

No. 2052.

Subject.

ACCIDENT ON EAST JETTY.

Number.

Connected files.

2045.

Efrain Gallardo.

CHIEF CONSTABLE'S OFFICE,
PORT STANLEY.

15th June, 1960

The Hon. Colonial Secretary,
Secretariat.

for the information of H.M. Coroner.

TOUCHING THE DEATHS OF:-

(1) Peter John MILLER born 16th February, 1942.

and

(2) Efraim GALLARDO born 26th July, 1938

Note.
Verdict. Drawing by
M. J. G. 17.4.60

Sir,

At 5.35 p.m. on Tuesday the 14th June, 1960, I received a telephone message from Mr. H. Anderson, Second Mate R.M.S. "Darwin" to the effect that a car had gone over the East Jetty with some passengers therein.

I immediately went to the East Jetty accompanied by P.C. Peck where at a spot approx. 66 yards along the jetty and about 6 yards into the water I saw the rear wheels of an upturned motor car.

Mr. Peter McGill the driver of the car, a Vanguard Saloon Index No. 132 was standing on the jetty. He had sustained a large cut over his right eye and appeared to be somewhat shaken. I also saw Uises Barria who had been a passenger in the car standing near him. I was given to understand by Mr. McGill that two further passengers, Mr. Efraim Gallardo and Mr. Peter Miller were trapped in the car.

A rope had already been obtained from R.M.S. "Darwin" and attached to the rear axel of the car. The other end of the rope was attached to the Police landrover and by reversing in booster gear I managed to pull the car over on to its side.

A dinghy had been obtained after a short delay due to the absence of rowlocks and oars, which contained Mr. Short and Mr. Betts. Mr. Keenleyside jumped into the water and scrambled on to the car and managed to open the front off side door. He then pulled out Peter Miller who was taken aboard the dinghy and rowed ashore. I immediately applied artificial respiration until Dr. Ashmore certified life extinct.

Meanwhile the dinghy had returned to the car where Mr. Keenleyside had lowered himself several times into the water in an attempt to see the remaining body. He was unable to do so due to the darkness and very cloudy water. He also groped around inside the car but was unable to feel him. The car was then pulled onto its wheels by a jetty gang and Mr. Keenleyside saw the face of E. Gallardo in the rear window. The dinghy was pulled around to the off side and Keenleyside again went into the water and managed to open the rear off side door. He got inside and passed the body of E. Gallardo through the door to the men in the dinghy and he was rowed ashore. Dr. Ashore was present and certified life extinct.

The accident occurred at 5.30 p.m. and I arrived at the scene at 5.38 p.m. The body of Mr. Peter Miller was landed on the quay side from the dinghy at 5.44 p.m. A period of 14 minutes after the accident occurred. The body of Efraim Gallardo was landed on the quay side from the dinghy at 6.3 p.m. a period of 33 minutes after the accident occurred.

When I arrived at the scene the jetty which is made of wooden planks was very wet from rain. The wheel marks of the car were clearly seen along the jetty turning left immediately in front of the second stack of timber on the West side of the jetty. This stack of timber had been struck, apparently by the front off side wing of the car. The stack of timber had been froced round at an angle of 45°. The badly dented off side/wing of the car clearly showed that the car had struck the stack of timber before going over the edge of the jetty.

/front

From the statement of Mr. McGill it will be seen that he states the car skidded and he made two or three efforts in trying to correct it. There were no skid marks visible when I examined the wheel marks. I must point out, however, that as McGill states his speed was about 15 m.p.h., and that the front tyres of the car were worn smooth it is possible that he skidded into the pile of timber, was unable to stop and bounced off the timber into the water. Perhaps the reason he was unable to stop was due to bad brakes, as the engineers report show that the brakes were working on the two front wheels but that rear braking was defective.

At 9 a.m. on Wednesday the 15th June, 1960, I was present when the car eas recovered from the water by a crane owned by the Falkland Islands Company Limited. It was at once taken to the Public Works Department garage where it was examined by Mr. M. Smith BIGAS Engineer and Mr. R. Clarke, Senior Mechanic P.W.D.

A plan drawn to scale was prepared by Mr. Hollowday, Works Manager, Falkland Islands Company Ltd., and photographs were taken by Mr. Wallace, Foreman Carpenter, Falkland Islands Company Ltd.

