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The Snow Squall Project

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(A project of the Peabody Museum of Archaeology and Ethnology)

REPORT ON
JUNE 1984 EXPEDITION TO
EXAMINE LADY ELIZABETH

August, 1984

Expedition Team

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John,
with compliments,
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The Snow Squall is the only surviving American clipper ship and sits as a broken hulk in Port Stanley, Falkland Islands. The Snow Squall Project seeks to excavate the wreck, remove the bow, bring it back to Maine, and set it up as an exhibit in South Portland, where the ship was built in 1851.

I. SUMMARY

Early in 1983, a six-member expedition travelled to the Falkland Islands to undertake archaeological work on the remains of the 1851 American clipper ship SNOW SQUALL and to conduct a preliminary survey of the British iron-hulled barque LADY ELIZABETH. The expedition, sponsored by the Peabody Museum of Archaeology and Ethnology at Harvard University in cooperation with the World Ship Trust, sought to gather data (mainly in the form of measurements, photographs, and general observations on the condition of the wreck) needed for the preparation of a set of plans of LADY ELIZABETH and also to study the possibility of restoring the vessel as a permanent monument in Port Stanley. The results of this expedition were reported in "Preliminary Survey of the British Bargue LADY ELIZABETH in Stanley Harbour, Falkland Islands," February 1984.

In June 1984 a two-member expedition returned to the Falkland Islands to work on SNOW SQUALL and to examine more thoroughly the condition of LADY ELIZABETH's hull structure and to consider alternative conservation programs for her.

The contents of this report reflect not only the efforts of the survey team, but also invaluable assistance rendered to the project by a number of individuals. In particular, we very much appreciate Sir Rex Hunt's support of the project. In addition, Messrs. David Britton, General Manager of the Falkland Islands Company, and Alastair Cameron of the Falkland Islands Government made available the archives of their respective institutions and allowed us to copy data pertaining to the extent of damage suffered by LADY ELIZABETH.

Major General Keith Spacey, Military Commissioner and CO British Forces Falkland Islands, and his Liaison Officer, Major Craig Treebe, expedited assistance from military and naval personnel. In addition to providing an update and overview of Operation Raleigh, Major Richard Festorazzi, Royal Engineers, put a Combat Support Boat and crew, including a standby diver, at our disposal for one of the inspection visits. Lieut. Ian Morrison, CO of the Royal Navy Clearance Diver Detachment, provided a boat and personnel to assist us during the second inspection visit.

Mr. M.R.C. "Tim" Parr, consulting engineer and naval architect, spared time from his survey of JHELM to lend an experienced hand in helping to assess factors related to the structural integrity of the hull and spars.

A. STRUCTURAL INTEGRITY*

The structural frame of LADY ELIZABETH still appears to be quite sound. Above the high-tide mark most of the 1/2"-thick hull plates and the rivets joining them to each other and to the frames are in good condition, although in several locations along the bulwarks the plates have rusted

*The report of the 1983 expedition, pages 7-9, presents general observations on the condition of the vessel.

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through. Below the high-tide mark, while the hull plates seem to be in good condition, the rivets fastening them to the frames and to each other are so badly corroded that no metallic iron remains, only a relatively coherent iron-oxide corrosion product. Although no hull plates have become loose, it seems likely that this will begin to happen in the not-too-distant future. While the loss of hull plates will not result in immediate collapse of the hull, it inevitably will increase the rate of deterioration of the frame because the ability of the entire structure to resist wracking forces will be reduced.

Above the weather deck, the iron structures generally are covered with blisters of rust, some of which measure 4" across. These blisters are the result of a corrosion process that is slowly consuming the -thick iron plates used to construct these structures. Beneath the larger blisters corrosion already has perforated the plates.

Although the iron masts also are badly corroded and blistered, they appear to be structurally sound; while they no longer receive much support from the few shrouds that remain, they are straight and in line. Because of its near-horizontal orientation, the bowsprit has not fared so well, and a section several feet long immediately outboard of the hull has corroded through.

B. CONSERVATION ALTERNATIVES

We considered a variety of conservation alternatives that ran the gamut from no active intervention to complete reconstruction. While we did not thoroughly analyze any of these alternatives, we did consider the magnitude of the effort involved and the results that might be expected.

As a result of our review, we believe it would be most appropriate to leave the hull in its present location and concentrate on slowing down or arresting the critical decay processes. Not only does this appear to offer the best cost-to-benefits ratio, but also it would accommodate the desires of most local inhabitants.

II. OBSERVATIONS AND SUGGESTED CONSERVATION METHODS

We examined a number of features that could provide either direct or indirect evidence concerning the structural integrity of LADY ELIZABETH. While no individual finding can be regarded as definitive, collectively they suggest that with proper treatment this hull probably can survive relatively intact for many more years.

