a sum of £3,394. 5. 9 for the whole of the Spare Gear as specified, making a total of £40,484. 5. 8 for Repairs, Alterations, Sailing Trial Trip and the whole of the Spare Gear specified and the time required for carrying out the whole of the work is quoted at 25 weeks from date of order. This Tender, based on the full cost including Spares and Sailing Trial Trip, is £4,073.7.3 in excess of Messrs Vosper's Tender of £36410. 18. 6 above referred to, and the time required for delivery is one to four weeks quicker than Messrs Vosper's Tender.

This Firm do not state in their Tender the Schedule of prices for work extra to the Specification which would be shown to be necessary as the Contract proceeds.

8. The third Tender is that of Messrs Forsters Dry Dock Company, who quote a price of £39,500. 0. 0 for Repairs and Alterations as specified, plus £350.0.0 extra for sailing Trial Trip and Dry Docking and £4,500.0.0 for the whole of the Spares as specified, making a total of £44,350. 0. 0 for the Repairs, Alterations, Sailing Trial Trip and all Spares specified, the time required for carrying out the work being quoted at 30 weeks from date of order. This Tender is £7,939. 1. 6 in excess of Messrs Vosper's Tender of £36410. 18.6 and £3,865.14.3 in excess of Messrs Camper and Nicholsons Tender of £40,484. 5. 9.

This Firm's Tender was, we understand, received four days later than the extended time allowed by the Crown Agents.

9. The remaining Tenders are all much in excess of the above two lowest Tenders and the estimate of £45,000.

10. It will be noted that Messrs The Ailsa Shipbuilding Company Limited, of Troon, have not

submitted a fixed price Tender, but state that they would be willing to come to a working agreement with you on the lines which prevailed between their Firm and the Owners of the "Scotia". Such working agreement would provide for the long time use of a suitable dry dock on their premises and for the payment of wages and materials against properly checked accounts, as well as a fee to themselves for the use of premises, plant and experience. As the Crown Agents have obtained nine fixed Tenders for the Repairs and Alterations required, such an arrangement as that suggested by the Ailsa Company might ultimately be found to work out dearer than the lowest Tenders now received. A Tender accepted for a fixed sum receives more energetic supervision by the responsible members of Firms than is found to be the case with Tenders placed on the lines suggested by the Ailsa Shipbuilding Company.

11. Referring further to Messrs Camper and Nicholsons Tender and to the fact that they have not filled in on their Tender form the whole of the Schedule rates for additional work as set forth on page 48 of the Specification, their reasons for not doing this being that the cost of the work mentioned would depend upon its position, surrounding details etc. it may be understood that they mean that the cost of renewing planking and similar parts of the ship's hull is more cheaply effected where the planking had the least amount of bend or set in way of the midship length of the Vessel, the working of the timber at the ends of the vessel requiring considerable curvature and is consequently more expensive to work than midship portion.

portion. At the same time we think that the Firm should have been able to quote, as other Tenderers have done, indicating the prices for renewing the portions amidships and separately for renewing those which are at the ends of the vessel and requiring special curvature.

12. Messrs Vosper's Tender appears to be fully in the form of your Specification with the exception that they have not quoted separate prices for a number of the items of spare gear as specified and this information would be required before any Tender could be accepted. Messrs Vosper's letter covering their Tender and dated 13th instant states that it is not proposed at this stage to make any proposals or amendments regarding the arrangement of this ship and we do not know what amendments the Firm have in mind, if any, when making the above observations.

13. Before definitely considering acceptance of the lowest (Messrs Vosper's) Tender, we would respectfully recommend that the Firm should furnish particulars of any similar class of work which they have carried out at their Works in recent years approximating to the work now in contemplation for this vessel, and such information if requested, might be compared simultaneously with further reference, if such should be decided upon, to Messrs Camper and Nicholsons regarding their omitted Schedule rates for additional work.

14. Messrs Camper and Nicholsons letter dated 13th instant covering their Tender to the Crown Agents calls attention to several points, the first ^{one} being that dry docking is not proposed but hauling up the vessel on a slipway is suggested instead, this being considered

better

better by the Firm than the damp atmosphere of a Deck. We would not, however, suggest approval of a slipway unless under approved conditions, including good working room underneath the bottom of the vessel, proper overhead cover and approved foundation and alignment of the slip.

The second point raised by Messrs Camper and Michelsens is in regard to the spars which are specified to be of similar timber to that originally fitted and the Firm are unable to obtain these materials and their price is based on the assumption that Oregon pine or pitch pine would be accepted for the lower masts and spars and Norway pine for the top masts and upper spars.

The third point is in regard to heating by steam or hot air and the Firm have only allowed for stoves as fitted originally.

The fourth point raised is in regard to the emergency electric-lighting set which is specified to be capable of running all lights and wireless installation simultaneously and the Firm point out that they have made provision for emitting the searchlight from this emergency set and that is the interpretation which was intended to be put upon the Specification.

As regards item five viz:- the Schedule for extra work, we have referred to this in a previous paragraph.

This Firm also state that they have recently constructed two wooden ships about the same dimensions as the "Discovery" and that their Shipwrights and Riggers are accustomed to wood ships and square rigged vessels.

vessels.

15. As regards the remaining Tenders submitted, we beg to make the following observations:.....

Messrs Forsters Dry Dock Company's Tender.

This Firm have not itemized in any form the prices for spare gear as specified, neither have they filled in particulars of auxiliary machinery on pages 46 and 47 nor the makers of materials on page 49.

No alternative arrangements for heating living spaces by means of steam or hot air have been submitted.

16. Messrs J.S. White and Company's Tender.

This Firm make several reservations, among them being the following:-

Main Planking.

Only 1,000 lineal feet of new planking is provided, in view of the Firm being unable to make an underwater examination and in the case of the Greenheart doubling 800 lineal feet are allowed for renewal above water line and 400 feet below water line, and as regards the latter (Greenheart doubling) we think it is very necessary that the specification should be conformed to in its entirety, observing that the responsibility for satisfactory removal of the outer doubling should rest with Contractors.

Held Timbers.

The Firm's interpretation of the Specification is what was intended to be conveyed.

Fastenings.

We think the allowance made by the Firm should prove sufficient, but this is a point which is not

raised

raised and we therefore assume is conceded by the two lowest Tenderers.

Sails.

The names of makers proposed are carefully noted and they are well accustomed to this class of work.

The remaining items referred to are mostly details, except that an alternative arrangement for heating is proposed by the installation of an "Ideal" boiler with flow and return pipes to the various compartments including radiators in each cabin.

It will be noted that the Firm have made provision for insuring the ship during reconstruction including the sum of £10,000 as the value of the ship delivered to them.

17. Messrs John I. Thornycroft and Company Limited's Tender.

This Firm call attention to several points and we remark on same seriatim as follows:-.....

1. The renewal of upper and main deck beams in wake of present hatches referred to is already provided for in the Contract Specification.

2. The Specification in regard to Greenheart doubling is not fully accepted, the Firm only making allowance for ~~renewing~~ 50 per cent of this, any further renewals found necessary being the subject of extra payment.

3. English elm is proposed to be substituted for American elm and whilst English elm is a good timber it is cheaper than American elm, but is not, in our opinion, quite so durable.

4. We see no objection to cast iron boiler bearer for the boilers.
5. The testing of existing anchors and cables is already provided and pending result of tests, it was not proposed to make any provision for renewal, at the same time if renewal is found necessary, this will be the subject of extra payment, as provided in the Contingent Clauses of the Specification.
6. It is noted that 40 tons of rock salt have been provided for.
7. Pumping Arrangement. The sketch indicating the arrangements is noted, but this is only in diagrammatic form and we think that the specified arrangements should be adhered to.
8. The alternative arrangement of heating submitted consists of steam radiators in all cabins and crew's spaces, this steam being provided by main and/or auxiliary boilers.
9. The cost of the sailing trial and subsequent dry docking are noted on the Tabulation herewith.
10. It is noted that the price of fitting iron work to the spare spars is not included in the Firm's list of spare gear, but we think that say 50 per cent of the spare at least should be fitted with iron work for the reason that at some time a spar might be carried away and portion lost overboard with its iron work and mountings, in which case the iron work would be necessary on the spare spar.

We would see no objection to Norway fir or Oregon pine for the spars in view of the difficulty at present in obtaining Riga fir.

11. The Firm have made provision for six months dry dock rent in their Contract, but we do not think they should charge extra dry dock dues until such time as can be proved that the vessel has been delayed in dry dock due to any extra work which might crop up in the course of the repairs. We agree that the dry dock as specified would be better than a slipway.

12. The differences in cost between the 9 knots and 10½ knots motor boat is £262. 0. 0 and the Firm's Tender is based on the assumption that a 9 knots boat would be acceptable, but we think the 10½ knots specified will be found necessary for the service intended, this increasing the Firm's Tender by £262. 0. 0 making a total of £53,158. 0. 0.

13. Outboard Motors. The Whalers should, we think, be so arranged that the motors can be readily removed as specified, so as not to interfere with easy towing and handling with cars independent of motor power when required.

14. The outline Specification of Whaler, Dinghy and Norwegian Pram are received and will receive detail examination in due course.

18. Messrs Ramage and Ferguson's Tender.

This Tender is not accompanied by any covering letter, but the Firm point out in the Specification that their prices for spare spars are with 8 corners off and no mountings of any sort allowed for. This would not, in our opinion, be a satisfactory arrangement.

The

The suppliers of materials are not mentioned on page 49 of the Specification, the Firm stating that if successful they would submit names for approval.

Anchors and cables are allowed for testing and renewing any studs or pins, but no allowance is made for replacing anchors and cables if broken in test, these would be supplied at 28/- per cwt. extra.

The alternative price for steam heating is quoted at £148 extra.

19. Messrs Day Summers and Company Limited's Tender.

Several points are called attention to by this Firm, these being as follows:-.....

1. Insurance Clause 24. No provision has been made for insuring the vessel whilst in transit and during course of repair, the only insurance provided for is that necessary for covering the value of the work put into the vessel from time to time by the Firm.

2. Terms of Payment. Four payments by instalments are suggested in equal amounts at different dates during the carrying out of the work, in lieu of payments according to progress made as provided for in the Specification.

3. The extra cost of steam heating which is submitted as an alternative would be £168.

4. Sailing Trial Trip. The Firm have made provision for all requirements regarding this trial trip, but they have not provided for the insurance of the vessel for trial trip purposes as they state they do not

not know what would be the actual value of the completed ship.

20. Messrs Henry Robb Limited's Tender.

This Firm's Tender is not covered by any letter and is generally complete, with the exception that a large number of the spare parts specified are not itemized.

21. Messrs Hawthorns and Company Limited's Tender.

The Firm's covering letter with the Tender mentions that the price stated is subject to material as specified being procurable, no Guarantee being obtainable from the suppliers. No indication, however, is given as to what materials are referred to. Steam heating^{is} provided for as alternative for heating accommodation and appears to be included in the main Tender. On examining the lists of spare gear it is found that prices have been omitted for spare gear for Motor Launch and Detachable Motors and that the prices quoted for spars do not include iron work.

22. We await your further instructions.

and remain etc.,

FLANNERY BAGGALLAY AND JOHNSON LIMITED

COPY

From.

Messrs Vesper and Co. Limited.

To.

The Crown Agents for the Colonies.

Dated.

23rd June, 1923.

Gentlemen,

s.s. "Discovery" - W/Falkland Islands. 1460.

We have been instructed by your Consulting Engineers, Messrs Flannery, Baggallay and Johnson Limited, to submit for your consideration some particulars of repairs and other work carried out by our firm, and beg to append herewith a brief resume of various jobs, also separate list embodying names of owners and vessels, and nature of repairs carried out within the last three years.

