

1921

Sealing

Falkland Is.

NAT/SEA/1 # 24

C.S.

No. 363/21

Governor

SUBJECT.

191 1921

27th April

Previous Paper.

Fur Seal

Protection of

C.S. 326/21 G.O. 255/20

MINUTES.

Report by Mr C. E. Hookley Harbour Master  
H.P.S. 21 April 1921

Will you please express to Mr. Hookley my thanks for his able report & for the practical suggestions which he has put forward for the protection of the fur seal.

1. Draft despatch to S.G.S. is enclosed. "Original" copy of report to go.
2. A copy of telegram of 24th March from S.G.S. will be enclosed later. I shall send this home after mail.

Yours,  
27 April 1921.

Despatch No. 42 of 28 April to S.G.S.  
Letter to Capt Hookley. 29 30 April 1921 Encl (3)  
H.P.S. Draft Telegram to S.G.S. attached

Original is in  
C.S. 1921  
bme.

ment Paper.

*Telegram to S. of S. 30th April 1921 Encl (4)*

Extract from the Minutes of the Executive Council; Meeting of the 22nd April, 1921.

"A telegram from the Secretary of State, dated the 24th of March, requesting that measures should be taken to protect the fur seal rookeries against raiding vessels, was read.

The Governor stated that as a preliminary measure he would request the Colonial Office to make enquiries regarding the cost of a suitable motor boat with a view to establishing armed guards on the principal rookeries.

The Council concurred."

*W. A. Brown*  
Clerk, Executive Council.  
30th April, 1921.

*Telegram to S. of S. 30th April 1921 Encl (4)*

H.E. the Governor,

Submitted for information.

*2 May 1921*  
A. C. S. 2/5/21.

Report from Harbour Master dated 30/3/21.....Encl:(5)

Telegram from S. of S. dated <sup>27</sup>28/6/21.....Encl:(6)

Minute from His Excellency the Governor dated 28/3/21..Encl:(7)

Telegram to S. of S. dated 29/6/21.....Encl:(8)

Harbour Master,

Papers referred to you in accordance with the instructions contained in His Excellency's minute herein of 28/3/21 (Encl:7.).

*W. A. Brown*  
A. C. S. 29/6/21.

Telegram to Secretary of State  
dated 9th August 1921 . . . End (10)

H.E. the Governor

Submitted

B. Thompson

A.C.S. 9/8/21.

H.E.S.

Will you please refer to Harbour Master  
for report as to boat which should be  
advised for use with the drift. Mr.  
Harding was of opinion that a boat was  
necessary & that there was no suitable  
boat in the colony. para 14 of Mr. Wreckley  
report herein mentions a "suitable boat  
for landing" but it might be well to  
give further particulars.

2. Will you also put forward your  
proposal for necessary cost of voyage to  
the colony

B.

10 August 1921

Harbour Master

In your report please

B. Thompson

A.C.S. 11/8/21

The Hon. Col. Secretary

In considering a suitable boat for  
for the intended work in connection with the Patrol  
Vessel, I have taken into account the following points

- 1 Weather conditions & nature of coast line upon which landings would be effected.
- 2 Carriage of stores from shore to ship & vice versa.
- 3 Man power available for manning purposes.

- 1 The weather conditions & Coastline landings are suitable only to a double ended boat. The shores being mostly pebble and rock, a carvel built boat, with chaffing battens, has advantage over clinker built.
- 2 The carriage of stores from shore to ship & vice versa will require a strongly built boat which will stand a certain amount of rough usage.
- 3 Boat requires to be as light as is possible in order to be effectively manned by the crew of the Patrol Vessel. An Elm built boat will be lighter than one built of teak. Sails will be an advantage.

I would, therefore, suggest a boat of the following dimensions be procured.

Carvel built. Elm.  
Length 25 feet (O.A.). Breadth 6 feet ( extreme)  
Depth, amidships. 2'11"  
3' from Stem 2'7"  
2' " Stern 2'6"

Keel- 18 feet, horizontal length.

Ribs- 8 inches apart. ( 1 1/2" wide, X 1/2" thick )

Iron Keel band, full length, from Stem head to Stern post.

Chaffing Battens, 3 each side of Keel.

Slings, bow and stern, fastened through Keel.

It is particularly desired that the after thwart should be so placed as to allow sufficient amount of room for the thwart to be occupied and for the Coxswain of boat to manipulate the Steer oar.

I would point out that in Kelp and in landing on surf beaches a steer oar is the only seamanlike method of steering a boat.

The following should be included in equipment:-

12 Oars. 15 feet.

2 Steer Oars. 22 feet.

12 Rowlocks.

2 Steer Oar Rowlocks.

Mast & Sails. Jib & Mainsail fitted, in ~~XXXX~~ cover.

Anchor & Chain, 1/2 cwt. ,45 fathoms ~~at~~ chain.

2 Water Barricoes on beds. 9 gallon.

2 Water dippers.

2 Balers.

Boats cover.

1 Sea anchor.

Rudder & Tiller.

2 Boat hooks.

2 Axes.

Bow and stern painters. 1 fathom 1/2" chain and 6 fathoms 3" rope.

Towing bollard should be built into boat.

This boat would be additional to boats provided with Patrol vessel. Vessel would need to be fitted for carriage of boat and ready means of hoisting and of lowering such boat.

*Colin E. Macfarlane*  
Harbour Master.

12/8/21

1/3.

H.E. the Governor,

Submitted.

2. With reference to par:2 of Your Excellency's

minute, I venture to think the cost of the voyage out to this Colony may be reduced if it were possible for the vessel to be brought out by the Norwegian Whalers, instead of in charge of a crew selected by the Crown Agents. I think that the Hektor Whaling Co would be the best to do this.

*B. Thompson*

A. C. S. 13/8/21.

Telegram from Sg S dated 12<sup>th</sup> August 1921. (11)

① Was communicated to Ex. Co. on 15<sup>th</sup> August.

H.C.S.

Will you please have telegram, as in draft attached, despatched to Crown Agents.

2 I shall deal with Synnise + boat later + separately.

*B.*  
15 August 1921

Extract from Minutes of Meeting of the Executive Council held on the 15th August, 1921.

His Excellency stated that he would communicate by telegram with the Crown Agents regarding the possibility of making arrangements with the Hektor Whaling Company to convoy the vessel to the Colony and to provide the crew for the outward voyage.

*G. H. Thompson*  
Clerk, Executive Council.  
15th August, 1921.

H. E. the Governor

*Submitted*

*B. Thompson*

A. C. S. 16/8/21

Telegram to Crown Agents dated 15<sup>th</sup> August. (12)





C.S.O. No. 363/21

Inside Minute Paper.

Dispatch from S. of S. No 92. Sheet No. 5  
17th August 1921 . . . . . Ecol 15

Minute to Legislative Council. Ecol 16

Extract from Minutes of meeting of  
Legislative Council held on the  
23rd September 1921

The minute was adopted.

M. J. Brown  
Clerk to the Leg. Council  
23rd Sept 1921

Hon. Col. Treas.

For note and to H.M. please

Filed 24/9/21

Hon. Col. Sec.

Noted  
B. Thompson  
27-9-21

The Hon. Col. Secretary

Noted & returned herewith.

Colin E. Brown  
27/9/21

Y.S.

Submitted

2. Does Y.S. wish me to prepare  
the draft legislation referred to in  
para. 9 of the minute?

Filed 29/9/21

H.C.S. I should be glad if you would prepare  
a draft. I have been unable to trace any law which  
might help as a model. 29/9/21

G.S.

Submitted.

2. I have prepared a draft but it would I think be better to repeal the Seal Fishery Ordinances and to consolidate the provisions in a new Ordinances. There is very little difference between the Seal Fishery Ordinance of 1899 as amended by Order 5 of 1904 and the Seal Fishery (Defenderies) Ordinance of 1909. The latter is an improved model.

3. If G.S. approves of the above I can prepare the new Ordinance at once. This will be on a new packet with extracts from this copy.

Copied to  
99/21

tttttt 15/12/21

H.P.S

I agree that a consolidating Ordinance is preferable.

