

LEGAL.
MISCELLANEOUS.
Port & Marine
Shipping.

C.S.

1931.

No.

6/31

Registrar-General.

SUBJECT.

1931.

8th January.

Death by drowning of R.G.Barnes.

JURY'S RIDER recommending that some competent person be appointed to examine the condition of all Cutters and Dinghies working both inside and outside of Stanley Harbour.

Previous Paper.

MINUTES.

DEATH BY ACCIDENTAL DROWNING OF ROBERT GEORGE BARNES ON THE 3RD DAY OF JANUARY, 1931.

Inquest to enquire into the circumstances under which R.G.Barnes came to his death held in the Court Room, Town Hall, Stanley, on Monday the 5th day of January, 1931.

Verdict of Jury.

" That Robert George Barnes came to his death by Accidental drowning and not otherwise, and recommended furthermore that some competent person be appointed by the proper authority to examine the condition of all Cutters and Dinghies working both inside and outside of Stanley Harbour."

Extracted from the Official notes of the evidence taken and contained in S.C.File No.1/31.

Spoke H₂

Har. Marks }
18 7/1

Harbour Marks,

Please arrange

depart next day for sea examination

Subsequent Paper.

at site & report to us. J. J. J.

P. 1. 31.

H.C.S. I would suggest that in the first place the examination should be confined to ascertaining whether the cutters and their boats can with reasonable safety be employed within the inner and outer harbours. They can be brought alongside the Dockyard Jetty for the purpose. The work will not take long - perhaps three mornings. I should like if Mr. G.H. Challen who is a competent shipwright could examine the hulls.

2. To examine the fitness of cutters to work outside Stanley Harbour (that is beyond the limits of Point William and Cape Pembroke) would take a considerable time as the vessels would require to be put on the slip.

3. Until it is decided whether it is desirable to establish some control over the seaworthiness of small craft it is in my opinion undesirable that the owners should have the slightest cause to believe that the vessels have been officially recognized as fit to leave Stanley Harbour.

G.H. Challen
Harbour Master
9th. Jan'y 1931.

G.E. Submitt.

? So proceed.

J.M.

9.1.31.

H.C.S.
Genl.

M

(9.31)

M. P. 6/51

Sheet 2

Harbor Master

AB

~~The 1st Reg.~~

Accordingly please

Very truly

9. 1. 31.

Hon. Col. Sec.

Mr. Challen has been instructed to carry out the inspection as requested

C. Roberts.

12-1-31.

405.

I regret that work on this matter is proceeding slowly owing to the recent visit of Mr. Labor and to the work at present required on the Launch.

ret
1-4

2. I attach notes on the two boats already examined, and suggest that copies of these notes should be handed to the owners, without delay in order to satisfy them regarding the condition of their craft and thus they may get on with the repairs necessary. If you agree I will send copies accordingly.

W. H. Brown

Harbor Master

21st Jan'y 1931

Harbor Notes

Please proceed as you

suggest.

2. At the same time kindly

make it clear to the owners of

the craft concerned that these notes

are supplied to them without prejudice

i.e. that Govt. can admit no

responsibility for any loss or damage

sustained consequent on or in respect

to their following the advice or

adopting the suggestions contained in

the notes
re reports

W. J. B. Barnes

4.2.31.

Letter to Messrs J. J. Barnes & W. J. Barnes 9 Feb 1931 5

H. C. S.

I regret that time and opportunity have not permitted this matter being dealt with sooner.

2. The vessels which have been examined are the "Perseverance", "Peronelle", "Wembley", "Indiana" and "Foam". The "Perseverance" has undergone considerable repairs since her examination and is now in a much better condition.

3. I consider these craft well fitted for use in the Inner Harbour, Port William, and Berkeley Sound. They are as safe as can reasonably be expected and if capably handled should not in themselves endanger life. The small boats also are of a good class, and carrying loads of reasonable weight and bulk, having regard to the state of sea and weather, cannot be regarded as liable to accident. The dinghy belonging to the "Peronelle" through which the accident that gave rise to this investigation occurred, is the one exception. It is ~~an~~ undoubtedly an unsafe boat, but notwithstanding the warning given it is still in use.