The following statements were obtained and are attached:-

- Mr. Peter McGill. Driver of Car
- Mr. Eises Barria. Passenger in Car
- Mr. J. Rowlands. Witness
- Mr. Tasker. Assisted in Rescue
- Mr. Betts " " "
- Mr. Keenleyside " " "
- Mr. Goss " " "
- Dr. Slessor
- Mr. R. Clarke Engineers Report
- Mr. M. Smith " "
- One plan of jetty drawn to scale.
- 27 photographs of scene.

I am,
Sir,
Your obedient servant,

CHIEF CONSTABLE

Statement of Ian Peter MCGILL of 21 Fitzroy Road who saith:-

"On Tuesday 14th June, 1960 at about 4.10 p.m. I left R.M.S. "Darwin" to go to the Works Store to collect stores for the ship. I left the Works Store at about 4.15 p.m. and went to the Ships Store for stores. I was driving my car a Vanguard saloon Index No. 132 with Uises BARRIA, Efrain GALLARDO as passengers. I picked up Peter MILLER outside the Philomel Store. We then went to the West Store for private purchases. From there we went to the Falkland Store the long way round. Shirley Etheridge who we had picked up outside the West Store made a purchase. We then went to the Globe Store where a purchase was made. We had as a further passenger Lona HALLIDAY who we also picked up outside the West Store. We left the Globe Store at about 4.30 p.m. and took the two girls home. We never went inside their houses. I think we spent about half an hour at the gate and then we went the long way to the ship. I drove on to the East Jetty, I think my speed was about 15 m.p.h. and when we were about twenty to thirty yards down the jetty the car took a skid and got out of control. I tried to straighten it up but it went over the side. It was really after two or three efforts trying to correct the skid that it went over. I tried to open the door but the pressure was too great, so I had to wait until the car was nearly full before I could open the door. I came to the surface and scrambled to the side. I immediately shouted to 'Chico' to see if he was alright as he was the only one I could see. He shouted back that he was O.K. Mr. Goss the Mate of R.M.S. "Darwin" was present at that time with a torch. I insisted on stopping to see if I could assist.

The above statement has been read over to me and it is true.

Signed. P. McGill.

The above statement was taken by W. S. Walton at the Police Station on Tuesday 14th June, 1960 at 8.0. p.m.

Statement of Ulises BARRIA of R M S Darwin who saith :-

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On Tuesday 14 th June 1960 at about 4.10 p.m I left R M S Darwin with Peter McGill and Efrain GALLARDO in Peter's car. We went to the Works Store and the Ships Store. When we left there we picked up Peter MILLER outside the Phillomel Store. We then went to the West Store where we picked up Shirley Etheridge and Lona Halliday. We then went to the Falkland Store and the Globe Store. From here we took the girls home and after talking to them sometime outside their house we had a ride round and went back to the Ship. We turned on to the East jetty and I think that our speed was about 10 m.p.h. When we had gone a short way along the jetty the car seemed to skid and the next thing I know we were in the water. I could not get the door open until the car was practically full but I then managed it and came to the surface. I immediately dived back again to the car to try and save the others but I couldn't see or hear them. I then got on to the side and got out.

The above statement has been read over to me and it is true.

Signed. *Ulises Barria*

The above statement was taken by W S Walton after having been interpreted by Mr George Harris, Chief Steward R M S Darwin, at the Police Station on Tuesday 14th June 1960 at 8.20 p.m.

The above statement was interpreted by me to the best of my skill and ability.

Signe . *G Harris*

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James George ROWLANDS of James Street who saith :-

On Tuesday 14 th June 1960 at about 5.30 p.m. I was working at the winch on RMS Darwin when I happened to glance up the jetty and I saw a car with its headlights on turning on to the jetty. I thought that he was going to stop on the side but I saw him turn left and I thought that he was going to turn round. But after a while I realised that he hadn't turned round and I then saw someone running. I could not tell what his speed was. I heard someone shouting and I left the winch to see what was wrong. I then saw the car in the sea.

The above statement has been read over to me and it is true.

Signed. *J. G. Rowlands*

The above statement was taken by W S Walton on 14 th June 1960 at 8.45 p.m. at the Police Station.