The vessel which most nearly conforms to the "Discovery" although of steel construction, is the s.s. "Haim Mazza". This was a five months' job and a contract of considerable magnitude. The vessel was gutted out, extensive alterations made to boilers and machinery, new bulkheads and stiffening fitted at different parts of the ship and the installation of fore and main masts with cargo booms and hoists. Accommodation had to be provided for approximately two hundred first and second class passengers, and generally the requirements called for complete re-construction of the vessel.

Repairs and renewals have been carried out to several Trinity House vessels, both in composite and all wood construction.

Schooners up to 300 tons have been built in this yard with all rigging, yards and spars and completed for sea. The rigging, though not so heavy as required for

the

the "Discovery" is precisely on the same lines, and we should like to add that some of the men working upon the above ships are still in our employ.

During the year 1919/1920 two specially strong wood steam tugs were built for the Shipping Controller: owing to the particular nature of the work, the structural arrangement of these tugs were exceptionally heavy.

The Barquentine Julius and Margue Dronning Dagmar were repaired and dry docked in 1920 and in the case of the Dronning Dagmar considerable deck and sail repairs were carried out.

During the last ten years, 700 ships have been docked or slipped (250 of this number within the last six years), upon which repairs and reconstructions have been carried out, engaging the activities of every trade ship building.

Regarding our personnel, our shipyard manager has personally fitted masts and gear, larger than that called for in the "Discovery" and covering as many technicalities, and our foreman rigger has had unique experience in designing and carrying out sail plans and rigging in the largest of vessels.

We have endeavoured to convey a fair report of our experience and would confirm, that personally we feel in every way able to carry out the somewhat unusual and special work called for in this vessel.

We are, etc.,

VOSPER AND COMPANY LIMITED,

(Sgd)

Director.

Encls:- List.

RESOLUTION.

The Committee unanimously agreed that subject to such steps as the Crown Agents may see fit to take to ascertain the financial stability of Messrs. Vosper and Company, Limited, and, if necessary, to obtain security for the proper execution of the work, the tender of that firm should be accepted as it stands, subject to the following stipulations:→

(a) The vessel must not be allowed to ground after coming out of dry dock; (b) the work to be carried out under cover, as provided in the specification (page 26); (c) the names of all sub-contractors to be submitted for approval before any sub-contracts are placed; and (d) alternative arrangements for heating to be submitted, as provided in the specification (page 19).

W/Falkland Islands 1460

URGENT.

From the Crown Agents

to

Messrs. Vosper & Co. Ltd.,
Broad Street,
Portsmouth.

12th July, 1923.

Gentlemen,

W/Falkland Islands 1460
S.S. "Discovery"

The Secretary of State has now instructed us that subject to your satisfying us as to your financial stability and furnishing satisfactory security for the proper execution of the work, your tender of the 13th June for repairs and alterations to the Antarctic Research Vessel "Discovery", in accordance with the Crown Agents Specification dated 7th May 1923, for the sum of £31,882, and for the spare parts specified for the further sum of £4,528.18.6, and for the additional work at the rates laid down in page 48 of the same Specification, should be accepted, provided that:-

- (a) The vessel must not be allowed to ground after being taken out of dry dock.
- (b) All the work is to be carried out under cover as provided for in the specification (page 29)
- (c) Names of all sub-contractors to be approved before the work is proceeded with.
- (d) Alternative arrangements for heating the vessel are to be submitted as provided for in the specification (Page 21).
- (e) The arrangements for the removal of the vessel to your yard are to have the approval of the Crown Agents.

2. An early reply to this letter is desired.

From:- Messrs.Vosper & Co., Ltd.,
To:- The Crown Agents for the Colonies.
Dated :- 13th July, 1923.

W/Falkland Is.1460.

S.S."DISCOVERY".

Gentlemen,

We are in receipt of your favour of the 12th instant, and are pleased to learn that, subject to the clauses mentioned in your letter being answered satisfactorily it is your intention to place the above contract in our hands.

Taking the points of your letter in order, we beg to reply as follows:-

Respecting your question as to our financial stability, we beg to enclose herewith a letter from our Bankers received this morning and which we trust will be found satisfactory.

Clause "A" Referring to the condition of grounding mentioned in clause "A".

The berth we had arranged for the vessel after leaving dry dock is within our Works confines, and handy both to our shipyard and Engineering Works, but unfortunately there is not sufficient water to ensure the vessel being afloat at all states of the tides. The alternatives are either to keep the vessel in dry dock until completion, or arrange a deep water berth some distance from our Works.

It will be understood either alternatives will materially increase the cost of the work, and we respectfully submit that under the circumstances, we may be allowed to add some portion of the amount to our tender. We would propose the sum of £938 (Nine hundred and thirty eight pounds) as a reasonable proportion of our additional cost, and to be extra
to

to our Contract of £31,882.

- Clause "B". All work will be carried out under cover as required by the specification -page 29
- Clause "C". Names of sub-contractors will be submitted.
- Clause "D". Alternative arrangements for heating are under consideration, and will be submitted to the Crown Agents in due course.
- Clause "E". The removal arrangements will be submitted before the vessel is removed from her present berth.

In view of the importance of this contract, the undersigned proposes to call at your Office on Monday afternoon to further discuss any questions that may arise in respect to this letter.

Meanwhile, we are, etc.

VOSPER & COMPANY LTD.

(Sd) W.Watts Director.

65

From:- Messrs.Flannery Baggallay & Johnson Ltd.

To:- The Crown Agents for the Colonies.

Dated :- 16th July, 1923.

W/Falkland Is.1460.

H.M.C.S."Discovery".

Sir,

Referring to your instructions that we should peruse the letter dated 13th instant to the Crown Agents from Messrs. Vosper & Co., Ltd., and submit our recommendation thereon, we beg leave to report as follows:-

2. We respectfully confirm the opinion previously expressed that under no conditions would it be wise to permit this ship to take the ground during the final stages of her reconditioning, and there are provisions in the General Conditions of Contract which would give us, as your Officials, power to direct the workmanship and these would in our opinion be sufficient and were always understood to be sufficient to enable us to direct continuous floatation during the latter part of the outfitting accordingly.

3. We note, however, that Messrs.Vosper when tendering had estimated for a relief of dry dock dues expenditure during the latter part of the outfitting by their contemplated transfer of the ship from dry dock to a berth adjacent to their Yard where the ship would ground from time to time with the fall of the tide, and that they now ask as a contribution towards the additional expense which they say would fall upon them as compared with their estimated expense when tendering, the sum of £938, and we gather that the effect of their letter of the 13th instant may be the withdrawal of their tender unless the extra amount is conceded and as we assume they are perfectly entitled to withdraw their tender before

before it is unconditionally accepted, it will be for the Crown Agents to advise whether the extra amount should be conceded or not.

4. The tender of Messrs. Vosper, even if they are entitled as a condition of not withdrawing their tender to add the sum of £938, would still, as already noted by the Crown Agents, be very much lower than that of the next tenderer, and having regard to the opinion expressed recently by the Colonial Office that it is very undesirable that any Contractor should commence work with a feeling of grievance, we are ourselves inclined to advise meeting the lowest tenderers in any reasonable way, although as already stated, the misunderstanding when calculating their cost of the work for tendering was their own.

5. In the circumstances if you should decide by conceding their demand to avoid any chance of withdrawal of the lowest tender, it might be acceptable to say that you would add the sum of £938 to their tender as an ex gratia payment if, upon the completion of the contract, you were perfectly satisfied in the Crown Agents sole discretion with the manner in which the contract had been carried out, and as you instruct us to make a submission we respectfully recommend accordingly for the above reasons and

remain,

Your etc.,

(Sgd) Flannery Baggallay and Johnson Ltd.

(Intld)

Copy.

35863/1923.

Downing Street,

23rd July, 1923.

Gentlemen,

With reference to the Minute from your office of the 17th July (W/Falkland Is. 1460), I am directed by the Duke of Devonshire to inform you that he approves of the addition of the sum of £938 to the tender of Messrs. Vosper for the re-conditioning of the "Discovery" in view of the requirement that the vessel must not be allowed to ground after coming out of dry dock.

2. The Secretary of State is of opinion that it is not desirable to attach to this additional payment the condition suggested by the Consulting Naval Architects in the last paragraph of their letter of the 16th July.

I am etc.,

(Sgd) G. Grindle.

THE CROWN AGENTS

FOR THE COLONIES.

22nd June, 1923.

TENDERERS	P R I C E S				DELIVERY F.A.S.		SCHEDULE RATES OR EXTRA WORK Rates per Cub. Ft. fastened and finished.											REMARKS.
	Repairs and alterations as specified.	Sailing trial trip and subsequent dry docking.	Whole of spares as specified.	Total Amount including sailing trial trip and whole of spares.	PORTS	TIME REQUIRED.	(a) Dock dues per day.	(b) Inside thickness Outside plank.	(c) Outside planking clear of doubling.	(d) Greenheart doubling.	(e) Inner bottom planking.	(f) Oak timbers.	(g) Main keel.	(h) Centre keelson.	(i) Bulwark stanchions.	(j) Bulwark planking.	(k) New foremast.	
Vosper & Co.Ld Portsmouth	£31702. 0. 0.	£180. 0. 0.	£4528.18. 6	£36410.18. 6	Portsmouth	26/30 weeks	£4. 0. 0.	£2. 2. 6.	£1.18. 0.	£2.17. 0	£1.18. 0	£2. 5. 0	£3. 1. 0	£1.13.0	£1.19. 0	£1. 7. 0	£142. 0. 0	Itemising of spares to complete. See covering letter.
Camper and Nicholsons,Ld. Southampton	£36975. 0. 0	£115. 0. 0	£3394. 5. 9	£40484. 5. 9	Southampton	28 weeks	£3. 5. 0										£150. 0. 0	Schedule rates not quoted See covering letter.
Forsters Dry Dock Co.Ld.	£39500. 0. 0	£350. 0. 0	£4500. 0. 0	£44350. 0. 0	London	30 weeks	£10. 0. 0	£1.15. 0	£1.10. 0.	£2.0. 0	£1. 4. 0	£2. 0. 0	£6. 0.0	£3.10.0	£1. 5. 0	£0.15. 0	£250. 0. 0	Spares not itemised. Makers of auxiliaries not stated.
J.S.White & Co.Ld Cowes, I.of W.	£48740. 0. 0	£160. 0. 0	£3844. 0. 0	£52744. 0. 0	Cowes	40 weeks	£2. 5. 0	£1. 0. 0	£1. 6. 0	£2.0. 0	£0.19. 0	£1.10. 0	£2. 5.0	£1.15.0	£2.10. 0	£1. 0. 0	£248.10. 0	See covering letter
J.I.Thornycroft Ltd. Southampton.	£49835. 0. 0	£140. 0. 0	£2921. 0. 0	£52896. 0. 0	Southampton	50 working weeks.	£3. 5. 0	£1.10. 0 to £2. 5. 0	£1. 0. 0 to £1.10. 0	£2 4. 6 to £3 5. 0	19. 3 to £1.10. 0	£1. 3. 3 to £1.15. 0	16.8	11.6	£1.14. 0	£1. 2. 0 to £1.13. 0	Included in main tender	See covering letter
Ramage & Ferguson Ld. Leith.	£49800. 0. 0	£90. 0. 0	£3097. 6. 9	£52987. 6. 9	Leith	39 weeks	£16. 0. 0	£6. 0. 6	£2. 2. 0	£1.12. 0	£2. 2. 0	£8. 8. 0	£5. 3.0	£2.18.0	£3. 2. 0	£1. 1. 0	£114. 0. 0	Steam heating £184 extra
Day, Summers Ld. Southampton	£49900. 0. 0	£100. 0. 0	£3325.15. 0	£53325.15. 0	Southampton	7 months	£3. 5. 0	£1. 5. 0	£1. 0. 0	£1.15. 0	£1. 7. 0	£1. 0. 0	£1.10.0	£1. 5.0	£1. 2. 0	10. 0	£140. 0. 0	Steam heating £168 extra. No insurance included for vessel in present condition. See covering letter
Henry Robb Ld. Leith.	£49340. 0. 0	£160. 0. 0	£3924. 0. 0	£53424. 0. 0	Leith	32 weeks	£16. 0. 0	£2.10. 0	Eng. Elm £1.12. 0 Pitch Pine £1.10. 0	£2. 0. 0	£1.10. 0	£1. 5. 0	£2.10.0	£2. 0.0	£1. 5. 0	£10. 0	£180. 0. 0	
Hawthorns Ld. Leith.	£54830. 0. 0	£170. 0. 0	£4156. 3. 0 incomplete.	£59156. 3. 0	Leith.	30 weeks	£16. 0. 0	£1. 2. 6	£1. 2. 6	£2.12. 6	£1. 1. 0	£1.17. 6	£1.10.0	£1. 5.0	£1.17. 6	5. 0	£275. 0. 0	Spare gear prices incomplete
Ailca Sbdg.Co.Ld. Troon	Firm offer to tender on nett cost basis, plus allowance for establishment charges and profit.																	