4. I do not consider it practicable to restrict by rule or regulation the working of these craft, or even to require that they should be maintained in any given standard of repair. Such action would inevitably add to the expense of the upkeep of the boats which is already as much as the men can afford. Furthermore, it is undesirable that any measure of responsibility should attach to the Government in case of accident. It should be borne in mind that these boats are engaged in work in which the most seaworthy of their class might find itself in difficulties at a time least expected

5. The cuttermen are well aware of the danger incurred by faulty boats and gear, and as a rule they take all the precautions within their power and means to avoid accident. Accidents are of very rare occurrence and viewed in this light it must be concluded that the chances of mishap are few in number.

6. I consider that the only action called for at the present time is to offer to the men such help and advice as they are willing to accept. It should be possible to arrange periodical inspections of the boats. It may also be possible to arrange some system of reporting the movements of boats at work in Port William by communication with the Lighthouse, with the object of rendering assistance in case of distress. If approved, I will arrange a meeting of the men when the matter can be discussed.

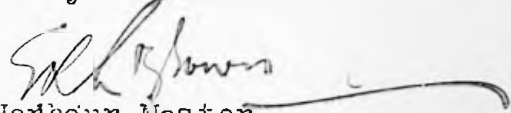
7. The schooner "Shamrock" and the yawl "Prefect Garcia" are of a larger class than the craft above mentioned. These vessels carry freight and on some occasions, passengers between places on the East and West islands. I am led to believe that their condition could be improved and will endeavour to get the owners to effect such repairs as

may /

may be suggested. Similar passages are made by the motor boat belonging to Mr. I. Stein. This boat is in a thoroughly sound condition.

8. In the Port Regulations of the 4th of March, 1895 it was laid down that no vessel should go North of the Volunteers or south of Cape Pembroke with less than three competent hands. This regulation was repeated in the Regulations of the 21st of October, 1901, but repealed by the Regulations of the 23rd of December, 1902. I do not think it advisable that the regulation should be revived. The "Shamrock" and "Prefecto Garcia" always carry three men. Stein's motor boat carries only two, but I do not think the circumstances such that the Government should interfere.

9. In conclusion, I am of opinion that while it may be possible by departmental arrangement to advise and help the Cuttermen in the course of their calling, no measures which could be reasonably taken by the Government would appreciably lessen their liability to accident.


Harbour Master,
18th September, 1931.

g. S. Substant. I agree

generally with Mr. Dmr's views.

at present - g. S. will approve?

2. Mr. Dmr will report

by getting to the owner of the

'Personelle' as to the condition

of the dinghy.

3. 17th Dmn also might report
 further the outcome of the
 reasons he has suggested, in
 particular for the improvement
 in the condition of the "Shamook"
 at "Preedo Jaws".

[Signature] 19. 9. 31

Hon C. S.

I approve the
 action suggested

[Signature]
 19. 9. 31

Harbour Master.

[Signature] According, please
 21. 9. 31

Notes on Examination of.

Cutter "Joan" Indiana - Wembley 6. 7. 8.
+ Schrs. "Shamrock" 9.

Ltr. to Cutter Owners. 24 Sept 1931 10.

H.C.S.

I have not been able to do anything

further in this matter. H.C.S.

1 Aug 1932

M.P.

Submitted.

? This matter may be regarded
as closed.

A. St. J. J. J.
4/8/33.

Hon. Col. Sec.

Yes.

for C.H.
by G. W. J.
5. 8. 33.

P.A.
5/10/33

5

HARBOUR DEPARTMENT,

STANLEY,

9th February, 1931.

Sir,

I have the honour to attach herewith a copy of notes made on the examination of your Cutter "Perseverance" and boats used in conjunction therewith, in accordance with the recommendation of the Jury at the Inquest held on the 5th of January, 1931.

It should be understood that these notes are supplied to you without prejudice; that is to say, the Government can admit no responsibility for any loss or damage sustained consequent on or subsequent to your following the advice or adopting the suggestions contained therein.

I am,

Sir,

Your obedient servant,



Harbour master.

Messrs. John & Fred Barnes.
Mr. Frank Barnes.