Statement of Graham Michael TASKER of R.M.S. "Darwin" who saith-

"On Tuesday the 14th June, 1960 at about 5.30 p.m. I was leaving R.M.S. "Darwin" in company with George Short and Keith Betts. The first thing I noticed was a post laying across the jetty and as it was dangerous Keith Betts moved it. I moved to the edge of the jetty and I saw two men on the hulk. I gathered from what they said that a car was in the water with two more people in it. I got down ~~xx~~ and spoke to 'Chico'. A short time later a rope was passed to me by the Mate, I made it fast to the rear axel with a bite around the rear off side wheel. At this time the car was on its back with the rear wheels showing above the water. The car was eventually pulled up on to its side and I got on to the car and I helped Mr. Keenleyside open the front off side door and assisted in bringing the body of Peter Miller out. The dinghy then took him ashore. When the dinghy returned the shore gang had pulled the car on to its wheels. Mr. Keenleyside went down into the car a few times but was unable to locate the second passenger. A short while later I saw the face of the second passenger through the rear window. Keenleyside got down into the water and passed the body out and I assisted in getting it into the dinghy. It was about ten minutes before the body of Peter Miller was recovered and it was about fifteen minutes later the second body was recovered."

The above statement has been read over to me and is true.

Signed. *G.M. Tasker*

The above statement was typed by me at the dictation of Mr. Tasker in the presence of the Chief Constable at the police station on Wednesday the 15th June at 3.p.m.

Signed *S. J. ...*

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Statement of Keith Clifford BETTS, of R.M.S. "Darwin" who saith:-

"On Tuesday 14th June, at about 5.30 p.m. I was just leaving R.M.S. "Darwin" to come ashore with Mr. Short and Mr. Tacker I noticed a post laying across the jetty/^{and} as it was dangerous I moved it. On looking into the water I saw one man in the water holding the Hulk and another man on a car which was in the water. The man in the water, Peter McGill shouted to me that there were two more men still ⁱⁿ the car, by that time McGill had climbed onto the hulk. I called for the Mate and George Short and I went for a dinghy. It took quite a time getting the dinghy ready as the rowlocks and oars were missing and the bung was removed, it took us about five minutes to get the boat sea worthy. George Short and I then rowed round to the car when we arrived the car had been pulled onto its side. As we approached the car I heard someone shout that a body had been removed but one was still in the car. We rowed Miller to the quay side where we left him and returned to the car. By this time Mr. Keenleyside was in the car trying to find the the second body without success. We returned to the jetty to get some more torches as we thought the body might have been in the water, we searched for the body for a while using the torches and a boat hook but we were unable to locate it. Whilst searching I heard a shout that the second body had been seen through the rear window of the car. We rowed back to the car where Mr. Keenleyside had managed to open the door of the car and he passed the body of E. Gallardo into the dinghy and we rowed it to the quay. In my opinion it was about ten minutes before the first body was recovered, and it would be about ten minutes after the recovery of the first body that the second body was recovered."

The above statement has been read over to me and is true.

Signed.

K. C. Betts

The above statement was typed by me at the dictation of Mr. Betts in the presence of the Chief Constable at the police station on Wednesday the 15th June at 2.10 p.m.

Signed.

S. Emergidoz

The above statement has been read over to me and I corroborate it in every detail.

G. C. Short

Statement of Charles Desmond KEENLEYSIDE, of 48 Davis Street. who saith:-

"On Tuesday the 14th June, at about 5.30 p.m. I was working on R.M.S. "Darwin" when I saw some men rushing around. The Second Mate Mr. Hector Anderson ran up and asked for a rope shouting that there was a car over the side with two men in it. I passed him the rope and I immediately ran to where the car had gone over the side. I got down on the hulk to where the other men were working, when I arrived the car was upside down with its back wheels showing, the car was pulled over on to its near side, I then got into the water and scrambled onto the car and then opened the front off side door and pulled out Peter Miller he was taken ashore by dinghy. I stayed on the car with ~~two~~ Mr. Goss and Mr. Tasker trying to get the second passenger out, several times I lowered myself into the water but was unable to see into the car owing to the cloudy water, I groped around inside the car but was unable to feel him. The car was then pulled onto its wheels when I saw the face of E. Gallarvo in the rear window. We then pulled the dinghy around to the off side and I managed to open the ^{rear} window off side door and ~~we~~ ^I got inside, I managed to pass the body through the door to the men in the boat and he was taken to the quay side. In my opinion ^{it} was just over ten minutes in getting the first body out and about another five or ten minutes to get the second one out."