FLANNERY, BAGGALLAY & JOHNSON.

Consulting Engineers,

9, Fenchurch Street,

London, E.C.

W

ALKLAND IS.1460/3.

Authority C.O.Lr.No.32222 of 11/7/23.

Your tender dated 13th June 1923 is accepted for repairs and alterations to the Antarctic Research vessel "DISCOVERY" as amplified by your subsequent letter of 13th July for the sum of £32, 820 for the work on the vessel in accordance with the specification & special⁴General Conditions of Contract, plus the sum of £4,528. 18. 6. for spare parts as set forth on pages 40-45 of the specification making the total contract sum as stated above.

The rates specified in page 48 of the specification are agreed to as part of the contract.

19. 7. 23.

MS.

W

FALKLANDS 1460

communications to be
addressed to the Crown
Agents for the Colonies,
the above reference and
the date of this letter
being quoted.

ADVICE OF ORDERS PLACED.



The Crown Agents for the Colonies present their

compliments to The Colonial Secretary

Falkland Islands.

Authority C.O. Ir.
--indent No. No. 32222

Dated 11. 7. 23.

Dept. -----

and have the honour to enclose copies of the undermentioned
accepted tenders in connection with the indent noted in the
margin.

A period of 14 to 28 days should be added to
the date promised for delivery, being the time which may
elapse between the goods being ready and a suitable opportunity
for shipment, and, unless a further advice is sent you, it may
generally be assumed that the date promised for delivery in
England will not be exceeded.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

4, MILLBANK, LONDON, S.W. 1.

19th July, 1923

Firm.	Nature of Goods (and indent item numbers).	Date promised for delivery in England.	Approximate cost.
Vosper & Co. Ltd.	Repairs & Alterations to Antarctic Research <u>S.S. "DISCOVERY".</u>	14. 2. 24.	32,820 plus the sum of £4,528.18.6. for the spare parts.

FALKLAND ISLANDS 1460

All communications to be addressed to the Crown Agents for the Colonies, the above reference and the date of this letter being quoted.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

4, MILLBANK, LONDON, S.W. 1.



3rd January 1924

9

SIR,

With reference to the indent noted in

the margin, in connection with which Advices of Orders

- Indent No. C.O.Lr.No. 57244/20

placed have already been transmitted to you, I have

Dated 2.12.20

the honour to furnish the undermentioned information

Dept. -

relative to the progress of the work.

I have the honour to be,

Sir,

Your obedient servant,

for CROWN AGENTS.

The Colonial Secretary,
Falkland Islands.

Item Nos.	Remarks.
Repairs and alterations to S.S. "Discovery"	<p>The Inspecting engineers report as follows:-</p> <p>"We beg to advise you that the progress of repairs and alterations on this vessel is still slow principally owing to the difficulty in obtaining the necessary ready supplies of materials and in this regard we are continuing to assist Contractors as far as possible.</p> <p>"It will be remembered that in our report dated 9th ulto. that as far as could be seen at that time it will be about the middle of this year before this vessel would be completed ready for service, and we are not at present able to give a more definite estimate of the date of completion. The work is, however, receiving our close attention during the whole of the time with a view to expediting matters to the fullest extent."</p>

DUPLICATE

FALKLAND ISLANDS

NO. 42



DOWLING STREET,

29 April, 1924.

Sir,

With reference to previous correspondence

I have the honour to transmit to you a copy of a

Progress Report by the "Discovery" Committee.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) J. H. THOMAS

THE OFFICER ADMINISTERING

THE GOVERNMENT OF

THE FALKLAND ISLANDS.

(11A)

SHALING RESEARCH IN THE SOUTH ATLANTIC.

The re-conditioning of the ship "Discovery", which was acquired some time ago for the purposes of making investigations into Shaling, is proceeding at Portsmouth, in dry dock, under cover.

Owing to the quantity of woodwork affected by dry rot the necessary repairs have proved to be far more extensive than could be ascertained until the ship had been placed in dry dock and her planking had been removed. This condition of affairs involves a large amount of work in addition to the details included in the specification which formed the basis of the contract with Messrs. Vesper of Portsmouth.

Some of the timbers required, particularly for replacing defective portions of the main keel, are of unusual size, and difficulty has been experienced in obtaining suitable supplies of the high quality which alone can be used.

So far as can be seen at present the vessel will not be ready for sea until late in 1924.

Apart from the work of re-conditioning, progress has been made with the general preparations for the Expedition.

Lieutenant Joseph H. Stenhouse, D.S.O., O.B.E., D.S.C., R.N.R., has been appointed Master of the "Discovery". This officer has had practical experience of Antarctic navigation under peculiar difficulties which were successfully overcome under his direction: for instance, during his command of the "Aurora" in the second Shackleton Expedition in 1914/5.

It is not proposed to make any farther appointments to the ship until the vessel is approaching completion.

On the recommendation of the Executive Committee, known as the "Discovery" Committee, under whose directions the investigations are to be carried out, and with the concurrence of the Government of India, the Secretary of State for the Colonies has now approved the appointment of Dr. Stanley W. Kemp, Superintendent of the Zoological Survey of India, to be Director of Research, and other appointments are about to be made to the Scientific Staff. It is expected that, in addition to the Director, the Scientific Staff will consist of four Scientists who would be specially interested in Molluscs, Plankton, Hydrology and Fishes, respectively, together with a trained Laboratory Assistant. A surgeon will also be required who will assist, as far as practicable, in the Scientific work on board the ship, and a Chemical Assistant who will work ashore. It is also proposed that there should be a shore staff at South Georgia consisting of three Scientists and a Laboratory Attendant. A similar staff may also be employed later at the South Shetlands.

The complement of the ship "Discovery" has been provisionally approved on the following scale:- Master, three Deck Officers, three Engineer Officers, two Cadets, five Petty Officers, three Stewards, &c., and thirteen Seamen and Firemen.

Rates of pay for the Officers and Ship's Company have been provisionally drawn up and a Victualling Scale has been drawn up on the basis of previous Antarctic experience.

Enquiries

Enquiries are being made as to the most suitable kind of Wireless telegraph installation. A proposal to carry a gyroscopic compass has been considered, but it has not been found possible to provide the space required for the equipment and additional coal.

It is expected that the ship will do much of her work under sail only, and special attention is being paid to the masts and sail plan with a view to improving her sailing qualities which were formerly unsatisfactory. So heavy a vessel cannot, however, be made into a fast sailer.

Consideration is also being given to the question of carrying Aeroplanes, both on the ship and for use at the Shore Stations.

A preliminary draft of the Scientific programme has been drawn up, and the problem of suitable apparatus for use in marking Whales is engaging the attention of the Committee. Experiments have been conducted in connection with the apparatus and it is hoped that practical tests may be undertaken under sea-going conditions during the coming summer.

The Committee are also considering the question whether in addition to the "Discovery" one or more smaller vessels should be employed, chiefly for marking Whales, and enquiries are being made as to the cost of acquiring such craft whether by hire or purchase.

DUPLICATE

PAID AND ISLANDS

W-90

DOWNING STREET

30 September, 1924.

Sir,

With reference to the Duke of Devonshire's despatch No. 47 of the 24th of May, 1923, regarding the constitution of the "Discovery" Committee, I have the honour to inform you that the Lords Commissioners of the Admiralty have nominated Captain John D. Nares D.S.O., R.N. to represent them on the Committee in succession to Rear Admiral R. W. Glennie, retired.

I understand that Captain Nares is the son of the late Vice-Admiral Sir George Strong-Nares, R.C.B., who commanded the "Challenger" on her scientific expedition about fifty years ago.

I have the honour to be

Sir,

Your most obedient

humble servant,

(Signed) J. H. THOMAS

GOVERNOR

J. MIDDLETON, ESQ., R.S.E., C.M.G.,

&c.

&c.

&c.

Each, 13 + 1
withdrawn & sent
to Comdr. Stenhouse
Vide Encl. 20

R.
10/5/26



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE DATE OF THIS LETTER BEING QUOTED.
AND THE FOLLOWING REFERENCE:
TELEGRAMS, "CROWN, LONDON."
TELEPHONE, 7730 VICTORIA.

W/Falkland Is. 1460.

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.



1st February 1926.

Sir,

I have the honour to inform you that a set of drawings in connection with the R.R.S. "Discovery" are being forwarded to you under separate cover by the first available steamer.

2. A set of the drawings are also being forwarded to the Acting Magistrate, South Georgia and we shall be glad if you will advise him that the drawings should be handed over to Captain Stenhouse or Dr. Kemp on board the "Discovery".

3. Two copies of a letter from Messrs. Flannery, Baggallay & Johnson furnishing a list of the drawings is enclosed.

I have the honour to be

Sir,

Your obedient Servant,

W. A. W. Wickham

The Colonial Secretary,
FALKLAND ISLANDS.

for Crown Agents.

(14)

FROM MESSRS. FLANNERY, BAGGALLAY & JOHNSON TO CROWN AGENTS.

G

9, Fenchurch Street,
and 2 and 3, Philpot Lane.
London, E.C.3.

23rd December, 1925

AH/LED

Gentlemen,

Falklands 1460/5. R.R.S. "DISCOVERY"

We beg leave to hand you herewith Japanned tinned case containing the following Velograph prints on tracing cloth for your immediate reference as per Mr. Horsburgh's telephone request;

- No. 4744. 18' Dinghy. Constructional drawing
- 4746. Auxiliary boiler.
- 4747. 14' Pram, constructional drawing.
- 4748. 25' Whaler, constructional drawing.
- 4749. 25' Whaler, lines
- 4751. Midship section
- 4755. Auxiliary boiler smokebox.
- 4762. Decklight.
- 4764. 30' launch rudder.
- 4767. Crankshaft.
- 4771. Stern bracket and thrust.
- 4772. Ball race for rudder.
- 4775. Main deck accommodation.
- 4786. Ironwork details.
- 4791. Upper deck accommodation.
- 4793. Auxiliary boiler mountings.
- 4799. Yard ironwork details.
- 4807. Yard ironwork details.
- 4808. Stern tube aft bush.
- 4812. Chain plates.
- 4816. Electrical circuits.
- 4818. F.W. tank shoring.
- 4834. Bilge suction fittings.
- 4837. 3" valve boxes.
- 5007. Steam steering gear.
- 5011. Deck connections.
- 5034. Bilge suction details.
- 5043. Steam and hand steering gear.
- 5055. 19' lifeboats.
- 5062. Hand steering gear.
- 5063. Sounding platforms.