"Perseverance" - Owners : John and Fred Barnes.

Rig. Cutter.

Length overall 26 ft.
 Breadth " 8 ft.
 Draft light. Fore 3 ft.
 Aft. 4 ft. 2 in.
 Depth of hold 4 ft. 3 in.

Constructed from open boat formerly belonging to the Government. Decked over and sides raised approximately 1 foot. Ballast about 3 tons of pig iron.

Rigging.

Sails, mast, booms, ropes, wire, and chains all found to be sound and in good working order.

Recommendations. New pin wanted in peak halliard sheave block.

Hull.

The hull is strong having been re-timbered when the boat was converted into a cutter.

The deck is in a very bad state and requires considerable strengthening to knit the frame of the vessel together.

Recommendations. It is considered that this vessel is too old to undergo any heavy repairs. The following minor repairs are recommended :

1. New deck beams should be fitted abaft the cabin scuttle.
2. All beams should be strengthened with hanging knees with through fastening on each side. Lodging knees should be fitted on each side of the mast beams.
3. Carlines should be fitted between the beams forward to enable the deck at this part to be fastened and caulked. A new piece of covering board is required on the port bow.
4. The deck planks aft should be stripped and renewed

5. All deck planks require more fastening.
6. The deck requires re-caulking throughout : also round stanchions.
7. The rail and rubbing piece require fastening and portion of rail missing should be replaced.
8. The hole in deck used for passage of anchor chain should be covered up and replaced by chain pipe.
9. A canvas mast coat should be provided for the mast.

This vessel should not take a load of over 6 tons at most. In its present condition it is considered unsafe to go outside Port William.

Boat worked in conjunction with "Perseverance".

Scow - Length 11 ft. breadth 4 ft. 3 in. depth 1 ft. 6 in. Carvel built of Sandy Point wood. One thwart.

Condition. In good order and considered safe for a load of half a ton or twenty bundles of tussac.

"Peronelle" - Owner : Frank Barnes.

2

Rig. Schooner.

Length overall 50 ft.
Breadth " 9 ft.
Draft light. Fore 3 ft.
 Aft. 4 ft. 6 in.

Depth of Hold 4 ft.

Formerly an Admiralty picket boat : Carvel built.
of teak. Lined diagonally. Ballast ~~about~~^{4 1/2} tons of
pig iron. Three bulkheads. Two pumps.

Rigging.

Sails, mast, booms, ropes, wire, and chains all found to
be sound and in good working order.

Hull.

The hull and deck are in a thoroughly sound condition.

Recommendations.

1. The deck should be re-caulked and minor repairs effected to bulwarks where necessary.
2. Chain pipes should be fitted for stowage of anchor chains in substitution of present method of passing the chains through the hatch.
3. A canvas mast coat should be provided for the main mast.

This vessel is considered in its present condition as seaworthy.

Boats worked in conjunction with 'Peronelle'

Pram - Length 16 ft. Breadth 5 ft. 3 in. Depth 1 ft. 7 in.
Clinker built of soft wood.

Condition. In good condition and safe for a load of
 $\frac{3}{4}$ tons or 50 bundles of tussac.

Missing timbers/^{aft}should be replaced.

①

- 2 -

Dinghy. 12 ft. Bilges and frame generally very badly shaped. Unsafe for any load or for passage in other than smooth water.

FAIKLAND ISLANDS.

HARBOUR DEPARTMENT,

Stanley,

24th September, 1931.

Sir,

I have the honour to attach herewith a copy
of notes made on the examination of your Cutter "Wembley"
" " "Foam"
" " "Indiana"
Schooner "Shamrock"
in accordance with the recommendation of the Jury
at the Inquest held on the 5th of January, 1931.

It should be understood that these notes are
supplied to you without prejudice; that is to say,
the Government can admit no responsibility for any
loss or damage sustained consequent on or subsequent
to your following the advice or adopting the suggest-
ions contained therein.

I am,

Sir,

Your obedient servant,

R. R. Jones
Harbour Master.

- Mr. Charles Skilling,
- Mr. Thos. Binnie, Jnr.
- Mr. Fred. Skilling.
- Mr. Jeff Bundes.