The above statement has been read over to me and is true.

Signed. *C. D. Keenleyside*

The above statement was typed by me at the dictation of Mr. Keenleyside in the presence of the Chief Constable at the police station on Wednesday the 15th June at 12.15 a.m.

Signed. *S. J. [Signature]*

Statement of William Henry GOSS of 62, Davis Street who saith:-

"On Tuesday the 14th June, 1960, at about 5.30 p.m. on coming up the jetty from the ship Keith Betts and George Short both called out to me "there's a car over the jetty here" I think there is still somebody in her. I ran to the ^{spot} ~~stop~~ the car was upside down about 20 feet from the jetty and close to the hulk called "Snow Squall".

The back wheels and differential were showing over the surface of the water. P. McGill and U. Barria were on the hulk by the car and called out there are still two in the car. It was quite dark in the vicinity of the car and the water very cloudy. I immediately ran back to the ship for a torch and as I ran up the corridor I called out to the second Mate Mr. Hector Anderson phone the police and tell them there is a car over the side down there. I returned to the scene and went down onto the hulk. It was obvious that nothing could be done until the car was turned over. By which time quite a number of people had gathered on the jetty. I called out for them to bring a gantling which was brought ^{from} ~~to~~ the ship ~~made~~- Mr. M. Tasker made it fast on the rear axel and passed it around one rear wheel. An attempt was made by man power on the jetty to turn the car over on its side which failed. The line was then made fast to the police landrover and the car turned over on its side. By this time Mr. Short and Mr. Betts were on the scene with a dinghy, we got on to the side of the car and Mr. Keenleside opened the front off door and the feet of Mr. P. Miller appeared. He was removed from the car and placed in the dinghy face down on the Doctors instructions over a thawt. In my opinion the body of Mr. Miller was recovered about 12 minutes after the car had gone over the side. Both Mr. Tasker and Mr. Keenleside got down in to the car but were unable to locate the second passenger E. Gallardo. By this time Miller had been taken to the quay side by dinghy. Efforts were still being made to recover Gallardo, ~~bwe-~~ then car was then turned on its wheels with the intentions of dragging on shore, whilst passing around the rear end of the car Mr. Keenleside saw Gallardo face through the rear window, the dinghy was then brought around on to the off side of the car and Mr. Keenleside entered the car by the rear off door and recovered the body of E. Gallardo. E. Gallardo

was lying across the car behind the rear seat. His body was immediately conveyed ashore. And it was decided to leave the car were it was till the morning."

The above statement has been ready over to me and it is true.

S. H. Goss
Signed
Ch/pt R. M. S. T. J. J. J.

The above statement was typed by me at the dictation of Mr. Goss in the presence of the Chief Constable at the police station of Wednesday the 15th June at 11.30 a.m.

Signed *S. H. Goss*

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Statement of Lona HALLIDAY of 26 Davis Street who saith :-

" On Tuesday 14th June 1960 I left work at 4.30 p.m. from the P.W.D. Office. Outside I met Shirley Etheridge and we walked to the West Store. Here we met Peter McGill who had his car with him. He asked us if we wanted a ride and we got into the car. Inside the car was 'Chico' and 'Pim' and Peter Miller. We went to the Falkland Store where we made a purchase and from here we went for a ride round the town. We eventually pulled up outside my house and after talking outside the house for about fifteen minutes, they drove back to the ship. During the ride 'Pim' who was sitting next to the driver found a mouth organ and was playing it. This statement has been read over to me and it is true.

Lona Halliday
Signed.

The above statement was taken by W S Walton at the Police Station on Wednesday 15th June 1960 at 10.30 a.m. and after reading it over it was signed.

COPY

Medical Department,
STANLEY, Falkland Islands.

15th June, 1960

H. M. Coroner,
STANLEY.

Sir,

I examined the body of

PETER MILLER

in the mortuary of the K.E.M. Hospital last night, when it was deposited there, and again this morning.

There was no sign of injury to be seen last night, but this morning a small contusion is to be seen on the left temple.

The nostrils are filled with blood-stained mucus and I have no doubt that death was due to asphyxia from drowning.