2. I think that specific power to give on packing reports similar to that in Sec 181 of Customs Consolidation Act 1876 should be taken (see letter from Fishery Board for Scotland 23<sup>rd</sup> May 1921) & provision should be afforded to "Sealery officers" in accordance with provisions of Sec 193 of the same act.

Copied to  
99/21

On.

14/12/1921.



Govt. Naturalist

Please work and pass to  
Harbour Master for return~~TTTT~~ 21/10/21

Hon. Col. Sec.

Noted please.

J. B. Hamilton

Govt. Naturalist

23<sup>rd</sup> Oct. '21

Harbour Master.

Passed to you please.

J. B. Hamilton.

Govt. Naturalist

23<sup>rd</sup> Oct. '21.

The Hon. Col. Secretary.

Notes &amp; returned herewith.

Col. E. Hoedts.

Harbour Master.

25/10/21.

S of S. Despatch No 98 of 7<sup>th</sup> Sept 1921

Encl (17)

Yrs  
J. B. Hamilton~~TTTT~~ 27/10/21

H.C.S.

Govt. Naturalist &amp; Harbour Master H.S.

By  
9 Nov. 1921

Hon. Col. Sec.

Notes please

J. B. Hamilton  
Govt. Naturalist.  
14<sup>th</sup> Nov 21.

Harbour Master.

Passed to you please

J. B. Hamilton  
14<sup>th</sup> Nov. 21

The Hon. Col. Secretary.

Notes & returned herewith.

Colin Brooker  
Harbour Master.  
14/11/21.

H.C.S.

Draft despatch herewith.

By

25 Nov. 1921.

Despatch to S of S. No 109 of 25 Nov 1921  
Encl (18)

Despatch from H. M. Minister, Montevideo,  
d 9<sup>th</sup> March 1922 Encl (19)

Y. To act. and thank?

TTTTT 3/4/22

M.  
24/4/22

Letter to H. B. W. Minister, Montevideo  
6<sup>th</sup> April, 1922, — Encl. (20)

Y. E. Despatch submitted

TTTTT 7/2/22  
M.  
8 April 1922

The Hon. Col. Secretary

In reply to His Excellency's Minute of the 28th, instant. I would suggest that the Naval Architects be asked to consider the cost of a Wood built Motor boat.

Taking into consideration the weather conditions in these Latitudes I am of the opinion that a craft of smaller dimensions, than as suggested, does not commend itself,

This patrol boat would be employed in ~~XXXX~~ areas in which it would not be possible to obtain shelter, and, it is desirable that the craft employed on patrol work should give the crew every confidence.

In view of the great initial cost involved in obtaining a motor craft as suggested in my report, I would respectfully suggest that consideration be given to possibility of a Drifter being adapted to the work.

Colin Brooker  
Harbour Master

H.E. the Governor,

30/6/21

Submitted.

*Butcher*  
A. C. S. 1/7/21.

*4 July 1921.*

*Relinquished  
C.O. 256/20*

H.C.S.

*Telegram from S of S dated 5<sup>th</sup> August  
for your information. --- Encl 9*

*2. To Ex. Co. on 9<sup>th</sup> August.*

*8 August 1921.*

Clerk to Councils,

Passed to you.

*Wm. S. S. 8/8/21.*  
A. C. S. 8/8/21.

*I have shown this telegram to Hudson  
Master who carried type & find suitable*

*Sh*  
8 Aug 1921.

Extract from Minutes of the meeting of Executive  
Council held on the 9th of August, 1921.

With reference to paragraph 4 of the  
minutes of the meeting held on the 22nd  
April, a telegram from the Secretary of  
State dated the 5th of August and forward-  
ing particulars regarding a type of wooden  
drifter which might be suitable for ~~the~~  
use in connection with the measures for  
for the protection of the fur seal, was read.  
~~The~~

The Council advised that a wooden drifter  
should be purchased. The Governor stated  
that he would recommend purchase to the  
Secretary of State.

*G. H. S. S. 8/8/21.*  
Clerk, Executive Council  
9th August, 1921.

H.C.S.

*Will you please have telegram & drafter  
despatched to Sigs.*

2. At meeting of Ex. Co. today Mr. Harding  
suggested that a good whale should be  
provided for use with drifter.
3. You have also suggested that some  
arrangement might be made with one  
of whaling companies to bring out drifter  
at less cost than £3500.

*If you will return papers I shall deal with  
them 2 & 3.*  
*Sh. 8 Aug 1921*

*Recd. for G.C.*

S of S despatch No 26 of 13<sup>th</sup> March 1922 — Encl (21)

Yr.

Submitted.

1. The Treasurer to note

16/5/22  
 16 May 1922

I am Treasurer.

This paper does not seem to have  
 been referred to Gen. G. 13

O. C. C.  
 9 July 1923

Hon. Col. Secy

Returned.

K. Thompson

12 July 1923.

21/5/22  
 ✓

FALKLAND ISLANDS.No. 42.

GOVERNMENT HOUSE,

STANLEY,

28th April, 1921.

Sir,

With reference to your telegram of the 24th March, I have the honour to transmit a report by Mr. C. E. Hockly, Harbour Master, on measures for the protection of the fur seal.

2. I concur generally in the recommendations contained in the report, and after consultation with Mr Hockly and Mr. J. E. Hamilton and with the concurrence of the Executive Council, I submit for your approval that the following measures should be adopted.

- (1) The stationing of an armed guard of three men on Elephant Jason Island.
- (2) The establishment of an observation post (one man) at Hope Point.
- (3) The erection of a telephone line between Hope Point and Hill Cove.
- (4) The provision of a motor boat of sufficient strength and power to withstand the weather conditions which are likely to be met with in the vicinity of the Falkland Islands.

3. It is of the greatest importance that protective measures should be put into practice in the course of the next few months and before the season arrives when indiscriminate killing of the animals on their breeding grounds becomes possible/

THE RIGHT HONOURABLE

H. L. S. CHURCHILL, M.P.,

SECRETARY OF STATE FOR THE COLONIES.



possible. The breeding ground, where the largest number of seals is reported, is on a rock to the south-west of Elephant Jason Island. Efficient protection of this herd would have immediate effect on increasing its number and would afford a reasonable measure of security to the herds in other localities. It may be necessary later to station guards on Bird and Beauchene Islands to whom would be entrusted the protection, care, and management of the herds on those islands.

4. On Elephant Jason Island there is a supply of fresh water and there is land which is suitable for the production of food crops. Arrangements can also be made, without great difficulty, for providing accommodation for a guard of three men.

5. A small guard on an island at a distance from the mainland would not be capable by itself of repelling a determined attack by men of the character of those who are likely to compose the crew of a raiding vessel, and the provision of a patrol boat, equipped to afford prompt and adequate support in an emergency, is essential. Without undue interference with its duties on preventive service, the boat could be used for maintaining communication between the East and West Falkland Islands and for supervising the light which it was decided in 1914 to establish on Sea Lion Rocks but

which/

which has not yet been erected.

6. It is considered that the following rates of salary would attract competent local candidates for the personnel of the guards on Elephant Jason Island and Hope Point and of the crew of the patrol boat, namely:-  
Guards £180: Cockswain £200: Deck Hands £150.  
It is improbable that Engineers, possessing the necessary qualifications, could be found locally for employment in the patrol boat, and it is suggested that they should be engaged by the Crown Agents for the Colonies for a period of three years with salary at the rate of £180 a year.

7. The Colony possesses in the fur seals, which frequent its waters, an asset of which the economic value is capable of being increased. The seals are especially liable, at the present time, to attack from raiding vessels with crews of unscrupulous men of European and American nationality. The proposals which are now put forward would involve expenditure amounting to a considerable sum, but under scientific control, the herds of fur seal may be expected, in time and without injury to their numbers, to contribute in a substantial measure towards the cost of the scheme.

I have the honour to be,

Sir,

Your most obedient,

Humble servant,

J. Middleton.

363/21.

30th April,

21.

Sir,

With reference to your recent visit to the West Falklands, I am directed by the Governor to express to you the thanks of His Excellency for your able report of the 21st April and for the practical suggestions which you have put forward for the protection of the fur seal.