"S H A M R O C K."

OWNER: Jeff Bundes.

9

Rig. Schooner.
Length overall 52 ft.
Beam 12 ft.
Depth of hold under deck to floor. 5 ft.
Draft light Aft. 6 ft. 6 in.
Fore. 4 ft. 6 in.

Ballast carried consists of 10 tons pig iron.

Carrying capacity 20 tons.

There is a good forecastle, with 2 bunks and small stove, for accommodation of crew.

The vessel has a comfortable cabin with a No. 6 Stanley cooking range, three full sized bunks and ample locker room. The space between bunks is 11 ft long, 5 ft. 6 in. wide, with 7 ft. head room.

Hull. The hull is of teak, American elm, and other hard woods, which, on examination, seem to be in sound condition. The deck is of soft wood and is in good order.

Recommendations. The caulking is in good condition with the exception of covering board seam outside. This should be re-caulked.

Rigging, &c. Anchors, chains, chain pipes, spars, rigging, and running gear are in good condition.

Recommendations. The masts should have new mast coats owing to water getting through and wetting beams.

The vessel carries a well built boat, measuring 16 ft. long and 5 ft 3 in. in breadth, with a depth of 2 ft.

"WEMBLEY"

OWNER: Charles Skilling.

8

Rig. Cutter
Length overall 25 ft.
Breadth " 8 ft. 3 in.
Draft light Fore 3 ft.
Aft 3 ft. 9 in.
Depth of hold 4 ft. 2 in.
Ballast about 1½ tons.

Rigging. Sails, mast and spars are in fair condition.

Recommendations. New rigging screws or hemp lanyards are required to mast shrouds.

Engine. This cutter has a four cylinder petrol engine in fair condition.

Hull. The hull is in good condition, built of ½" steel plates bolted to wood timbers at 8" centres and lined on the inside with ½" boarding. The deck is in good condition.

Recommendations. A hand pump is required to be fixed on deck aft, for use when the engine is not in working order. The hatch requires repair. The rudder gudgeons are badly worn and should be renewed as soon as possible.

Boat worked in conjunction with "Wembley".

Pram - Length 11 ft. 6 in. Beam 4 ft. 6 in.
Clinker built of soft wood.

Condition. In good condition and safe for a load of 25 to 30 bundles of tussac.

"INDIANA"

OWNER: Frederick Skilling.

Rig. Cutter.
Length overall 30 ft.
Breadth " 10 ft.
Draft light Fore 3 ft. 3 in.
Aft 3 ft. 9 in.
Depth of hold 4 ft 2 in.
Ballast about 3½ tons.

Rigging. The mast, spars, rigging and running gear are in good condition. This cutter has recently been fitted with new lanyards and some new running gear.

Hull. Heavily and strongly built. All framing and planking is of hard wood and in fairly good condition. The deck is in good repair. There is one good pump, worked from the deck.

Recommendations. The rudder gudgeons are badly worn and should be replaced as soon as possible.

Boat worked in conjunction with "Indiana".

Pram - Length 11 ft. 6 in. Beam 4 ft. 9 in.
Clinker built of soft wood.

Condition. In good condition and safe for a load of 30 bundles of tussac.

"FOAM"

OWNER: Thos. Binnie, Junior.

Rig. Cutter.
Length overall 27 ft.
Breadth " 9 ft. 4 in.
Draft light Fore 2 ft. 3 in.
Aft 3 ft. 6 in.
Depth of hold 3 ft. 4 in.
Ballast about 2 tons.

Rigging. The mast, spars, rigging and running gear are all in good condition.

Hull. Constructed from a ship's lifeboat, built on and decked over. The hull is strong, having had new ribs fitted between the original ribs the entire length of the boat. The deck is good, but the beams are badly fastened down. The outside planking is of pitch pine with oak ribs, copper fastened. One good pump is fitted on deck.

Recommendations. Either lodging or hanging knees should be fitted to deck beams.

Boat worked in conjunction with "Foam".

Pram - Length 11 ft. Beam 4 ft. 6 in. Clinker built of soft wood.

Condition. In good condition and safe for a load of 25 to 30 bundles of tussac.