16

- No. 5064. Anchor crane.
5067. Displacement curves.
5070. Indicator cards.
5071. Sheet blocks and jackstays.
4810. Upper deck plating.
4743. 30' launch, constructional drawing.
4745. 30' launch, lines drawing.
4752. Arrangement of decks.
4753. Deck houses.
4757. Lower deck bulkheads.
4758. Shafting and lifting gear.
4760. Propellers.
4761. Main boiler bearers.
4765. Skylights.
4768. Rudder.
4769. Feed tanks and screen bulkhead.
4770. Mast and stay plan.
4774. Lowering funnel.
4778. Yards and booms.
4780. Water piping arrangement.
4781. Fore masts.
4782. Main masts.
4783. Mizzen masts.
4788. Mast partners.
4789. F.W. Feed, and Ice tanks.
4790. Mast ironwork details.
4797. Forecastle arrangement.
4800. Arrangement of workshop.
4804. Accommodation ladder.
4805. Heating and ventilating.
4806. Steam piping arrangement.
4809. Sails.
4817. Electric light installation.
4973. Deep water reels.
4979. Shallow water reels.
5013. Main deck laboratory.
5040. Upper deck laboratory.
5042. Sanitary piping.
5051. Steam and exhaust lines.
4766. Bilge pumping arrangement.
4776. Winch house.
4784. Boat davits etc.
5068. Main boilers.
5069. Main engines.
4794. 1/4" general arrangement.
4795. Fly - Fly to 1/4" Sail plan.
4795. 1/4" sail plan.

We will send two further sets of Drawings as soon as we have completed examination of same, and meantime remain,

Your obedient servants,

FLANNERY, BAGGALLAY & JOHNSON, LIMITED.

(INTD) A.E.P.

ORIGINAL SHIPPING ADVICE.

(19)

The Crown Agents for the Colonies have to report the undermentioned shipment:—

Reference **S/** 1460/
 Colony FAIKLAND IS
 Indent No. --
 Dept. --
 Steamer "LORETO"
 From Liverpool
 To Stanley
 Consigned to The O.A.G.
 Date 10-2-26
 Special A/c (if any) --

NUMBERS OF PACKAGES.	DESCRIPTION OF STORES.	REMARKS.
HC523.	1 Case Canister of Drawings.	

ENCLOSURES.

Bill of lading

Invoice —

Crown Agents Store.

Packing charge

Packing
Partic-
ulars.

£

s.

d.

Will follow.

To

The Colonial Secretary

FAIKLAND ISLAND

8-2-26 MG

Office of the Crown Agents for the Colonies,
4, Millbank, London, S.W. 1.

40/23.

30th April, 26.

Sir,

With reference to our conversation yesterday, I forward herewith as arranged a list of the drawings in connection with the R.R.S. "Discovery". You informed me that a set of the drawings referred to was received by you at South Georgia about the 12th inst.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Captain J. R. Stenhouse, D.S.O., OBE, D.S.C.

R.R.S. "Discovery",

AT PORT STANLEY.

Encls. 13+14 -
Duplicates of Encls.
15. 16+17.

DUPLICATE SHIPPING ADVICE.

21

The Crown Agents for the Colonies have to report the undermentioned shipment:—

Reference **S/** 1460/
 Colony **FAULKLAND IS**
 Indent No. *see Co. letter 5/244/10 of 2/12/20*
 Dept. --
 Steamer **"LORETO"**
 From **Liverpool**
 To **Stanley**
 Consigned to **The O.A.G.**
 Date **10-2-26**
 Special A/c (if any) --

NUMBERS OF PACKAGES.	DESCRIPTION OF STORES.	REMARKS.
HC523.	1 Case Canister of Drawings.	(Value 15.00)

ENCLOSURES.

Bill of lading - *see our advice 22/12/20 of same date*

Invoice —

Crown Agents Store.

Packing Charge

(in duplicate)

Freight a/c (in duplicate)

Cost of Insurance

Packing Particulars.

£

s.

d.

- 9 3

- 2 7

4 1

To
 The Colonial Secretary

FAULKLAND ISLAND

8-2-26 MG

Office of the Crown Agents for the Colonies,
 4, Millbank, London, S.W. 1.

C3

FREIGHT ACCOUNT.
PACKING PARTICULARS AND CHARGES.Crown Agents for the Colonies
(Store Branch.)Shipped per S.S. *London*

on

9th Feb. 1926.

SUMMARY OF PARTICULARS:—

To be shipped to *PAKLAND IS.* addressed:—

Req. 1460	O. H. M. S.
O.A.S. Port Stanley	
R.R.S. Discovery	

Nos.	CASES.	BALES.	GROSS WEIGHT.	CONTENTS.
HC.523	1		G.S.24	Canister of drawings.

All packages should be weighed immediately on receipt and before a receipt is given to the Shipping Coy., and, if the weight of any package differs to any appreciable extent from the weight marked on the outside of the package and given in these packing particulars, the B/L should be endorsed to that effect.

Dept.
or Account

Indent No.

PACKING CHARGES:—

To packing and delivery to ship, viz.: 7.5 super: feet at 1/3 per foot
(Description of packing *In wpf. or & wood*)

£ s. d.

- 9 3

PARTICULARS IN DETAIL.

Nos.	CASES.	BALES.	
HC.523	1	1	Canister of drawings. Received from <u>Works Dept.</u> <u>Measurements</u> 2/8 -/8 -/7

FREIGHT ACCOUNT.

The Crown Agents for the Colonies.

Dr. to Messrs. Pacific Steam Navigation Co. per Greenshields Cowie & Co.

Date 18.2.26

Reference 1460 Falkland Is.

Indent No.

Department

Special Account (if any)

Shipped by S.S. Loreto

From Liverpool

To Stanley

Sailing Date 10.2.26



Freight as below		Tons	ft.	Ins.	Tons	Cwts.	qrs.	lbs.	Rate			
1	Case Canister of Drawings.	-	1	0					80/-	-	2	-
									Primage 10%	-	-	2
										£	-	2 2
FH												
Bill of Lading												
Shipping Charge												
S. 13. (50,000/9/25.)												

£

FALKLAND ISLANDS.

No. 64



DOWNING STREET.

25 May, 1932.

Sir,

Red 4.

With reference to the Duke of Devonshire's despatch No.26 of the 7th March, 1923 reporting the purchase from the Hudson's Bay Company of the Royal Research Ship "Discovery", I have the honour to inform you that under present conditions the "Discovery" Committee see little prospect of being able to utilise this vessel in the near future for the purposes of the "Discovery" Investigations.

In the circumstances I have approved of the recommendation of the Committee that the vessel should be made available for charter should a suitable offer be made. In this connection, attention was drawn to the restrictions contained in the last clause of the Agreement with the Hudson's Bay Company that the vessel should not be used in trading in competition with the Vendors, and also providing that if at any time it was desired to dispose of the vessel the Vendors should have the first option of repurchasing her at a price to be agreed, but not exceeding £1,000.

It was represented by the Committee that the restriction as to trading might possibly limit very considerably

GOVERNOR,

SIR JAMES O'GRADY, K.C.M.G.

&c., &c., &c.

considerably the likelihood of letting the ship on charter, it would be desirable that an endeavour should be made to obtain the consent of the Hudson's Bay Company to cancel the clause in question.

With my approval, negotiations were entered into, as the result of which the Vendors have agreed that the clause shall be cancelled in consideration of a payment of £1,250, and the Crown Agents for the Colonies have been authorised to take the necessary legal steps and to pay the agreed sum.

I would add that there is no present intention or suggestion that the ship should be sold, and the "Discovery" Committee have expressed the view that this should not be done if it can be avoided. It is felt however that the value of the ship as an asset will be greatly increased by the cancellation of the restrictions in the clause and the liberty to dispose of the ship at its market value should necessity arise and opportunity occur.

I have the honour to be,

Sir,

Your most obedient,

Humble servant,

(Sgd.) P. CUNLIFFE-LISTER

FALKLAND ISLANDS.

40/23



CHUNG STREET.

5 August, 1932.

No. 108.

Sir,

I have the honour to refer to my despatch
 No. 23 of the 25th of May, on the subject of the
 cancellation of the final clause of the Agreement
 entered into with the Hudson's Bay Company for the
 purchase of the Royal Research Ship "Discovery" and to
 transmit to you a copy of the Supplemental Agreement
 entered into with the Hudson's Bay Company.

Agreement.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(for the Secretary of State)

(Signed) R. W. HAMILTON,

OVERSEAS.

SIR JAMES O'GRADY, K.C.M.G.

etc.

etc.

etc.

Stamp
10/-

(26)

A N A G R E E M E N T made the Twentieth day of June
1932 B E T W E E N THE GOVERNOR AND COMPANY OF ADVENTURERS
OF ENGLAND TRADING INTO HUDSON'S BAY (hereinafter called
"The Hudson's Bay Company") of the one part and THE CROWN
AGENTS FOR THE COLONIES (hereinafter called "the Crown
Agents") of the other part SUPPLEMENTAL to an Agreement
(hereinafter called "the Principal Agreement") dated the
Eighteenth day of October 1922 and made between the Hudson's
Bay Company and the Crown Agents being an Agreement of the
sale by the Hudson's Bay Company to the Crown Agents of the
vessel "DISCOVERY" WHEREBY IT IS AGREED as follows:-

1. IN consideration of the sum of £1250 now paid by the
Crown Agents to the Hudson's Bay Company (the receipt of
which sum is hereby acknowledged) the Hudson's Bay Company
hereby agrees that the following clause contained in the
Principal Agreement shall be and is hereby cancelled viz :-
"As a further part of the consideration for the sale of
"the vessel the Purchasers agree with the Vendors not to
"use the vessel or allow her to be used in trading in
"competition with the Vendors and in the event of any
"breach of this condition to pay compensation to the
"Vendors for such damages as they may sustain and
"further should the Purchasers desire at any time here-
"after to dispose of the vessel they shall give the
"Vendors the first option of repurchasing her at a price
"to be agreed but not exceeding £1,000 (One thousand
"Pounds)"
2. IF any reference to the Principal Agreement shall
appear in the records of the registry in which the said
vessel is registered the Hudson's Bay Company agrees to the
cancellation of any such reference and hereby irrevocably
appoints the Crown Agents and each of them and every person
who for the time being shall be one of the Crown Agents for

the Colonies the Attorneys and Attorney of the Hudson's Bay Company to sign such documents and do such acts and things as may be necessary to procure such cancellation

IN WITNESS whereof the Hudson's Bay Company have caused their Common seal to be hereunto affixed and one of the Crown Agents has hereunto set his hand and seal the day and year first above written

THE COMMON SEAL of The Hudson's)
Bay Company was hereunto affixed) (L.S.)
in the presence of:)

John B. P. Karlake,
Director

P. K. H. SEWELL,
Assistant Secretary

SIGNED SEALED AND DELIVERED by)
John Gibson Fleming one of the)
Crown Agents for the Colonies) J. GIBSON FLEMING (L.S.)
in the presence of:)

H. HORSBURGH,
17, Mortlake Road,
Kew, Surrey,
Civil Servant.

DATED 20th JUNE 19

THE HUDSONS BAY COMPANY

and

THE CROWN AGENTS FOR THE COLONIES

Copy

A G R E E M E N T

in regard to the Vessel "DISCOVERY"

Waltons & Co.,

101, Leadenhall Street,

E.C.3.

DECODE.

TELEGRAM.

From SECRETARY OF STATE FOR THE COLONIES,

To H.E. THE GOVERNOR.

Despatched: 11th January, 1936. Time: 1221.

Received: 12th January, 1936. Time: 1030.

No. 2. I am advised R.R.S. "Discovery" is not further required for discovery investigations. Question of her disposal therefore requires consideration. Please telegraph whether you have any observations on this point and in particular whether you see any and if so what possibility the vessel being required for local purposes. Particulars of vessel are given in Discovery Reports Volume I.