I am,

Sir,

Your obedient servant,

W. A. THOMPSON.

Acting Colonial Secretary.

Capt: C. E. Hockly,

Harbour Master,

Stanley.

TELEGRAM.

*From :* The Governor.

*To :* The Secretary of State for the Colonies.

*Dispatched :* 30th April.....19 21 *Time.* ~~11~~ 12.30 p.m.

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

UNFAIN REPROVIGNA RANCARAB UNAMIABLE 42 TOURNAVAL  
EDULCAMO CRISPBIKE STEEL MORTIBANK AMISERACE  
LANDSCRIP NINETY BEAM NINETEEN SHEATHFUL TWELVE  
EARTHURST NINE FRIGADARIO CAPACITY MISMUGGLE  
SILVERGOD SEPIOS NAXICORUM ENGINES MIRRLLESS DIESEL  
MISHEARD SUITABLE.

MIDDLETON.

With reference to your telegram of March 24th,  
request that pending receipt of my despatch of  
April 28th 42, you will cause enquiry to be made  
as to cost of steel motor boat: approximate length  
feet ninety, beam nineteen, speed in knots, twelve,  
economical nine, oil fuel capacity 500 miles.  
Simplicity very necessary: engines, Mirrless Diesel  
might be suitable.

H.C.S.

Will you please send me  
this report in proper continuing  
report of Harbour Master on Seal.  
28 Dec 1921.

HARBOUR MASTER'S OFFICE.

STANLEY.

30th March, 1921.

His Excellency the Governor,

Sir.

I beg to report that I have perused the papers handed to me by Your Excellency in regard to the Seal Rookeries in the Falkland Islands, especially those situated in the Jason's.

In considering the best means of protection of same from poachers it appears to me that that the placing of an armed guard with a motor boat with gun, to be an effective measure.

The placing of such guard depends upon

- 1 The accessibility of Elephant Jason from the point chosen.
- 2 Prevailing sea and currents.
- 3 Possible shelter for the motor boat.
- 4 Visibility from the point .
- 5 Communications and means of provisioning guard house.

(1) The vicinity of Elephant Jason appears to be filled with shoals and outlying dangers, but I am informed that there are two good passages through the Hope Reef, directly S.E. of the anchorage at Elephant Jason. The placing of a guard must be elsewhere than upon this island owing to the possibility of poachers surprising the guard and overpowering them.

(2) The prevailing sea, tide runs and currents will have to be considered so as to enable the Guard to proceed towards any suspicious vessel by the shortest and quickest possible route.

(3) Shelter for motor boat is essential, especially in case of necessary minor repairs to engine.

(4) The range of vision from the guard station is of the greatest importance owing to the nature of land, hills

hills being high, a vessel in some instances would possibly be able to manoeuvre and so be obscured by high land, from a guard house placed in such position.

- (5) Communication from guard house through to Fox Bay W/T station appears to be necessary for purpose of reporting in connection with their duties and also in the event of an accident, sickness, stores or other imperative cause. This appears to render it necessary to place such station on Hope Point or on the N.E. side of Westpoint Island.

I would beg to suggest that it is not possible for me to give your Excellency any practical suggestion without my being permitted to visit the locality, as I am unable to gather from the existing reports <sup>s</sup> such which would lead to a definite and practical suggestion.

I am, Sir,

Your most obedient Servant

*Colin O'Donoghue*  
Harbour Master.



TELEGRAM.

*From :* The Secretary of State for the Colonies.

*To :* The Governor.

---

*Dispatched :* 27th June..... 19 21 *Time.* 1. 7 p.m.

*Received :* 28th June..... 19 21 *Time.* 11. 30 a.m.

With reference to your despatch No. 42 of the 28th April: Estimated cost of motor vessel and equipment, £16,000 exclusive of armament, incidental expenses and cost of delivery. Last item would be considerable as vessel would have to proceed to Colony under own power. Propose to employ Consulting Naval Architects to endeavour to formulate less expensive proposals. Do you concur?

Secretary of State for the Colonies.

DATE... 28<sup>th</sup> Jun 1921...**From Governor to Colonial Secretary.**

In information Telegram from Sqs dated 27<sup>th</sup> June.  
2. Will you please telegraph the Sqs as  
in draft attached.

3. Will you also refer these telegrams with  
connected correspondence to Harbour Master  
& request him to say whether he has any  
help expenditure proposals to put forward for  
communication to the Naval Architects.

Sr.

28 Jun 1921.

TELEGRAM.

*From :* The Governor.

*To :* The Secretary of State for the Colonies.

---

*Dispatched :* 28th June..... 19 21 *Time.* 12 noon.

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

URGENT COMMUNICATION.

MIDDLETOWN.

With reference to your telegram of 27th June: Concur fully in your proposal.

TELEGRAM.

From : The Secretary of State for the Colonies.

To : The Governor.

Dispatched : 5th August.....19 21 Time. 3.13 p.m.

Received : 7th August..... 19 21 Time 11 a.m.

Urgent: August 5. With reference to your despatch of 28th April, No. 42, proposals approved generally: when do you anticipate that you will be able to give effect to measures. Legislation and Foreign Office action will be necessary: explanatory despatch follows by mail.

With reference to your telegram of 5th July, Admiralty offer to loan, subject to Treasury sanction, or to sell outright for £1000, wooden drifter, excellent condition, with gun platform, particulars as follows:-

Built Lowestoft 1918, dimensions 86 feet by 19 feet bey (sic) 10 feet, maximum speed 9 knots, bunker capacity 38 tons, and could be increased to 50 tons: steam capstan, steering gear and sails, coal consumption for 24 hours, full speed four tons to five tons on good coal, good accommodation for captain and crew. Charges: cost of vessel delivered at Port Stanley approximately £7000 (?) made up as follows:- Cost £1000, voyage £3500, reconditioning £1400, <sup>sheathing</sup> speed of (?) £300, contingencies £500. Advised that if type and speed suitable, offer exceptionally favourable and would recommend purchase in preference to loan. Admiralty press for early decision. If offer accepted immediately Crown Agents will endeavour arrange delivery in the Colony by November. Telegraph with least possible delay.

Secretary of State for the Colonies.

TELEGRAM.

From :           The Governor.  
To :             The Secretary of State for the Colonies.

Dispatched :   9th August..... 19 21   Time. 12. 35 p.m.  
Received :       ----- 19 --- Time -----

APYRETIC UNHOODWINK CORBALLY ERECTABLE RARIPILUM  
DRIFTER PURSINESS TYPE AND SPEED CONDRUSOS SUITABLE  
SILVERGOD ALLOGANNY MEASURES CAFTAN EASELPOP ANGLEBEVEL  
VESSEL.

MIDDLETON.

August 9: With reference to your telegram of 5th  
August, after consultation with Executive Council  
recommend that drifter should be purchased, type and  
speed being considered suitable. Anticipate that  
measures can be given effect to on arrival vessel.

11.

cs. 363/51

TELEGRAM.

*From :* The Secretary of State for the Colonies.

*To :* The Governor.

---

*Dispatched :* 12th August..... 19 21 *Time.* 2.41 p.m.

*Received :* 13th August..... 19 21 *Time* 10. 10 a.m.

With reference to your telegram of the 9th August,  
Crown Agents have been instructed to acquire vessel  
and where necessary arrange all further details with  
you by telegraph. Despatches sent by mail of August 10th.

Secretary of State for the Colonies.



TELEGRAM.

From : The Colonial Secretary.  
To : The Crown Agents for the Colonies.

Dispatched : 15th August..... 19 21 Time. 3 p.m.  
Received : ----- 19 --- Time -----

AQUATOS TIDEPPOOL EVANESCENT TIMEBATON DRIFTER WHICH  
DEADCALM PURSUIVANT REPROVIGNIA CONGADEEN PERPASCITE  
ANELLOSO HEKTOR WHALING COMPANY TONSBERG YEECKFALL  
DRIFTER AND PROTRUSILE CREW. SECRETARY.

15th August: With a view to reduction of expenditure  
outward voyage drifter which it has been decided to  
purchase, request that you will consider possibility  
of making arrangements Hektor Whaling Company, Tonsberg  
convoy drifter and to provide crew.