(Sgd.) R. Stewart Slessor
Senior Medical Officer.

COPY

Medical Department,
STANLEY, Falkland Islands.

15th June, 1960

H. M. Coroner,
STANLEY.

Sir,

I examined the body of

EFRIAM GALLARDO

in the mortuary of the K.E.M. Hospital last night, when it was deposited there, and again this morning.

There are bruises on the fore-head. There are also the typical signs of death from drowning.

(Sgd.) R. Stewart Slessor

Senior Medical Officer.

Stanley,
15th June, 1960

REPORT ON STANDARD VANGUARD. REG. NO. 132

1. TYRES

The two rear tyres are in good condition.
The left hand front tyre seemed to be in a fair condition but the right hand front is very badly worn and threadbare.

2. BRAKES

All the four wheels were removed and the brake drums withdrawn, the two front wheel brake linings are well worn.
The two rear wheel brake linings are in a somewhat better condition and not so badly worn.
The brake pipe that serves the left hand rear wheel is badly crushed and it is almost certain that no fluid could pass through this pipe.

3. STEERING

The steering mechanism is in a very poor condition and there is a great deal of lost movement throughout the system.
The idler steering drop arm pivot bearing seems to be very badly worn and a lot of the lost movement must be put down to this badly worn bearing.
There is also a great deal of wear in the steering box and swivel pin bearings.
The steering tie rods are worn but not so badly.

4. ROAD TEST

After the above inspection was completed the brake mechanism was thoroughly cleaned and reassembled and brake tested with the car in a jacked up position.
No braking effect to be found on the two rear wheels but some braking effect on the two front.
After this inspection the car was subjected to a road test and the brakes were found to be very weak.

(Sgd.) M. Smith - FIGAS Engineer
(Sgd.) Rudy Clarke - Senior Mechanic,
P.W.D.

Ref:- 12/SEC/60

950
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Chief Constable's Office,
Stanley,
Falkland Islands.

17th June 1960

The Hon. Colonial Secretary.
Secretariat.

for the information of

His Excellency The Governor.

Sir,

336. 1
With reference to my 11/SEC/60, the inquest on Peter John MILLER and Efraim GALLARDO was heard on Thursday 16th June 1960 before the Hon. Harold BENNETT, Coroner for the Falkland Islands.

After hearing the evidence the inquest was adjourned to 12 noon on Friday 17th June 1960.

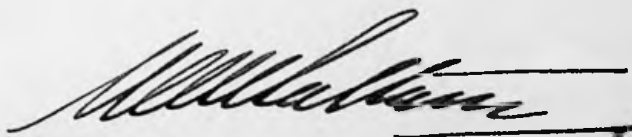
At the resumed hearing, the Coroner gave the following verdict and made the following remarks :-

"After careful consideration of the evidence of the witnesses and circumstances of this tragedy, I form the conclusion that the cause of the death of Peter John MILLER and Efraim GALLARDO was that they did enter the waters of Stanley Harbour whilst passengers in Motor car Index No. 132 which inadvertently plunged into the said waters from the East jetty, on the 14th day of June 1960, by means whereof, they died. And I do further say that the said Peter John MILLER and Efraim GALLARDO, by misadventure did drown."

I would commend all those who took part in the rescue operations and in particular Mr Charles Desmond KEENLEYSIDE whose courageous attempts to save the lives of the two unfortunate young men is worthy of the highest praise."

Submitted for information and the possible recommendation for an award or for the personal recommendation of His Excellency the Governor.

I am Sir,
Your obedient Servant,



Chief Constable.

*On file.
24.6.60*

Y.E.

16.

I think perhaps Meenley's efforts merit some recognition. There may have been no great risk to life in what he did - but inevitably there was some risk in going down to a car in the water at night. I could tent him a letter conveying your congratulations on his efforts?

17.

~~SA.~~

25.6.60

B.F.F.

20.6.60

Ref: 1417/1111

21st June, 1960.

Dear Mr. Keenleyside,

I have been requested by His Excellency the Governor to write to you and convey His Excellency's congratulations on the very courageous efforts you made to rescue Peter Miller and Efraim Collado from the car in which they were trapped following the recent accident on the West Jetty.

Yours sincerely,

Aubrey Denton-Thompson.

C. D. Keenleyside, Esq.,

STANLEY

AGDE/MF

22.6.60