Secretary of State for the Colonies.

*I believe this
Robert has
been sent away
by an enquiry
Metc*

DECODE.

(29)

TELEGRAM.

From H.E. THE GOVERNOR.

To SECRETARY OF STATE FOR THE COLONIES.

Despatched: 13th January, 1936. Time: ...

Received: 19 ... Time: ...

Red 28

No. 2. Your telegram No. 2 I consider that the vessel should be sold disposal of her scientific equipment being considered separately. There is no possibility of her being required for local purposes.

Governor.

DECODE.

(30)

TELEGRAM.

From. Secretary of State for the Colonies.

To. H. E. The Governor, Falkland Islands.

Despatched. 20th November, 1936. 2200.

Received. 21st November, 1936. 1100.

(29)

No. 114. CONFIDENTIAL. Your telegram No. 2 effort has been made to sell Discovery but no offer which Discovery Committee feel able to recommend has so far been received.

Value of vessel for trading purposes has been assessed ~~at~~ by Brokers at £3000. Best cash offer received is £1100, and this for delivery of vessel after February next.

In the circumstances and in interests of preservation of historic vessel suggestion has been made that vessel be offered as free gift to organisation such as Boy Scouts Association.

Tentative enquiries have been made to elicit that that Association would welcome offer of vessel as a gift and that with the help of anonymous donors who would provide them with £30,000 towards maintenance etc, they would undertake so far as is possible to use ship for the following purposes:- (a) A living memorial to Scott, Oates, Shackleton, and other heroes of Arctic exploration.

- (b) A Headquarters for Sea Scouts branch of Boy Scouts Association;
- (c) A training centre for Sea Scouts and other officers;
- (d) A training centre for poor and unemployed scouts, so far as possible;
- (e) A rendezvous for deep sea scouts of Royal Navy and Mercantile Marine;
- (f) A hostel for Overseas Scouts who may from time to time be passing through London.

Other steps contemplated are that the administration of the ship be placed in hands of small Committee responsible to Executive Committee of Boy Scouts Association, and that arrangements be made for ship to be open to public on certain days at a small fee which would go towards expenses of upkeep.

Port of London Authority would provide berth on North Side of Thames at Temple Steps close to H.M.S. President.

Please telegraph before November 30th whether you support suggestion for offer of vessel to Boy Scouts Association as free gift or have any other suggestions to offer.

Secretary of State.

DECODE.

TELEGRAM.

From Secretary of State for the Colonies,
To His Excellency the Governor.

Despatched: 1st December, 19 36. Time: 2055.

Received: 2nd December, 19 36. Time: 1100.

Red 30

No. 118. Confidential. I should be glad to receive an
early reply to my telegram No. 114 Discovery.

SECRETARY OF STATE.

DECODE.

TELEGRAM.

From His Excellency the Governor,

To Secretary of State for the Colonies.

Despatched: 2nd December, 19 36. Time: ...

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

Reds. 30-31

No. 83. Your telegrams Nos. 114 and 118 Confidential. I am entirely in favour of handing over Discovery to Boy Scouts Association as a gift subject to undertaking that the arms of the Colony be displayed at a suitable place on board in addition to those of Scott and of the Hudson Bay Company and that provision be made for a hostel for Overseas Scouts who are the sons or descendants of British settlers Overseas.
GOVERNOR.

DECODE.

TELEGRAM.

From Secretary of State for the Colonies,

To His Excellency the Governor.

Despatched: 16th December, 19 36. Time: 0032.

Received: 16th December, 19 36. Time: 1100.

Red 32

No. 129. Confidential. Your telegram No. 83 Discovery I am advised special Ordinance will be necessary and that thereafter gift should take form of a transfer by bill of sale for nominal consideration say £1.

Offer of ship on this basis has been made to and accepted by Boy Scouts Association who are intending to use ship for the following purposes.

A

- (a) a living memorial to Captain Scott and other Polar Explorers.
- (b) a headquarters for Sea Scouts branch of Boy Scouts Association
- (c) a training centre for Sea Scouts
- (d) a training centre for poor and unemployed Scouts so far as possible
- (e) a rendezvous for deep sea Scouts
- (f) a hostel for overseas Scouts who may from time to time be passing through London and in particular for those who are the sons or descendants of British settlers overseas.

Subject to necessary consent being obtained Arms of the Falkland Islands and of Captain Scott and of Hudson Bay Company will be displayed in conspicuous position.

Ordinance in the following terms should be enacted at first opportunity begins.

An Ordinance to provide for the disposal of the Royal Research Ship "Discovery".

Be it enacted by the Governor of the Colony of the Falkland Islands with the advice and consent of the Legislative Council thereof as follows :-

1. This Ordinance may be cited as the "Discovery"

Ordinance/

Ordinance, 1936.

2. It shall be lawful for the Governor to dispose of the Royal Research Ship known as the "Discovery" and belonging to His Majesty represented by the Government of the Colony of the Falkland Islands either by deed of gift or by bill of sale for a nominal consideration to any person or body of persons inside or outside the Colony. Ends.

Please telegraph how soon Ordinance can be enacted.

SECRETARY OF STATE.

ral

Ordinance/

FALKLAND ISLANDS.

A BILL

To provide for the disposal of the Royal Research Ship "Discovery".

BE IT ENACTED by the Governor of the Colony of the Falkland Islands, with the advice and consent of the Legislative Council thereof as follows :-

Short Title.

1. This Ordinance may be cited as the "Discovery" Ordinance, 1936.

Disposal of
Royal Research
Ship "Discover

2. It shall be lawful for the Governor to dispose of the Royal Research Ship known as the "Discovery" and belonging to His Majesty represented by the Government of the Colony of the Falkland Islands either by deed of gift or by bill of sale for a nominal consideration to any person or body of persons inside or outside the colony.

Passed by the Legislative Council this day of
 , 1936.

Clerk of the Legislative Council.

Assented to by the Governor and given under the
Public Seal of the Colony this day of ,
1936.

Colonial Secretary.

DECODE.

TELEGRAM.

From His Excellency the Governor.....

To Secretary of State for the Colonies.

Despatched: 4th December, 19 36. Time :...

Received : 19 ... Time : ...

Red 34.

No. 92. Confidential. Your telegram No. 129. Discovery
Ordinance will be enacted 4th January, 1937.

GOVERNOR.

4982
39
J. Ferrell Colton
Coyote Range
Flagstaff, Ariz.
U. S. A.
11 - 2 - 36

Govt. of the Falkland Islands
Stanley, Falkland Islands



Dear Sirs:

I am, at present assembling information for an illustrated pamphlet which is to cover all existing square-rigged vessels, whether auxillary or not. This will take in not only those used in purely commercial enterprises, but also those owned by Navies as historical relics and training ships, mercantile marine training ships, and yachts. For this reason, therefore, I am wondering if you would be so kind as to give me or put me in touch with some one who could give me the information I need about the aux. bk. "Discovery."

Enclosed find list of information I already have and blanks to be filled in concerning this vessel should she still be afloat with rig in place.

I should be very grateful, indeed, should you feel yourselves able to supply me with this, much needed, information.

Thanking you in advance for any trouble you may go to in this matter, I am

Very sincerely,

J. Ferrell Colton
J. Ferrell Colton

*To be answered
mch*

DISCOVERY



1. Built in 1901 by the Dundee Ship-builders Co., Ltd. at *Dumfries*
2. Constructed of w.
3. Rigged as bk., carrying ?
4. Dimensions:

Tons under dk.	- 670
Tons net	- 357
Tons gross	- 736
Tons D. W.	-
Length	- <i>751 1/2 tons</i>
Beam	- <i>170.8 172 179' 3"</i>
Draft	- <i>34' 33' 8"</i>
Poop	- <i>18.6</i>
Forecastle	- <i>none plus 18' 5"</i>
Main mast	- <i>110 feet in length</i>
Main yd.	- <i>1</i>
Main royal yd.	- <i>none</i>
5. History:

1929. Owned by the Govt. of the Falkland Islands, and stationed at Port Stanley for ?

*Taken from
Falkland Register
1947/12*



FALKLAND ISLANDS.

Ordinance No. 1 of 1937.

I ASSENT,

(Sgd.) H. HENNIKER-HEATON

Governor.

7th January, 1937.

An Ordinance

To provide for the disposal of the
Royal Research Ship "Discovery".

BE IT ENACTED by the Governor of the Colony of the
Falkland Islands, with the advice and consent of the Legislative
Council thereof as follows :—

1. This Ordinance may be cited as the "Discovery" Short Title.
Ordinance, 1937.

2. It shall be lawful for the Governor to dispose of the
Royal Research Ship known as the "Discovery" and belonging to
His Majesty represented by the Government of the Colony of the
Falkland Islands either by deed of gift or by bill of sale for a nomi-
nal consideration to any person or body of persons inside or outside
the Colony.

Disposal of Royal
Research Ship
"Discovery"

Passed by the Legislative Council this 4th day of
January, 1937.

G. J. Stewart
Clerk of the Legislative Council.

Assented to by the Governor and given under the Public
Seal of the Colony this 7th day of January, 1937.

(Sgd.) M. C. Craigie-Halkett.

Colonial Secretary.

GOVERNMENT HOUSE,

STANLEY.

7th January, 1937.

FALKLAND ISLANDS.

No. 8.

Sir,

With reference to my telegram No. 92 of the 24th of December, 1936, I have the honour to forward, for the signification of His Majesty's pleasure, two authenticated and ten printed copies of Ordinance No. 1 of 1937 entitled "An Ordinance to provide for the disposal of the Royal Research Ship "Discovery".

I have the honour to be,

Sir,

Your most obedient
humble servant,

(Sd/) H. HENRIKER HEATON

THE RIGHT HONOURABLE

W. G. ORMSBY GORE, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

No. 40/23.

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

MINUTE.

8th January, 19 37.

From

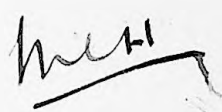
The Colonial Secretary,

STANLEY.

To The Registrar-General,

STANLEY.

I am directed to attach herewith for insertion in your files, an authenticated copy of Ordinance No. 1 of 1937, entitled "An Ordinance to provide for the disposal of the Royal Research Ship "Discovery".


COLONIAL SECRETARY.

DECODE.

TELEGRAM.

From Secretary of State for the Colonies.

To His Excellency the Governor.

Despatched: 9th January, 19 37. Time: 1248.

Received: 10th January, 19 37. Time: 1030.

Red 36

No. 3. Confidential. Your telegram No. 92 Boy Scouts Association have asked for transfer arrangements to be expedited as much as possible. Please telegraph number of Ordinance also whether you are willing that Crown Agents be invited sign bill of sale on behalf of Colonial Government.

SECRETARY OF STATE.

244

DECODE.

TELEGRAM.

From His Excellency the Governor.

To Secretary of State for the Colonies.

Despatched: 11th January, 19 37. Time: ...

Received: 19 ... Time: ...

Red 43

No. 5. Confidential. Your telegram No. 3 Confidential.
Number of Ordinance 1 of 1937 Short Title the "Discovery"
Ordinance, 1937. I agree that Crown Agents be invited to
sign bill of sale on behalf of this Government.

GOVERNOR.

40/23 (45)



, G.B.

Dec. 19th. 1936.

The President & Members
of the Legislative Council,
Falkland Islands,
Port Stanley,

Gentlemen,

There is some talk of asking you to give the Discovery (built for Captain Scott's first attempt to reach the South Pole) to the Sea Scouts as a hostel for Overseas Scouts passing through London, which is a poor ending for such a fine strong old ship should she be kept in the Thames.

I would suggest that the Boy Scout's Association undertakes to keep the vessel in thorough sea-going repair and condition in one of South Coast Ports of England, (where it is easy to get in and out) also that she be kept for the sea training of Sea Scouts to take them out regularly in summer months.