TELEGRAM.

*From :* The Colonial Secretary.

*To :* Messrs. Bugge, Tonsberg, Norway.

---

*Dispatched :* 17th August..... 19 21 *Time.* 4. p.m.

*Received :* ----- 19 --- *Time* -----

A. B. C. (5th Edition) Code.

CROWN AGENTS CHARPOY YOU RATAPOIL VOYAGE  
DRIFTER STANLEY PLEASE AFFIORA.

SECRETARY.

Crown Agents will communicate with you  
with regard to voyage drifter Stanley:  
please give all assistance you possibly  
can.

(14)

C.S. 363/27

COPY.

FALKLAND ISLANDS.

No. 31.

DOWNING STREET,

10th August, 1921.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 42 of the 23th April submitting proposals for the protection of Fur Seal Rookeries in the Falkland Islands.

2. I informed you in my telegram of the 5th August that I approved the measures proposed in your despatch and that the Lords Commissioners of the Admiralty had agreed to loan a wooden drifter to your Government subject to Treasury sanction or to sell such a vessel outright for the sum of £1,000.

3. On the receipt of your telegram of the 5th July the Admiralty were consulted as to the possibility of securing a drifter and in consequence action was suspended as regards the question of the acquisition of a motor boat (see my telegram of the 27th June and your reply of the 29th June).

4. I enclose a copy of a letter from the Admiralty offering to loan or sell a drifter, together with a copy of a further letter from that Department agreeing to reserve the available vessels pending a decision in the matter. You will observe from the earlier Admiralty letter that no motor drifter is available.

5.

GOVERNOR

J. MIDDLETON, ESQ., C.M.G.,

&c., &c., &c.

Adm 29th July.

Adm 5th August.

C. A. 5th August.

To F. O. 16th July.

F. O. 25th July.

5. In view of the urgency of the matter the Crown Agents were requested semi-officially to institute enquiries as to the expenditure involved in delivering a drifter in the Colony in good order: and I enclose a copy of a note from their office covering a report by their representative who visited Southampton to inspect the "Afterglow". The estimates embodied in the report were communicated to you in my telegram of the 5th August.

6. In considering your proposals it seemed desirable to obtain information as to the procedure adopted elsewhere in similar cases and the Ministry of Agriculture and Fisheries, the Scottish Board of Fisheries and the Admiralty were accordingly consulted semi-officially. It was also obvious that legal and international considerations were involved and I accordingly caused the matter to be referred to my legal advisers and to the Foreign Office. I enclose, for your information and guidance, a copy of the correspondence with that Department, which embodies the advice given to me by my legal advisers and includes copies of the semi-official correspondence.

7. You will observe from this correspondence that legislation will be required locally and I request that you will take steps to introduce into the Legislative Council an Ordinance amending Ordinance No. 1 of 1899 on the lines indicated in paragraphs 8 and 9 of the letter to the Foreign Office of the 16th July.

8. I had hoped that it might have been possible for a reply to my telegram of the 5th August to reach me prior to the despatch of to-day's mail. If, however, your reply is generally favourable as regards <sup>the</sup> purchase of the vessel I should propose, subject to any observations that you may make on points of detail, to instruct the Crown Agents (a) to complete the purchase and to arrange for the delivery of the vessel at the earliest possible date, (b) to arrange with the Admiralty for the supply of a suitable gun and ammunition, and (c) to communicate with you direct by telegraph on matters of detail, particularly as regards the question of manning. In this latter connexion they would be furnished with a copy of paragraph 6 of your despatch, No. 42 of the 28th April. The Foreign Office would be requested to give the necessary instructions to His Majesty's representatives in the Foreign Countries concerned and also to continue the arrangement under which Consular Officers notify you direct by telegram of the departure of any vessels which may reasonably be suspected of an intention to engage in illicit sealing operations.

9. In the event of these proposed measures being carried into effect I shall be glad to receive in due course your proposals for meeting the capital expenditure involved and the annual cost of maintaining the system of protection. I note that in your despatch No. 42 of the 28th April you express the opinion that, although your proposals involve considerable expenditure, the herds of fur seal may be expected, under scientific control, to contribute in time and without injury to their numbers, in a substantial measure towards the cost of the scheme. I presume that, with the institution of protective measures, a start will be made with

the scientific farming of the animals. In his despatch No. 61 of the 31st May, 1920 my predecessor stated that he was not disposed, pending further investigations, to agree to the grant of any licences to take fur seals, and that he was inclined to the view that any experimental killing should be conducted by the Government. The arrangements for the marketing of the skins through the Crown Agents formed the subject of Lord Milner's later despatch No. 85 of the 20th July, 1920. I am aware that the issue of licences has been suspended by the Proclamation of the 23rd March, 1921 enclosed in your despatch No. 26 of the 11th April last.

10. I concur in the view of my predecessor that, in its early stages, the industry should remain in the hands of the Government: but the question whether its further development should be conducted by the Government or left to private enterprise is not one on which I am prepared to express any opinion at present. It must necessarily be dependent to a large extent on the results of the protection and farming of the herds: and I request that I may be furnished with annual reports on the subject which may possibly be most conveniently rendered about the end of each breeding season; Such reports should of course deal fully with the scientific as well as the economic aspects of the question.

11. This matter has necessarily to be regarded to a considerable extent in the light of business proposition: and I suggest, for your consideration, that it would be advisable to keep separate accounts



of the financial results of the industry, which should of course bear some charge in the nature of interest and sinking fund in respect of a proportion at any rate of the capital expenditure involved.

12. While I desire that every endeavour should be made and every precaution taken to preserve the seal herds from the depredations of illicit sealers I need hardly impress upon you the importance of exercising the utmost discretion in dealing with such raids with a view to avoiding any serious international complications.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

WINSTON S. CHURCHILL.

*Enclosures with drawn and  
filed in C.S. 991/21*

---

DOWNING STREET,

15th August, 1921.

Sir,

I am directed by Mr. Secretary Churchill to acknowledge the receipt of your letter of the 25th July (A.5179/1511/51) relative to the protection of the fur seal rookeries in the Falkland Islands; and to transmit to you, to be laid before the Marquess Curzon of Kedleston, the accompanying copy of correspondence with the Governor from which it will be observed that approval has been given for the adoption of the measures proposed by the Governor and that arrangements are being made for the acquisition of an armed drifter to be employed in this connection in place of the motor boat originally proposed. It will also be observed that the Governor anticipates being able to put the measures into operation on the arrival of the vessel which it is hoped will reach the Colony by November.

2. Lord Curzon will doubtless now take steps for the issue of the necessary instructions to His Majesty's representatives in the foreign countries concerned; and Mr. Churchill hopes that the various Consular officers may

To Gov. Tel.  
5 Aug.

To Gov. No. 91  
10 Aug.

Gov. Tel.  
9 Aug.

may also be directed to continue to comply with the previous instructions as to notifying the Governor direct by telegram of the departure of any vessels which may reasonably suspected of an intention to engage in illicit sealing operations.

3. Lord Curzon will no doubt consider whether His Majesty's Ambassador in the United States should also be informed of these arrangements. The diplomatic considerations involved in the case of the United States will be within the knowledge of his Lordship.

4. It is presumed that in any public notification of the adoption of a scheme of protection the fact will merely be stated generally without <sup>any</sup> references in detail to the various measures which the Colonial Government have in contemplation.

I am, etc.,

(Sd)

THE UNDER SECRETARY OF STATE,  
FOREIGN OFFICE.

Reference to previous correspondence:-

COPY .

Secretary of State's Despatch No. 91 of  
10th August, 1921.

FALKLAND ISLANDS.

No. 92.

DOWNING STREET,

17th August, 1921.

Sir,

I have the honour to transmit to you  
the papers noted below on the subject of  
the purchase of wooden drifter for the  
protection of the Fur Seal Rookeries.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

WINSTON S. CHURCHILL.

The Officer Administering the  
Government of the Falkland Islands.

Date	Description.
1921.	
12th August.	To Admiralty.
12th "	To Crown Agents.
15th "	To Foreign Office.

} withdrawn & placed  
in CS. 990/21

## Minute to the Legislative Council.

The question of the protection of the Fur Seal rookeries of the Colony presents considerable difficulties and has exercised the Government for some years past. The need for such protection has become very pressing since, although the rookeries were free from outside interference during the war owing to the protection afforded by His Majesty's ships, raids were made upon them during the last breeding season.

2. It is of the greatest importance that protective measures should be put into practice without delay. The breeding ground where the largest number of seals is reported is on a rock to the south west of Elephant Jason Island. Efficient protection of the herd would have an immediate effect in increasing its number and would afford a reasonable measure of security to the herds in other localities. It is proposed to station an armed guard on this island but it may be necessary later to station guards on Bird and Beauchene Islands to whom would be entrusted the protection, care and management of the herds on these islands.

3. A small guard on an island at a distance from the mainland might not be capable by itself of repelling a determined attack on the rookery, and the provision of an armed vessel equipped to afford prompt and adequate support in an emergency is essential.

4. The Lords Commissioners of the Admiralty expressed their willingness to assist the Colony by lending for this service a trawler of the Mersey class of about 236 tons gross and valued at £17,000 but the maintenance of such a vessel was not considered to be financially practicable. With a view to reducing recurrent expenditure, the purchase of a suitable motor boat has also been considered, but the estimated cost of £16,000, exclusive of armament, incidental expenses and cost of delivery was prohibitive.

5. The Lords Commissioners of the Admiralty have now agreed to sell to the Colonial Government for £1,000 a wooden drifter which was built at Lowestoft in 1918 and is reported to be in excellent condition. The dimensions of the drifter are, length 86 feet, breadth 19 feet and depth 10 feet. The vessel has good accommodation for the crew and is fitted with a gun platform, steam capstan and steering gear. The coal consumption for 24 hours at full speed is from 4 to 5 tons on good coal. It is estimated that in addition to the purchase price the following expenditure will be necessary:- voyage to the Colony £3,500, reconditioning £1,400, sheathing £300, contingencies £500. It is, however, hoped that by an arrangement with one of the Whaling Companies some reduction in the cost of the voyage may be effected.

6. The proposals which are now put forward involve expenditure amounting to a considerable sum, but in the fur seals which frequent its waters the Colony possesses an asset of which the economic value is capable of being increased and under scientific control the herds of fur seal may be expected in time and without injury to their numbers to contribute in a substantial measure towards the cost of the scheme.

7. It is also proposed that the vessel, provided that her duties in connection with the protection and scientific farming of the herds of fur seal are not interfered with, shall be available for maintaining communication between the East and West Falkland Islands.

8. The Governor has the honour to invite the Council to approve of the capital expenditure estimated at £7,000 on the acquisition of the drifter being met from the surplus balances of the Colony.

9. Under the Seal Fishery Ordinance (No. 1 of 1899) there is power to arrest any vessel found infringing the Ordinance within the territorial waters of the Falkland Islands or to pursue such vessel outside the territorial waters and arrest it in the open seas provided that such pursuit is continuous. A measure will be submitted at an early date for the consideration of the Council amending the principal Ordinance so as to give power to arrest and detain persons contravening the Ordinance and adding to the penalties mentioned in the Ordinance the alternative of imprisonment. The measure will also contain provisions authorising the stationing of armed guards at the seal rookeries and empowering the guards in the discharge of their duties to arrest persons committing or appearing to be about to commit offences and to use such force as may be necessary either to effect the arrest, overcome obstruction or prevent the offence.

J. Middleton.

Copy.

ENCLOSURE TO DESPATCH  
No. 98 OF 19/9/21

A 5962/1511/51

The Under-Secretary of State for Foreign Affairs presents his compliments to the Under-Secretary of State for the Colonies and, by direction of the Secretary of State, transmits herewith copies of the under-mentioned paper.

Foreign Office,  
6th September, 1921.

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Reference to previous correspondence:  
Letter to Foreign Office of August 15th (40285/1921)  
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Description of Enclosure

Name and Date.	Subject.
To  H.M. Minister (Santiago) No. 107 of Aug. 30.	Illicit sealing operations around the Falkland Islands.

No.107.

(A 5962/1511/51)

Confidential

Foreign Office, S.W.1.

August 30th, 1921.

J.C.T. Vaughan, Esq., C.M.G., H.V.O.,  
etc., etc., etc.,

Sir,

The better to place a check upon illicit sealing operations in the Falkland Islands the Administration of those islands will shortly employ an armed vessel to cruise in local waters. This vessel is expected to become available for service about November next. An armed guard will also be placed on Elephant Jason Island.

2. While the above information is for your own information only, I should be glad if you would address to the Government to which you are accredited a Note stating, in merely general terms, that the Government of the Falkland Islands intend to proceed with the utmost rigour against any persons engaged in illicit sealing in or about the islands. To forestall any plea of ignorance on the part of eventual raiders you should also arrange for the publication in the Press of a notice, to the effect that unlicensed sealing in the waters of the Falkland Islands is prohibited by the Government of the Islands, and that appropriate measures are to be taken in future to suppress any raids on the herds. You should at the same time instruct Consular Officers under your superintendence to be careful not to relax their watch for the departure of vessels which may reasonably be suspected of an intention to engage in illicit sealing operations: Consular Officers should at once report such departures direct to the Governor of the Falkland Islands by telegram.

I am etc.,

(Sd). H.J. Seymour.

Similar despatch sent to H.M.R.R. at Rio, Buenos Aires, Montevideo and Lima.

COPY.

(17)

C.S. 363/2

FALKLAND ISLANDS.

No. 98.

Reference to previous correspondence

Secretary of State's Despatch No. 92 of the  
17th August, 1921.

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Downing Street,

17th September, 1921.

Sir,

I have the honour to transmit to you the  
paper noted below on the subject of illicit  
sealing operations.

I have the honour to be,

Sir,

Your most obedient, humble servant,

WINSTON S. CHURCHILL.

The Officer Administering the

Government of the Falkland Islands.

---

Date.

Description.

1921

6th September.

From Foreign Office.

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e. 10.

MONTEVIDEO,

6th. March, 1922.

(COPY)

My Lord,

I have the honour to report that upon the receipt of Your Lordship's despatch No. 78, of the 30th. August last, (5002/1611/61), my predecessor duly addressed a Note to Doctor Luero, the Uruguayan Minister for Foreign Affairs, stating that the Government of the Falkland Islands intended to proceed with the utmost rigour against any person engaged in illicit sealing in or about the Islands, and that he caused a notice to this effect to be likewise published in the Uruguayan Press.

I have now received a reply from Doctor Luero, dated the 25th. ultimo, (a translation of which is herewith enclosed), informing me that Mr. Nicholl's note has been communicated to the competent Department of the Uruguayan Government.

I have the honour to be, with the highest respect,  
My Lord,

Your Lordship's most obedient,  
humble servant,

EDWARD HOPE VERE

Honourable:

Master of the House of Commons, London, E.C.

at Elephant Jason Island, and on the arrival of the "Afterglow", he will make a thorough inspection of the rookery on that Island and those on Volunteer Rocks, Beauchene Island, Bird Island and New Island (North Island). If time permits, he will visit other localities where it is possible that fur seals may be found.

5. Mr. Hamilton has been instructed to furnish on the conclusion of these visits, a report dealing fully with the scientific as well as the economic aspects of the question, and in future years a similar report will be rendered at the end of each breeding season.

6. At a meeting held on the 23rd of September, the Legislative Council approved of the capital expenditure on the acquisition of the "Afterglow", estimated at £7000, being met from the surplus balances of the Colony for which your sanction is now sought. Provision has been made under a separate subhead of Head VI (Port and Marine) of the Estimates for the cost of the maintenance of the vessel and of the guard on Elephant Jason Island for the year 1922, and a separate account will be kept of the expenditure incurred. During the next few months Mr. Hamilton will be able to make a more thorough investigation of the rookeries than has been possible hitherto, and I beg to request that I may be permitted to defer putting forward proposals for meeting the cost of maintaining the system of protection until I have received

from/

from Mr. Hamilton a report on the result of  
his investigations.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

J. Middleton.

(Misc. No. 63/1922)

MONTEVIDEO,

9th. March, 1922.