If the Sea Scout's Association will not undertake this I feel sure should she be offered to H.M.S. Conway of Liverpool for the purpose of a Sea-going Training Ship she would be of great value to both the Navy and the Merchant Service who find it so hard now to get youths with practical training.

The Worcester is another training establishment which would welcome such a sea-going vessel, but it would be impossible to work a ship of this description from the Thames.

I have the honour to be

Gentlemen,

Yours faithfully,

Founder of the New Zealand Training Ship

" " " Yachtsmen's Naval Volunteers.

" " " Royal Naval Auxiliary Patrol.

" " " " Shipbuilding in Australia

Asa Whitney
Capt. N.S.

40/23.

22nd January,

37.

Sir,

Recd 45

I am directed by the Governor to acknowledge the receipt of your letter dated the 19th of December, 1936, and to inform you, in reply, that the "Discovery" has been handed over to the Boy Scouts Association of Great Britain who are intending to use the ship for the following purposes :-

- (a) a living memorial to Captain Scott and other Polar Explorers
- (b) a headquarters for Sea Scouts branch of Boy Scouts Association
- (c) a training centre for Sea Scouts.
- (d) a training centre for poor and unemployed Scouts as far as possible
- (e) a rendezvous for deep sea Scouts
- (f) a hostel for overseas Scouts who may from time to time be passing through London and in particular for those who are the sons or descendants of British Settlers overseas.

I am,

Sir,

Your obedient servant,

McH

Colonial Secretary.

Captain A. M. Whitney,
Wanderholme,
Salisbury,
HANTS., G.B.

40/23.

26th January,

37.

Sir,

Red 39.

I am directed to acknowledge the receipt of your letter of the 11th of February (? December), 1936, and to enclose herewith the information requested regarding the Royal Research Ship "Discovery".

I am,

Sir,

Your obedient servant,

mcsh

Colonial Secretary.

Mr. J. Ferrell Colton,
Coyote Range,
Flagstaff, Ariz.
U.S.A.

SAIL AND STEAM SHIP "DISCOVERY".

- 1. Built in 1901 by the Dundee Shipbuilders Company Ltd at Dundee.
- 2. Constructed of wood.
- 3. Rigged as barque, carrying? (List of masts and spars below)
- 4. Dimensions:-

Tons under deck	670	
Tons nett	357	
Tons gross	736	
Tons D.W.	751	} Taken from Lloyds Register 1911 & 1912
Length	179'3"	
Beam	33'8"	
Draft	18'5"	
Poop	None - flush decks	
Forecastle	40 feet in length	
Main Mast)		
Main Yard)	See list	
Main Royal Yard	None	

MASTS AND SPARS

DESCRIPTION	LENGTH
JIBBOOM	34'0" extreme length 5'0" head
BOWSPRIT	27'6" extreme length 12'0" housing
FORE UPPER TOPGALLANT YARD	37'0" ex. arms
" LOWER " "	41'0" " "
" UPPER TOPSAIL "	49'0" " "
" LOWER " "	53'0" " "
2 YARD	58'0" " "
MAIN UPPER TOPGALLANT YARD	37'0" " "
" LOWER " "	41'0" " "
" UPPER TOPSAIL "	49'0" " "
" LOWER " "	53'6" " "
" YARD	58'0" " "
MIZEN GAFF	30'0" " "
" SPANKER BOOM	39'0" " "
FOREMAST	64'0" extreme length 11'6" head
FORE TOPMAST	40'0" extreme length 7'6" head
" TOPGALLANT MAST	25'0" fid to hounds 10'0" pole

MASTS AND SPARS (continued)

DESCRIPTION	LENGTH
MAIN MAST	69'4" extreme length 12'0" head
" TOPMAST	40'6" extreme length 7'6" head
" TOPGALLANT MAST	25'0" fid to hounds 10'0" pole
MIZEN MAST	58'0" extreme length 9'0" head
" TOPMAST	28'9" heel to stops 14'0" pole 6'9" royal pole

5. History:

1929 -- In use by the Falkland Islands Government on whaling research work

1937 -- Handed over to the Boy Scouts Association of Great Britain for the following purposes:-

- (a) a living memorial to Captain Scott and other Polar Explorers;
- (b) a headquarters for Sea Scouts branch of Boy Scouts Association;
- (c) a training centre for Sea Scouts;
- (d) a training centre for poor and unemployed scouts as far as possible;
- (e) a rendezvous for deep sea scouts;
- (f) a hostel for overseas scouts who may from time to time be passing through London and in particular for those who are the sons or descendants of British Settlers overseas.

The "Discovery" will be berthed on the north side of the Thames at Temple Steps close to H.M.S. "President".

DECODE.

TELEGRAM.

From Crown Agents for the Colonies,

To Colonial Secretary.

Despatched: 29th January, 1937. *Time:* 1850.

Received: 29th January, 19 37. *Time:* 2100.

Please arrange immediate transfer to London of registration of Discovery and telegraph when necessary documents have been despatched by Registrar and also confirm there are no encumbrances on vessel appearing on register in Falkland Islands letter follows.

CROWN AGENTS.

DECODE.

TELEGRAM.

From Colonial Secretary,
To Crown Agents for the Colonies.

Despatched: 2nd February, 19 37. *Time:* ...

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

Red 50.

Your telegram 29th January Discovery documents despatched today also certificate that no encumbrances appear on register here

COLONIAL SECRETARY.

57

FALKLAND ISLANDS.

No. 1

Downing Street,

1 January, 1937.



Sir,

I have the honour to transmit to you, for your information, a copy of correspondence with the Boy Scouts Association regarding the proposed handing over to the Boy Scouts Association Trust Corporation of the Royal Research Ship "Discovery".

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) W. ORMSEY GORE.

To Boy Scouts
Assn. 10.12.36.
Fr. do. 11.12.36.
To do. 17.12.36.
Fr. do. 17.12.36.

GOVERNOR

H. MENNIKER-HEASON, M.O., C.M.C.,

SECRETARY etc., etc., etc.

BOY SCOUTS ASSOCIATION.

CONFIDENTIAL.

10 December, 1936.

Sir,

I am directed by Mr. Secretary Ormsby Gore to inform you that the "Discovery" Committee has recommended that the Royal Research Ship "Discovery", which is not further required for the purposes of the "Discovery" Investigations, be handed over, as a free gift, to the Boy Scouts Association Trust Corporation.

The proposal to offer the ship to the Boy Scouts Association is supported by the Governor of the Falkland Islands, and, subject to the legal points referred to below, Mr. Ormsby Gore will gladly give his consent.

Mr. Ormsby Gore is advised that enabling legislation in the Falkland Islands will be necessary, and he is further advised that, if the transferee is to be registered as owner (provided such transferee is qualified to own a British ship) it will be necessary to transfer the ship, which is at present registered as a Government ship in the service of the Government of the Colony of the Falkland Islands, by Bill of Sale. The gift, therefore, should take the form of a transfer of the ship by Bill of Sale for a nominal consideration, say, £1 (one pound).

I am to enquire whether a gift of the ship on that basis will be acceptable to the Boy Scouts Association. In the event of the answer being in the affirmative, the Governor of the Colony will be communicated with by telegraph and invited to introduce enabling legislation at the first opportunity.

I am, etc.,

(SGD.) A.J. Dawe.

THE SECRETARY,
BOY SCOUTS ASSOCIATION.

CONFIDENTIAL.

Reference 88098/36

The Boy Scouts Association,

25, Buckingham Palace Road,

London, S.W.1.

11th December, 1936.

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

Sir,

I am directed to acknowledge your letter of the 10th December and to express the pleasure with which it has been received by Lord Baden-Powell and the Executive Committee of the Boy Scouts Association.

I am further directed on behalf of the Association to accept the offer of the Discovery and to say that the principal difficulties in the way of their doing so have been overcome.

The difficulty of maintenance has been relieved by a most generous gift of £30,000 by an anonymous Donor, and the Port of London Authority have consented to provide a berth for the Discovery on the North Side of the Thames just West of Temple Steps.

It is the intention of my Committee to use the Discovery for the following purposes:-

1. A living memorial to Captain Scott and other Polar Explorers.
2. A headquarters for the Sea Scout Branch of The Boy Scouts Association.
3. A Training Centre for Sea Scouts.
4. A Training Centre for poor and unemployed scouts - so far as possible.
5. A rendezvous for Deep Sea Scouts.
6. A Hostel for Oversea Scouts who may from time to time be passing through London, and in particular for those who are the sons or descendants of British Settlers Overseas.

Subject

Subject to the necessary consent being obtained it is intended to place in a conspicuous position on the Ship the Arms of the Colony (Falkland Islands), of Captain Scott and of the Hudson Bay Company.

My Committee note that enabling legislation in the Falkland Islands will be necessary and that the transfer of the Ship will have to be done by a Bill of Sale for a nominal consideration.

My Committee will welcome any information as to approximate date on which the Transfer can take place in order that the necessary preliminary arrangements can be made. They would also like to be informed whether it is still necessary to treat the Transfer as confidential.

I am, etc.,

(SGD.)

Green

SECRETARY.

88098/36

Downing Street,

17 December, 1936.

Sir,

I am directed by Mr. Secretary Ormsby Gore to acknowledge the receipt of your letter of the 11th December, relating to the Royal Research Ship "Discovery", and to inform you that a telegram has been sent to the Governor of the Falkland Islands inviting him to arrange for the proposed enabling legislation to be introduced into the Legislative Council at the first opportunity.

2. As you were informed by telephone on the 16th December, the letter from this Office of the 10th December need no longer be regarded as Confidential.

3. Enquiry has been made of the Governor as to when it will be possible for the enabling legislation to be introduced, and a further letter will be sent to you as soon as practicable.

I am, etc.,

(SGD.) A.J. Dawe.

THE SECRETARY,
BOY SCOUTS ASSOCIATION.

COPY.

52

The Boy Scouts Association,
25, Buckingham Palace Road,
London, S.W.1.
17th December, 1936.

The Secretary of State for the Colonies,
Colonial Office,
S.W.1.

Sir,

THE "DISCOVERY."

At a meeting of my Committee held on the 16th December I was instructed to convey to you their grateful thanks for the gift of the "Discovery" which they feel will result in this historic Ship being preserved for useful work on behalf of the Youth of the Country for many years to come.

I am further asked to request that an expression of their gratitude may be passed to the Governor of the Falkland Islands.

I am, etc.,

(SGD.)

Green

SECRETARY.

No. 5624.

58
"Discovery" Committee.

COLONIAL OFFICE,

16, Queen Anne's Chambers, S.W. 1.

January, 1937.

Sir,

I enclose a list^{*} of spare gear of the R.R.S. "Discovery" now in store at Stanley.

I am to request that on your coming visit to Stanley you will take the opportunity to have these stores inspected by the Chief Engineer with a view to deciding which, if any, are likely to be of value for the Committee's other ships. It is desired that you will arrange to bring home in the "Discovery II" the two bronze propeller blades for disposal in this country, and such other of the items as are likely to be required for the "Discovery II" or "William Scoresby".

I am also to authorise you to offer to the Government of the Falkland Islands the spars and such other items as are not brought home, for use locally by the Colonial Government or for disposal locally if not required, the proceeds of such local sale to be received by the Colonial Government.

I am, etc.,

(Sgd.) F. H. HARPER,

Secretary.

^{*} See enclosure to letter to Colonial Office of 20th January, 1937.

The Commanding Officer,

R.R.S. "Discovery II".

59

"Discovery" Committee,

COLONIAL OFFICE,

No. 22816/2.

16, Queen Anne's Chambers, S.W. 1.

20th January, 1937.