Sir,

I have the honour to transmit herewith to Your Excellency a copy of my despatch to the Foreign Office No. 50, of the 6th. instant, forwarding to His Majesty's Principal Secretary of State for Foreign Affairs a translation of the reply received from the Uruguayan Minister for Foreign Affairs to a Note from this Legation in which the Ministry were informed that the Government of the Falkland Islands intended to proceed with the utmost rigour against any person engaged in illicit sealing in or about the Islands.

I have the honour to be,

Sir,

Your Excellency's most obedient,

humble Servant,

*Edward Hope Vere*

His Excellency:

John Middleton, Esq., C.M.G.

etc., etc., etc.

FALKLAND ISLANDS

(20)  
FALKLAND ISLANDS.

No. 363/1921.

GOVERNMENT HOUSE,

STANLEY,

6th April, 1922.

Sir,

I have the honour to acknowledge the receipt of and to thank you for your letter (Misc. No. 63/1922) of the 9th of March, transmitting a copy of a despatch No. 50 of the 6th of March, 1922, addressed to the Foreign Office by you on the subject of the protection of the Fur Seal Rookeries in the Falkland Islands.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

J. Middleton.

His Britannic Majesty's Envoy Extraordinary  
and Minister Plenipotentiary,

MONTTE VIDEO.





CS. 363/21

(1)

HARBOUR MASTER'S OFFICE.

STANLEY.

21st April. 1921.

His Excellency The Governor.

Falkland Islands.

Sir,

I beg to enclose the attached report with suggested method for the Protection of the Fur Seal in the Falkland Islands. On April 6th, in accordance with instructions I proceeded in the S/S "FALKLAND" to visit Bird Island & Elephant Jason Island.

On April 14th I landed on Bird Island, which landing was effected under the most adverse weather conditions,

( wind N.W. 6, considerable N.W. sea, rising.) .

On April 17th I proceeded to the Jasons Group, the weather conditions were again adverse ( wind S.W. 6, very considerable N.W. swell ). The time which would have been taken in effect - - ing a landing and in walking over the island I judged would have been wasted, for by steaming with Engines at " SLOW", around the Elephant Jason and South Jason Islands as close as safe navigation on an uncharted coast would permit, I was enabled to observe and note all the necessary information desired.

The adverse weather experienced during the voyage has assisted me to appreciate the conditions in the carrying out of the suggestion contained in this report.

I respectfully desire to place on record my appreciation of Captain M.Owen of the S/S "FALKLAND" who navigated his vessel to within 400 yards of an unsurveyed coast and thus assisted me in every possible way to carry out the investigations entrusted to me.

A considerable amount of information has been tendered to me and assistance rendered by those, who in past years have been employed in Sealing and by those who have resided for a great many years in the locality of the Fur Seal breeding grounds.

I have the Honour to be,

Sir,

Your most obedient Servant,

Colin E. Stockely.

Harbour Master.F.I.



It would appear from all reports concerning seal raiding vessels, that their crews consist of those determined at all costs to carry out their project. It has previously occurred in centres of sealing grounds that one vessel suspected of having dealings in unlicensed sealing has appeared and whilst by her presence, in the capacity of a trading vessel, left open the opportunity for a second vessel to carry out an extensive raid. This has been reported to be the case also on the sealing grounds in the neighbourhood of Montevideo. It must be considered that those carrying out unlicensed sealing are thoroughly cognisant of the existing regulations.

The breeding grounds of the Fur seal in the Falkland Islands

- 1 Are in places where there is no sheltered anchorage, such as would be sought by a vessel in distress.
- 2 They are uninhabited.
- 3 They do not lie in the direct track of shipping.

In consequence the near approach of any vessel to the breeding grounds can be only for the purpose of seal hunting, pelagic or otherwise.

The distances between the located and defined seal rookeries does not permit, taking into consideration the very sudden change in weather conditions and the fact that the conditions prevailing ( even a few miles away ) are variable, the employment of a single vessel as an effective and efficient means of protection for the Seal rookeries.

The following points have been taken into consideration in making this report:

- i The geographical position of the Breeding grounds.
- ii The character of those who engage in illegal sealing.
- iii The economic disaster resultant on indiscriminate slaughter.
- iv Practical, Effective & Efficient means of protection.

I have deemed it advisable to divide the report under the following headings;

- A Fur seal breeding grounds.
- B General description of Coast.
- C Suggested method of protection.
- D Distribution of personnel, Equipment, Accomodation &c.
- E Finance.
- F Conclusion.

( A )

Fur Seal breeding grounds.

Fur seal breeding grounds extend from Cape Morbith ( W.Falkland Is ) northward around the coast of the West Falkland Island up to and including the Eastern Islands of the Jasons Group, situate 12½ miles off the N.W. extreme of the West Falkland Island.

It would appear after personal investigation that the Fur seal inhabits that part of the coast or outlying islands which are the ~~xxx~~ most exposed and open to the Southward, preferring a rocky foreshore with a steep gradient or a cove with a rock landing in the interior. It is stated by those who have had many years experience on and around around these coasts, that Fur seal are to be found at other points than those I was able to visit.

The breeding <sup>grounds</sup> that have not been definitely located, are, according to information obtained, upon that portion of the coast which is of a very rugged and a very broken nature - islands of variable size with adjacent rocky islets abound. Location of these breeding grounds would not be a difficult matter if carried out in a practical manner, which could be done if the suggestions contained in this report are favourably considered.

The following are the Fur Seal breeding grounds observed;

- 1 Bird Island.
- 2 Seal Rock, Elephant Jason Island.

Further breeding grounds known to exist;

- 3 Extending between the South extreme of Beaver Island to the N.W. extreme of New Island.
- 4 Beauchene Islands.

( 1 ) BIRD ISLAND .

Bird Island situated 3 miles S.W. of Port Stephens peninsula, is in extent about 1 mile long with a greatest breadth of ½ a mile. It is of a very hilly nature, composed of rock, covered - in its valley -

with tussock, this grass averaging 7 to 8 feet in height and it is the habitation of an exceeding numerous herd of Hair Seal, which make the sea on the North side of the Island in a well sheltered cove. This cove is the only good landing, having a boulder foreshore 50 yards in breadth, with a gradual slope of 20 yards emerging into high tussock.

Sheltered from all winds from N.W. through South to N.N.E. by ~~per~~ perpendicular cliffs 100/150 feet high.

Deep water is obtained close inshore.

Through this central valley a pathway has been cut (now overgrown) by those engaged, in previous years, in sealing and leads above the Fur Seal rookery on the S.E. side of the Island, a distance of  $\frac{1}{2}$  a mile.

The rookery is in a cove open to the Southward the extremities of which are perpendicular cliffs 150/200 feet high, whilst its centre, rising to a height of about 40 feet, appears as terrace above terrace of rock shelves reaching to a flat rock plateau.

In the Western extreme are two caves inhabited by Fur Seal. Many hundreds, mainly young, were observed in the sea in the vicinity. On the terraces, which are no doubt the hauling ground, only 27 were counted, these were aged and lying in a state of somnolence on the rock shelves 30 feet above sea level doubtless for the purpose of shedding.

There does not appear to be any anchorage, the South side of Island being a perpendicular cliff  $\frac{1}{2}$  150/200 feet high.

The soil of the Island would without doubt be productive.

A plentiful <sup>supply</sup> of Tyssac Peat is to be obtained.

The central valley is covered with Hair Seal spoil and the ground is rendered oily by the presence of these animals.

Multitudes of Rocky Penguins, Mollymawks and white pigeons were observed.

Traces of habitation are in evidence, in the form of implements and the remains of penguins used some years ago in "trying out", and are on the foreshore in cove mentioned previously.

There were no traces of dead Fur Seal but the decomposed remains of a Hair seal was noted on the North side of Island.

No Hair seal were observed in the vicinity of the Fur Seal rookery.

( 21 SEAL ROCK. ELEPHANT JASON ISLAND .

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Seal Rock a small barren rocky islet  $\frac{1}{2}$  a mile off the S.W. extreme of Elephant Jason Island upon and in the vicinity of which were observed very many hundreds of Fur Seal.

This rookery is obscured from the mainland of West Falkland Island by the South Jason Island, which island obscures the Southern extreme of Elephant Jason Island.

Elephant Jason Island lying N.E. & S.W. is situated <sup>12</sup>  $\frac{1}{2}$  miles off the N.W. extreme of West Falkland Island, it is in length about 3 miles with a greatest breadth of  $1\frac{1}{2}$  miles (approx), and has a central rising of 500 feet dropping at its extremes to low lying flat land. The Southern extreme of Island off which lies Seal Rock is 1 mile long (approx) from the drop of the high land. This extreme on the North, South and S.W. sides drops sheer to the sea from a height of 30/40 feet.

The North extreme drops to sea level and is covered with Tussac to a depth inwards of approximately 150 yards emerging on to grass land as the land rises.

A landing can easily be effected on either side of this extreme on a boulder foreshore, according to weather conditions, but there is no anchorage other than a catchup for any vessel.

Boats can be hauled up into a safe position.

The N.W. side of island is fairly flat and a pathway when cleared of tussac for 200 yards would emerge on to grass and a projecting

( B ) The coastline around which the largest known grounds are located is very rugged and broken with several large and many small islands intersected by deep channels through which currents are strong.

Good catchup anchorages are numerous and well sheltered harbours are everywhere to be found.

The weather conditions in this locality tend to make the protection of this coast impracticable by a patrol vessel working by itself. Wind springs up from a gentle breeze to a gale in under one hour and a considerable sea rises as suddenly.

The general run of the currents as marked on Admiralty Chart No 1354a appears to be correct. These currents with a flow or ebb against even a wind of force 4 cause a confused sea which though short run high. In the vicinity of deep channels intersecting groups of islands where currents become divided, meeting again on clearing the obstruction, it was noticed that such an occurrence marked a well defined line of demarcation, a confused sea being at the meeting place.

In the locality of the Jasons Group the prevailing winds are West to S.W. and this group though beset by reefs and shoals has some well defined reefs and shoals are readily observed in calm weather by the presence of kelp and in a seaway by breakers.

A vessel proceeding round the coast of the West Falkland Island is enabled to take advantage of the shelter afforded by the interspersed islands and her passage would be facilitated by using the channels and passages that intersect these outlying groups.

It is stated by those with experience that the general tendency of the weather is to be more settled in the winter months.

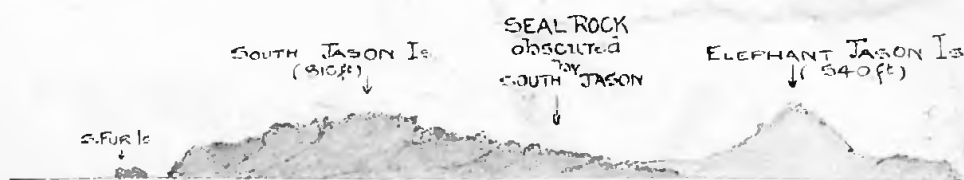
By this it is to be understood that during the winter months the prevailing weather conditions permit of a forecast to be made to a greater degree of accuracy thus allowing a vessel to seek and

obtain shelter before a gale breaks. These gales are of great severity and continue until the depression passes. During the summer months prevailing conditions are no aid to a forecast, gales though severe suddenly drop, wind shifts, depression recurves and may continue for several days.

The landing on outlying islands is a matter entirely dependent on weather conditions and it is considered therefore, since there is no anchorage for moderate sized vessels, that a vessel engaged in unlicensed sealing is compelled, after dropping<sup>s</sup> her boat or boats, to stand off until such time as her boat or boats have completed the work. In accordance with this idea, founded on practical observation, a vessel would be able to approach a seal breeding ground, drop a boat or boats, continue on her course without exciting suspicion from an observer on the mainland, returning in a few days, pick up her boat or boats and draw off.

This would particularly be the case should a vessel bent on sealing desire to approach the Seal Rock, Elephant Jason Is.

In this instance should an observer be stationed on the mainland of West Falkland Island or upon the extreme of Westpoint Island the view obtained shows Elephant Jason Is and South Jason Island as in one at a distance of 12 1/2 miles.



View from Hope Point

Thus from an observer on the mainland or upon Westpoint Island a vessel would be obscured either on approach or departure, the xxx breeding ground being obscured.

Elephant Jason is 2 miles more distant than South Jason Island.

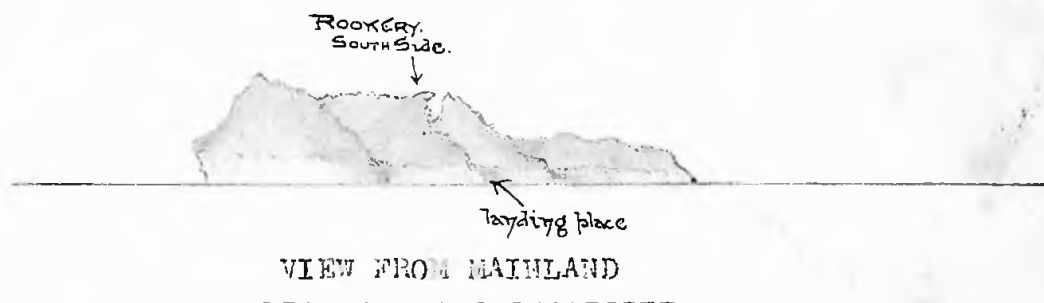


The most N.W. anchorage with sheltered harbour, for a craft as suggested in this report, is in HOPE HARBOUR, either at Westpoint Is or in Grave cove. Grave cove is on the mainland of the West Falkland Island.

Hope Point, lying to the Northward of Westpoint Island and being the mainland, could more readily and economically be connected by telephone. This point commanding a view of the greater part of Elephant Jason Island rises from its extreme in a gradual slope being 50 feet high 150 yards from extreme and rising to 150 feet one mile from the extreme. This land is grass land with good soil.

From this position a commanding view is to be had of Westpoint Is anchorage and also the anchorage of Grave Cove.

In a like manner BIRD ISLAND rookery is obscured from the mainland.



This Island lying off the peninsula of Port Stephens, inside of which and to the North of which lies the settlement, can be approached in the same manner.

A vessel determined on carrying out a raid upon this breeding ground would with ease be able to prevent a boat, under sail or oars, from reaching the island from the mainland.

The only landing place on Bird Island, except at the rookery which is on the South side, is on the North side from which, however, the rookery can be approached through a valley, as previously mentioned, which valley could readily be guarded from rising ground to which it ascends.

The gun range from the mainland would be fouled by the island itself



under which a vessel could shelter with impunity and keep a watch upon the mainland from the high prominence directly above and to the N.E. of the rookery.

There is no reliable and safe landing place on the South side of the mainland peninsula, which is steep and rugged being without bay or cove.

It is stated by residents of Port Stephens that firing has been heard from time to time, from the direction of Bird Island.

The consideration of affording protection from the mainland cannot be judged to be practical.

( 3 ) SUGGESTED METHOD OF PROTECTION .

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To protect the Seal rookeries on Seal Rock (Elephant Jason Island ), Bird Island, Beauchene Islands and on the Coasts of New Island & Beaver Island I would suggest, after close examination of the first two named places, that the only practical, effective and efficient method is by the means of armed stations on the first three named places together with a Motor driven Craft for patrol and communication purposes, which Craft would at the same time maintain the immunity of the coasts of New Island and Beaver Island.

1. The stationing thereon of an armed guard.
2. The mounting of a gun with a range of at least 4000 yards.
3. A mainland station connected by telephone to the Government Wireless Station at Fox Bay.
4. A Motor driven Patrol Craft.
  - (a) To patrol coasts between Stations.
  - (b) To augment any one station upon receipt of instructions.
  - (c) By unexpected visits to keep Stations upon the alert and maintain a state of efficiency.
  - (d) Means of obtaining medical assistance.
  - (e) Means of provisioning Stations.
  - (f) Method of affording reliefs .

I.

A guard should consist of X3men competent to man the gun and should be equiped with:-

- i A Lewis gun.
- ii A revolver for each member of the guard.