Sir,

In connection with the proposal to transfer the R.R.S. "Discovery" to the Boy Scouts Association, I am directed by the "Discovery" Committee to transmit to you, for the information of Mr. Secretary Ormsby Gore, the accompanying list of spare gear of that vessel now stored at Stanley, Falkland Islands.

The Boy Scouts Association do not wish to acquire any of these items of gear, and it is doubtful whether they will be required by the Committee for their other ships. It is also thought that, with the exception of the bronze propeller blades the gear is not likely to be readily sold to advantage in this country.

In the circumstances the Committee, after unofficial communication with the Colonial Office, have instructed the Commanding Officer to bring home the propeller blades and such other items as are likely to be required by the Committee for their other ships, and to offer the remainder to the Government of the Falkland Islands for use locally or for disposal if not required, the proceeds of such local sale to be received by the Colonial Government, and they trust that Mr. Ormsby Gore will give his covering approval for this action.

A further letter will be addressed to you regarding the disposal of the spare gear on board the vessel and in store at H.M. Dockyard Portsmouth.

I am, etc.,

(Sgd.) F. H. HARPER.

The Under Secretary of State,
Colonial Office.

SPARE GEAR FOR R.R.S. "DISCOVERY"

LYING AT STANLEY.

$\frac{1}{2}$ set Boiler tubes.

18 Tube Brushes

2 Tube Scrapers.

1 Rod Punch.

1 Rod Set.

1 Crank Shaft.

1 Thrust Shaft.

1 L.P. Piston without Rings.

2 Bronze Propeller Blades.

1 Propeller Shaft with one internal shaft.

2 Spare Spars.

60

THE BOY SCOUTS ASSOCIATION

25, Buckingham Palace Road,

London, S. W. 1.

2838.

20th January, 1937.

Reference: 88098/37.

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

Sir,

s.s. "Discovery".

I thank you for your letter of the 19th January informing me that the enabling legislation in the Falkland Islands has been enacted.

I note that the Bill of Sale transferring the ship to our Association will be signed by one of the Crown Agents of the Colonial Government.

I have already instructed our solicitors - Messrs. Grundy, Kershaw, Samson and Company, 6 Austin Friars, E.C. 2, - to act on our behalf.

I confirm that the declaration required by Section 25 of the Merchant Shipping Act, 1894, will be made by Mr. D. F. Morgan, of this address, in his capacity as Secretary to the Boy Scouts Association Trust Association.

I am, etc.,

(Sgd.) ?.

SECRETARY.

CDG/IDW.

88098/37.

(61)
Downing Street,
19th January, 1937.

Sir,

With reference to the letter from this Office of the 17th December, and your letter of the same date, relating to the Royal Research Ship "Discovery", I am directed by Mr. Secretary Ormsby Gore to inform you that the enabling legislation in the Falkland Islands has now been enacted.

The Bill of Sale transferring the ship to the Boy Scouts Association Trust Corporation will be signed by one of the Crown Agents for the Colonies on behalf of the Colonial Government, and the Crown Agents will communicate with you direct on the matter when the document is ready for completion.

It is understood that the declaration required by Section 25 of the Merchant Shipping Act, 1894, will be made by Mr. D. F. Morgan, of 25 Buckingham Palace Road, S.W. 1., in his capacity as Secretary to the Boy Scouts Association Trust Corporation.

I am, etc.,

(Sgd.) GERALD CREASY.

THE SECRETARY

BOY SCOUTS ASSOCIATION.

88098/37.

Downing Street,

19th January, 1937.

Gentlemen,

With reference to the letter from this Office of the 11th of June last, I am directed by Mr. Secretary Ormsby Gore to transmit to you a copy of correspondence relating to an offer of the Royal Research Ship "Discovery" to the Boy Scouts Association.

The ship, which is at present registered as a Government ship in the service of the Government of the Colony of the Falkland Islands, is to be transferred to the Boy Scouts Association Trust Corporation, and I am to request that you will take steps to effect a transfer to that Corporation under a Bill of Sale for the nominal consideration of £1 (one pound) sterling.

The Governor of the Falkland Islands has agreed to the Bill of Sale being signed by a Crown Agent on behalf of the Colonial Government, a procedure which is permitted by Article 4 of the Order in Council of 25th June, 1925, under Section 80 of the Merchant Shipping Act, 1906.

The solicitors acting for the Boy Scouts Association Trust Corporation are Messrs. Grundy, Kershaw, Samson and Company, of 6 Austin Friars, E.C.2., and the Secretary of State considers that it would be advisable for you to instruct solicitors to act for you in the matter.

The declaration required by Section 25 of the Merchant Shipping Act, 1894, is to be made by Mr. D. F. Morgan of 25 Buckingham Palace Road, S.W. 1., in his capacity as Secretary to the Boy Scouts Association Trust Corporation.

The Certificate of Registry of the ship at Port Stanley is enclosed.

There are some items of equipment at present on the ship which are not to be included in the transfer to the Boy Scouts Association Trust Corporation. A list of these

THE CROWN AGENTS
FOR THE COLONIES.

items/

items, with directions as to disposal, will be given to you by the "Discovery" Committee.

I am, etc.,

(Sgd.)GERALD CREASY.

64

25 January, 1937.

88098/37.

Sir,

I am directed by Mr. Secretary Orsmby Gore to acknowledge the receipt of your letter No. 22816/2 of the 20th of January, regarding the disposal of certain spare gear belonging to the R.R.S. "Discovery" which is now in store in the Falkland Islands, and to request you to inform the "Discovery" Committee that he approves the action which has been taken.

2. Copies of this correspondence are being forwarded to the Governor by Air Mail.

I am,

Sir,

Your obedient servant,

(Sgd.) A. J. DAWE.

THE SECRETARY,
"DISCOVERY" COMMITTEE.

AIR MAIL.

FALKLAND ISLANDS.

No. 15.



Downing Street,

25 January, 1937.

Sir,

With reference to my despatch, No. 1 of the 1st of January, I have the honour to transmit to you copies of correspondence with the Crown Agents for the Colonies and the Boy Scouts Association, regarding the transfer of the R.R.S. "Discovery" to the Boy Scouts Association Trust Corporation.

2. I also enclose copies of correspondence with the "Discovery" Committee regarding the disposal of certain spare gear now stored in the Colony.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

W. ORMSBY GORE.

GOVERNOR

H. HENNIKER HEATON, ESQ., C.M.G.,

etc., etc., etc.

Recd. 5-2-57
To C.As. 19/1/37.
To Assocn. 19/1/37.
Fr. do. 20/1/37.
Fr. "Discovery" Cttee.
20/1/37.
To do. 25/1/37.

64

R.R.S."Discovery II",

Port Stanley.

23rd February, 1937.

Sir,

I beg to advise you that I have inspected the spare gear of the R.R.S."Discovery" and request permission to ship the following items,

18 No.	Tube brushes	} Case
2 No.	" scrapers	
1 No.	Rod Punch	
1 No.	Rod set	
6 No.	Single blocks	
1 No.	Double "	
2 No.	Bronze propellor blades	
1 No.	Aeroplane sling	
1 No.	Stern tube	

I attach a list of gear which I am directed by the "Discovery" Committee to offer to the Colonial Government for use locally.

I am, Sir,

Your obedient Servant,

L.C. Hill

Commanding Officer.

The Colonial Secretary,
Port Stanley.

1. 1 No. Double block
2. 1 No. Single "
3. 100 No. Fire bars (approx.)
4. 1 No. 40-foot Spar
5. 1 No. 35-foot derrick
6. 1 No. Crank and intermediate shaft
7. 1 No. Tail end shaft
8. 1 Case Boiler tubes.

40/23.

25th February,

37.

Sir,

Red 67

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 23rd of February, 1937, and to inform you that permission has been granted to ship certain articles of spare gear of the R.R.S. "Discovery" now in store at Stanley to the United Kingdom by the R.R.S. "Discovery II".

2. I am also to acknowledge and thank you for the list of spare gear offered to this Government for use locally.

I am,

Sir,

Your obedient servant,

C. J. D.
for Colonial Secretary.

The Commanding Officer,
R.R.S. "Discovery II"
at Stanley.

40/23.

2nd March,

37.

Sir,

I am directed to enclose herewith a list of spare gear belonging to the R.R.S. "Discovery" which is at present stored at Stanley.

2. The articles have been handed over to this Government by the Discovery Committee and I am to enquire whether your Company is prepared to make an offer for them.

I am,

Sir,

Your obedient servant,

WCH

Colonial Secretary.

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

LIST OF SPARES.

- 100 Fire bars (Approx.)
 - 1 40-foot spar.
 - 1 35-foot derrick
 - 1 Crank and intermediate shaft
 - 1 Tail end shaft
 - 1 case boiler tubes.
-



71

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

O/Produce 0913.

TELEGRAMS: "CROWN, LONDON".
TELEPHONE: VICTORIA 7730.

4, MILLBANK,
LONDON, S.W.1.

4th February, 1937.

Sir,

I have the honour to confirm our telegram of the

29th January reading:-

Red 50.

'Please arrange for the immediate transfer to London of the registration of the Discovery and telegraph when the necessary documents have been despatched by the Registrar and also confirm that there are no encumbrances on the vessel appearing on the register in the Falkland Islands. Letter follows.'

As you will no doubt have understood, the documents asked for are required in connection with the transfer of the R.R.S. "Discovery" to the Boy Scouts Association. Our solicitors considered that, as the ship is registered in the Falkland Islands, and as considerable risk of delay would be involved in sending the Bill of Sale there for registration and obtaining the return of the certificate of registry, it would be preferable to transfer the registration to London, and they recommended that we should telegraph to you accordingly, asking you also to confirm, for the satisfaction of the solicitors acting for the Boy Scouts Association, that there are no encumbrances on the vessel appearing on the register in the Falkland Islands.

We have now received your telegram of the

2nd February, reading:-

Red 51.

'Your telegram 29th January Discovery documents despatched today also certificate-s no encumbrances appear on the register here.'

I have the honour to be, Sir,

Your obedient servant,

A. Lamond
for Crown Agents.

The Colonial Secretary,
FALKLAND ISLANDS.

z
hce

CA.



G
3

FALKLAND ISLANDS.

No. 25.

DOWNING STREET,

10th February, 1957.

Sir.

MSK

I have the honour to acknowledge the receipt of your despatch No. 8 of the 7th January, and to inform you that His Majesty will not be advised to exercise his power of disallowance in respect of Ordinance No. 1 of 1957 of the Legislature of the Falkland Islands, entitled "An Ordinance to provide for the disposal of the Royal Research Ship "Discovery".

I have the honour to be,

Sir,

Your most obedient, humble servant,

THE OFFICER ADMINISTERING

THE GOVERNMENT OF THE FALKLAND ISLANDS.

W. ORMSEY GORE.

(43)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING" PORTSTANLEY W. RADIO.

Stanley.

15th March, 1937

Sir,

Recd 70

With reference to your letter No 40/23 dated 2nd inst., we have now inspected the gear ex "Discovery" for disposal.

We offer £5 only for the 40' spar and £3 for the Steel Derrick and slip. The other items are useless except as scrap.

I am,

Sir,

Your obedient servant

L. F. Hodgson

L. F. Manager.

The Honourable

The Colonial Secretary

Stanley.

LY/JT

40/23.

17th March,

37.

Sir,

Red 73.

With reference to your letter dated the 15th of March, 1937, I am directed to inform you that it has now been decided to sell by auction the items shown on the list which accompanied my letter to you No. 40/23 of the 2nd of March, 1937.

I am,

Sir,

Your obedient servant,

meH

Colonial Secretary.

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

Colonial Secretary's Office,
Stanley, Falkland Islands.
17th March, 1937.