The provision of a Lewis Gun is necessary in the event of an attempted landing by the crew of a vessel determined to raid the rookery. It should be considered that a Seal raider would draw away from the

rookery upon discovering he was observed and possibly await an opportunity, no doubt at night, to land a party to ascertain the strength of the guard - in this event the Lewis gun would be ~~invaluable~~ invaluable.

Revolvers would give to each member of the guard a greater feeling of self confidence and would aid in the capture of such a landing party.

2.

The mounting of a gun with a range of 4000 yards would be effective in:-

Warning any suspicious vessel that its approach was observed.

Gripping such vessel should she be observed to be carrying out pelagic sealing.

Sinking such Craft should she disregard such warning and continue hunting seal.

3.

A central guard Station on the rising ground 1 mile from the extreme of HOPE POINT, Hope Harbour, connected by telephone to Hill Cove where connection can be obtained through to Fox Bay Wireless Station and thence to the Government in Stanley.

This central station in which 1 man would be stationed would keep a lookout for a smoke signal from the guard stationed on the Elephant Jason Island, which fire being lighted on the Northern extreme of the island would signify that the attendance of the Motor patrol was necessary. The central station would notify the Motor patrol as soon as possible.

In considering the position of this station it has been judged that as the Elephant Jason Is breeding ground is the most prolific as well as the more easy to work, it is therefore the most threatened of the Fox Seal rookeries

Also by this medium the Elephant Jason guard would at all times be in touch with the mainland. This is necessary in the event of a vessel determined to make the rookery, the knowledge that assistance could be given obtained and communication maintained would give the guard confidence in their position which is necessary to secure efficiency. By means of the telephone through to Fox Bay Wireless Station information obtained could be transmitted in code to or from Stanley.

4.

A Motor Craft of suitable strength and power to contend with the weather conditions of this coast should be provided.

I would suggest a well built steel motor craft, in length 30 feet & having a beam of 18/19 feet, with a good sheer, having a speed of 12 knots on Paraffin fuel and an economical speed of 9 knots.

Fuel capacity for a radius of 500 miles.

This speed is essential in order to contend with the currents and sea experienced.

She should have accommodation for:-

Coxswain

3 Deck crew

2 Engineers

extra accommodation for two Government Officials. It will be necessary for the Stations to be visited for purposes of instruction, inspection and to maintain discipline and efficiency.

Fitted for and mounting a naval 83pdr gun and storage room for 50 rounds of ammunition for same.

A Lewis gun for use in the event of capture of crew of a raider.

Each member of crew to be equipped with a Revolver;

To be fitted with an all round strop for towing purposes.

Telescopic mast is necessary for signalling purposes. This is in order that as little top hamper as possible should be carried owing to

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rolling



- (e) provisions for Elephant Jason could be landed at Westpoint Is settlement, those for Bird Is and Beauchene Is at Port Stephens. Motor Patrol transshipping same as convenient. Thus the shipping of provisions and stores for the Stations would not necessitate the diversion of any other craft from its ordinary route.
- ¶(f) The guards could be changed, the Deck crew, except the Coxswain, beingX interchangeable together with the man at the Central xxx station.

By this means the monotony of such life would be broken and efficiency thus maintained.

( D ) DISTRIBUTION OF PERSONNEL.

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Elephant Jason Island.	3 men
Bird Island.	3 men
Beauchene Islands.	3 men
Hope Point.	1 man
Motor Patrol Craft.	6 men

DISTRIBUTION OF EQUIPMENT.

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Elephant Jason Is, Bird Is , Beauchene Is should each be equipped with:-

- 1 Gun ( Range of 4000 yards ) & 50 rounds ammunit  
- ion
- 1 Lewis gun ( 1000 rounds ammunition )
- 3 Revolvers ( 500 " " )
- 1 Large Telescope
- 1 set of International Code Flags & Code Book

Bird Island should also be equipped with a 14 foot Dinghy.

Motor Patrol Craft should be provided with:-

- 1 3 pdr naval gun & 50 rounds of ammunition
- 1 Lewis gun ( 2000 rounds ammunition )
- 6 Revolvers ( 1200 " " )
- 1 set of International Code Flags & Code Book
- Suitable instruments and Charts for navigating purposes should be provided.

All men will require practice with the weapons under their charge, therefore, it is urged that all guns be fitted with adaptable aiming rifle. This practice should take place under the supervision of a Government Official under whose charge the Stations and Motor Patrol Craft should be placed.

### ACCOMMODATION.

Suitable accomodation with all necessary conveniences will be required for three men at:-

Elephant Jason Island

Bird Island

Beauchepene Island

and also for one man at:-

Hope Point ( Central Station )

A small but convenient Hut should also be provided at the first three named places for the visiting Officer in Charge should it be necessary for him to remain for a short period on the station.

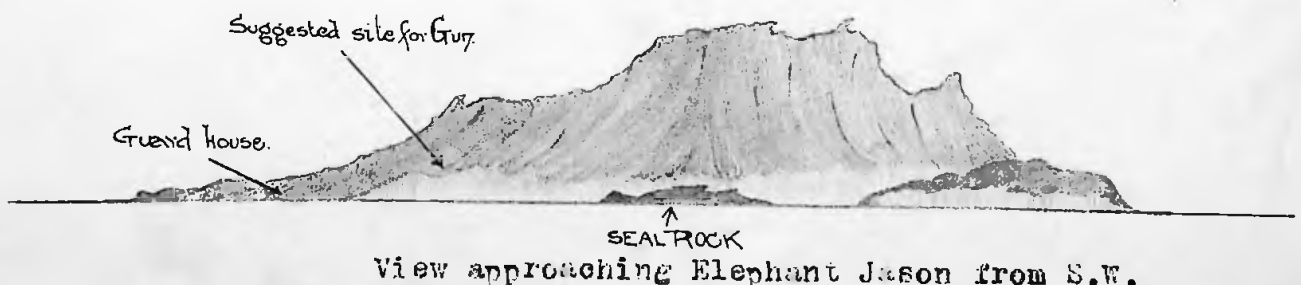
A flagstaff should be placed on each Guard station for signalling purposes.

The houses to be erected as follows:-

Elephant Jason Island.

On the N.E. extreme of the Island in the vicinity of fresh water supply.

Gun to be mounted on the S.W. promontory with ammunition Hut in the vicinity. The guard after establishment should construct an embankment to afford shelter from rifle fire.





Bird Island.

House should be erected on the sloping ground to the Westward of the rocky.

As a fresh water supply has not been located, tanks will have to be provided for storage of same. Water can be obtained at Port Stephens and could be transhipped in barrels by Motor Patrol Craft.

Rain water from hillsides passes through and over ground covered with bird guano.

Gun should be mounted on the rising ground on the S.W. side of the Island, from where an all round observation can be made.

Hope Point.

House should be erected on the rising ground one mile from the N.W. extreme.

No fresh water supply has been located, tanks will have to be provided for storage of same. <sup>Water</sup> ~~xxxxx~~ can be obtained at the Westpoint Island settlement and transhipped by Motor Patrol

( F ) CONCLUSION .

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It appears there has been a diversity of opinion concerning the time of the year at which Seal hunting in the form of poaching is carried out. From information obtained from those who have knowledge of the Fur Seal it appears that the best skins are to be obtained during the two periods December / January and July / August.

It is noticeable that the weather conditions around these Coasts is generally of a more settled nature during the winter months May / November than during the summer months December / April.

At the time when sealing licences were granted for Elephant Jason Island sealing was carried out in June and July.

Taking into consideration the importance of the protection of the rookeries for the purpose of science as well as for commercial use, I suggest that it is essential that guards should be established and maintained on these stations throughout the year. In time when the efficiency of these stations becomes recognised, the attempt at raiding the breeding grounds is likely to discontinue, at such time the guards at Bird Island and Beauchene Islands might be withdrawn for the period March / September. This would permit of a fresh guard as relief to Elephant Jason Island, which guard should be maintained at all times if such protection is to be effective.

After the re - stocking of the rookeries which would result from the practical and effective protection advanced in this report, the resultant would be a considerable accession to the economic resources of the Colony.

*Colin E. Hockley*

Harbour Master F.I.