His Excellency the Governor directs it to be notified, for general information, that intimation has been received from the Right Honourable the Secretary of State for the Colonies to the effect that His Majesty will not be advised to exercise his power of disallowance in respect of the following Ordinances of the Legislature of the Falkland Islands :-

Ordinance No. 12 of 1936, entitled "An Ordinance to provide for the service of the year, 1937".

N.P. 161/36.

Ordinance No. 14 of 1936, entitled "An Ordinance to amend the Tariff Ordinance, 1900, as amended by the Tariff (Import Duties) Amendment Ordinances, 1929, 1931 and 1933".

N.P. 252/36.

Ordinance No. 2 of 1937, entitled "An Ordinance to provide for the disposal of the Royal Research Ship "Discovery".

N.P. 12/37.

By Command,

H. G. Craigie-Malkett.
Colonial Secretary.

4.1.37

MEMORANDUM.

22nd March, 1937.

From

THE FALKLAND ISLANDS COMPANY, LTD.,
STANLEY.

To M. Craigie Halkett Esq. O.B.E
Stanley

Dear Mr. Craigie Halkett,

The following is an extract
from the Nautical Magazine for February 1937:-

"Discovery", Scott's Antartic exploration ship
"was bought by the late Lady Houston for the Boy
"Scouts Association a week before she died".

This is not correct, is it?.

Yours sincerely,



Colonial Secretary's Office,
Stanley, Falkland Islands

2nd April, 1937.

Dear Mr. Young,

Thank you for your note of the 22nd March last, sending an extract from the Nautical Magazine concerning the "Discovery I". The vessel was a free gift from the Colony, but the Government was informed that the difficulty of maintenance, etc. of the vessel after delivery had been relieved by a gift of £30,000 from an anonymous donor. According to the public press Lady Houston was the donor.

Yours sincerely,



The Honourable
L. W. H. Young, J.P.,
STANLEY.



TELEPHONES:
VICTORIA 6005.
(Six lines)

THE BOY SCOUTS ASSOCIATION

IMPERIAL HEADQUARTERS

25, Buckingham Palace Road,

· LONDON ·

S.W.1

TELEGRAMS:
"SCOUTCRAFT,
LONDON."

CODE: BENTLEY'S.
COMPLETE PHRASE

IN REPLY PLEASE ADDRESS

THE SECRETARY,

AND QUOTE.....

26th November 1937

H.E. Sir Herbert Henniker-Heaton, K.C.M.G.,
Governor & Commander-in-Chief,
Falkland Islands,
c/o The Colonial Office,
Whitehall, S.W.1.

Dear Sir Herbert,

I am so sorry that the preparation of this book of photographs, together with my short history of "Discovery" was not completed before you had to return to the Falkland Islands.

I am therefore sending them to you via the Colonial Office trusting that the photographs will serve to remind you of a very pleasant occasion and of our sense of deep gratitude to you and your Government for the magnificent gift.

You may rest assured that the ship will be well looked after and will serve a very useful purpose in her old age. Needless to say, we shall be very glad to welcome anybody from the Falkland Islands who may care to visit the ship when they are in the Home Country.

Believe me,

Yours sincerely,

Hampton

CHIEF COMMISSIONER

H/CEP

From His Excellency the Governor

to the Honourable the Colonial Secretary.

The attached letter from Lord
Hampden the Chief Commissioner of
the Boy Scouts Association might be
published in the Penguin with a copy
of my reply [to be typed for my signature]
and a notice saying that the book of
photographs of the landing ^{to H.R.H. the Duke of Kent} war, can
be seen by visitors to your office
during this month. Thereafter I
would like the volume book returned
to me

TTTTT 4/2/35

GOVERNMENT HOUSE,
STANLEY.

1st February, 1938.

FALKLAND ISLANDS.

Dear Lord Hampton,

Thank you for your letter of the 26th of November which arrived by the last mail.

This Colony has pride in the opportunity afforded to render service to the Boy Scouts Association by the gift of the "Discovery". On its behalf I would express appreciation of your generous acknowledgment and of the invitation extended to Falkland Islanders to visit the ship when in the Home Country.

No more pleasant memento of the occasion of the handing over of the vessel could have been conceived than the book of photographs you so kindly send me. Your able short history of the "Discovery" completes the record fittingly.

I am, My Lord,

Yours sincerely,

(Sgd.) H. HENNIKER-HEATON

The Right Honourable
The Lord Hampton,
Chief Commissioner,
The Boy Scouts Association,
25, Buckingham Palace Road,
LONDON, S.W. 1.

NOTICE FOR "PENGUIN".

His Excellency the Governor directs the publication, for general information, of the following correspondence exchanged between Lord Hampton and His Excellency on the occasion of the handing over of the R.R.S. "Discovery" to the Boy Scouts Association Trust Corporation:

From Lord Hampton to the Governor.

Dear Sir Herbert,

I am so sorry that the preparation of this book of photographs, together with my short history of "Discovery" was not completed before you had to return to the Falkland Islands.

I am therefore sending them to you via the Colonial Office trusting that the photographs will serve to remind you of a very pleasant occasion and of our sense of deep gratitude to you and your Government for its magnificent gift.

You may rest assured that the ship will be well looked after and will serve a very useful purpose in her old age. Needless to say, we shall be very glad to welcome anybody from the Falkland Islands who may care to visit the ship when they are in the Harbour Country.

Believe me,

Yours sincerely
(Sgd.) Hampton

CHIEF

From the Governor to

Dear Lord Hampton,

Thank you for your letter of 11 November which arrived by the ship.

This Colony has been very much afforded to render service by the gift of the "Discovery" and of the invitation to visit the ship when she is in the Harbour.

No more pleasant occasion could be conceived than the book which you have sent me. Your able short history completes the record fittingly.

The book of photographs of the historic vessel to His Royal Highness the Prince of Wales can be seen by visitors at the Museum at the end of this month.



82.

THE BOY SCOUTS ASSOCIATION

IMPERIAL HEADQUARTERS

25, Buckingham Palace Road,

· LONDON ·

S.W.1

TELEPHONES:
VICTORIA 6005.
(Six lines)

TELEGRAMS:
"SCOUTCRAFT,
LONDON."

CODE: BENTLEY'S
COMPLETE PHRASE

IN REPLY PLEASE ADDRESS
THE SECRETARY,
AND QUOTE.....

27th October, 1937.

Sir Herbert Henniker-Heaton, K.C.M.G.,
c/o Colonial Office,
Whitehall,
S.W.1.

Dear Sir Herbert,

At a Meeting of the Committee of our Council held this afternoon I was requested to write to you in order to convey to you and through you to the Government of the Falkland Islands the sense of the Committee's deep gratitude to them for the splendid gift of R.R.S. "Discovery", and furthermore to inform you yourself of the great pleasure it was that you were able to present the Ship in person.

I hope that you personally were satisfied that the Ship is in a satisfactory condition now for her future work. We on our part are very proud at having such a fine old Ship as a training place for Sea Scouts and to be able to preserve her for all time as a memorial to Captain Scott and his comrades.

It may interest you to tell you that since she was open to the public some 4,000 people have already visited her and intense interest has been shown by them during their visit.

So your Government may feel assured that not only will she be of great value to this Association, but of great, and we hope, increasing interest to all those who may visit London.

I hope to send you within a few days a collection of photographs taken of the Opening Ceremony, which I hope will be of interest to you and your Colleagues in the Falkland Islands.

Believe me,

Yours sincerely,

Hampson

Chief Commissioner.

H/JVM.



83. ~~111~~
THE BOY SCOUTS ASSOCIATION,

25, BUCKINGHAM PALACE ROAD,

LONDON, S. W. 1.

22nd May 1953,

My Dear Sir Miles Clifford,

As you know we have for some time have been very concerned about the future of Discovery and have made several approaches to different bodies to see if they would be willing to take her on from us.

There have been thoughts for various reasons. The other day however the Admiral Commanding Reserves made enquiries as he is concerned about the lack of accommodation for R.N.V.R. trainees. He inspected the ship and was most enthusiastic. He also was interested in the First and Second Sea hands in his notice and they seem as enthusiastic as he is.

If this should come to fruition he would expect

Reply at 84/10

83A.



that the Scouts would be given facilities at the weekends
and the right to moor their boats alongside.

This would seem to be an ideal solution to our problem
of mooring and I hope it would meet with your approval.

Yours sincerely

Russell

Chair, Scouts.

do reply please saying that I am happy to settle
the arrangement and hope very much that it will
materialise.

huc 7/vi

1/2 N/SF or 1/2?

4th above
draft of cove.
B 16

Fac. huc 23/vi

84

25th June, 1953.

Dear Lord Rowallan,

83 ~~4/6~~
I was very interested to receive your letter of the 22nd of May, 1953, and learn of the latest proposals for the "Discovery".

I am happy to note the arrangement and hope very much that the scheme will materialise; perhaps you will be good enough to let me know?

Yours sincerely,

(Sgd) Miles Clifford.

Lord Rowallan, K.B.E., M.C., T.D., D.L.
Chief Scout,
The Boy Scouts Association,
25, Buckingham Palace Road,
LONDON, S.W.1.

VF

46-48 refers to 'Discovery I' re. file
on correct piece
27/6 Now Re-filed on correct paper

85a
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

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

To

2

PREFERABLY ANUAL SUBSCRIPTION HOWEVER SMALL TO DISCOVERY APPEAL C/O
GUILD CHURCH OF SAINT MARY WOOLNORTH LOMBARD STREET LONDON EC3 STOP

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
7	LONDON	212	1610	28.9.53

To

LT SIR MILES CLIFFORD GOVERNMENT HOUSE STANLEY

COMMITTEE TO BE FORMED TO SAVE DISCOVERY IN PRESENT BIRTH NOW THAT
SCOUTS HAVE DEFINITELY ABANDONED HER STOP SHOULD BE EXTREMELY GRATEFUL
IF YOU WOULD JOIN COMMITTEE AND BE SIGNATORY TO APPEAL LETTER APPENDED
STOP OTHERS INCLUDE SIR MICHAEL BALCON LORD BADEN POWELL JOHN MILLS
FRANK DEBENHAM ADMIRAL SCULTON GREVILLE HOWARD STOP SIGNED PETER SCOTT
PARA GIST OF APPEALS LETTER COLON WE ARE FORMING COMMITTEE AND LAUNCH-
ING APPEAL TO SAVE ROYAL RESEARCH SHIP DISCOVERY COMMA WELL HYPHEN
KNOWN AS THE SEA SCOUTS TRAINING SHIP STOP RUNNING EXPENSES HAVE USED
UP ORIGINAL ENDOWMENT AND BOY SCOUTS ASSOCIATION FEEL THEY CAN NO LONGER
AFFORD EXPENSE OF RUNNING HER AND HAVE OFFERED HER TO ADMIRALTY FOR
OF NAVY PARA I/E FEEL THAT FINE OLD SHIP COMMA WITH MANY USEFUL YEARS
OF LIFE LEFT COMMA SHOULD BE SAVED IN PRESENT STATE AS TRAINING SHIP
FOR YOUTH PARA COST OF KEEPING HER AS TRAINING SHIP AND HOSTEL ABOUT
FIVE THOUSAND POUNDS YEAR STOP IF MANUFACTURERS OFFERED PAINT ROPE
ETCETERA COST WOULD BE ABOUT THREE THOUSAND FIVEHUNDRED YEAR PARA ANY-
ONE INTERESTED HELPING SAVE SHIP SEND DONATIONS OR OFFERS OF MATERIAL

Time

86

A.

GLF Peter Scott. Severn Wildfowl Trust Slimbridge

Your telegram re Discovery just ~~received~~ stop Most
willingly associate myself with appeal.

Clifford

b.

has been

file appropriately ~~despatched~~

Time

inc. 3/x.53.

C.

At suitable time we should ventilate this good cause,
in which we are intimately concerned, for assistance.

SJS