In order to present the proposed conservation methods in context, we have discussed them in this chapter as part of each observation. In chapter III we explore the extent to which putting each of these conservation methods into practice is critical to the future of LADY ELIZABETH.

A. METALLURGICAL TEST PROGRAM

We planned to use a small hole saw to obtain samples of plates in various parts of the hull for metallurgical analysis. This sampling plan assumed that we would be able to obtain a hydraulic drill locally, but unfortunately none was available on the days we could arrange to get to the wreck site. Consequently, we had to rely on a battery-powered electric drill that we brought along as backup. Due to the short time this drill could be operated, we were able to obtain only one sample of an undamaged hull plate. However, samples were obtained of corroded hull plates both above and below the low-water mark. We also measured the hardness of a number of plates using a portable hardness tester, which consisted of a spring-loaded center punch and a hand-held measuring microscope.

Visual examination and the various tests suggest that all the hull plates are the same composition. Metallurgical examination indicates that the hull plates are wrought iron with a tensile strength of about 48,000 pounds per square inch. The plates making up the masts are the same hardness; they presumably are the same composition and tensile strength as the hull plates.

B. ORIGINAL DAMAGE TO THE KEEL

LADY ELIZABETH put into Stanley in 1913 because she ran onto rocks in the South Atlantic, which damaged her keel. Before we went out to the wreck site we located the original report of the diver who, at the request of the owners, had travelled from Montevideo to Stanley to examine the damage and recommend if repairs were possible. The diver concluded that the 200 tons of poured-in-place concrete that constitutes this ship's permanent ballast was all that was keeping her afloat and that repairs were possible only if she could put into a dry dock, which did not exist in Stanley. Consequently, the ship was condemned.

In the archives of the Falkland Islands Company (FIC) in Stanley we found a number of dispatches relating to the purchase of LADY ELIZABETH by the FIC. None of these records suggested she had been repaired after being acquired and, in fact, those writing from the FIC office in London

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were quite convinced she could be sailed home without being repaired since they knew of other instances in which similarly damaged vessels had done so. While it seemed unlikely that any repairs had been made, we still were concerned that work on her keel could have led to severe galvanic corrosion in the area of the damage. Therefore, we wanted to determine first hand what, if anything, had been done in this regard during the 23 years (1913-1936) that the hull served as a floating warehouse in Stanley.

We assumed the damaged section of the keel would be buried deep in the sand and therefore could be examined only with great difficulty. While this undoubtedly was true when the hull first stranded in Whalebone Cove in 1936, in the intervening years the currents have shifted the sand so now only the middle half of the hull is supported by the sand. For a distance of about 40 feet at both the bow and the stern, the hull is unsupported, with a space of two to three feet between the keel and the sand. The damaged portion of the keel, which originally led to condemnation of the vessel, is free of the sand, and examination proved it is exactly as described 71 years ago by the diver from Montevideo.

Examination of the inside of the hull also showed no evidence of repair, suggesting that the FIC officials in London were correct when they postulated that this concrete could survive considerable stress, for it apparently acted as an effective water barrier as long as LADY ELIZABETH served as a floating warehouse. Examination of this concrete revealed no deterioration, and it could be essentially as watertight as when high winds drove the vessel onto the beach 48 years ago. It would be informative to examine the dispatches between the FIC offices in London and Stanley at that time (1936) to learn why LADY ELIZABETH was not just pulled off the sand and returned to service since we found no evidence that she suffered any major damage as a result of being stranded in Whalebone Cove.

To repair the original damage to the keel the cement floor in that location would have to be removed, which would require extensive time and effort underwater on the part of several divers. Rivets could be used to fasten the new keel plates only if the hull were in a dry dock (which today, as earlier, does not exist in Stanley), but nuts and bolts could be used.

To keep the hull from moving after it stranded, seven holes (not only the three noted at the time of our previous expedition) were knocked in port hull plates just below the low-water mark. Each of these holes measures about a foot in diameter and could be patched temporarily by covering with plastic and plywood. If these holes were covered, in theory the hull could be floated by simply pumping it out. However, because many of the rivets holding the hull plates in place have deteriorated badly, floating the hull in its present condition may not be practical.

C. HULL MOVEMENT

A dramatic indication of the basic structural integrity of the hull was the completely independent observation by both members of the expedition team that the hull rolls from side to side in a moderate wind, and it does so without making any noise. The hull can move in this manner because it is supported only in the middle, and the fact that the hull shows no sign of hogging under these conditions is another indication of its structural integrity.

Although we took no measurements of this rolling motion, we think it amounts to about _ degree. The extent of this movement could be determined more accurately by measuring the space between the sides of the hull and the sand, or by setting up a plumb line in the main hatch and observing the movement of the bob in a level bed of sand set up on the lower deck. This arrangement could be left unattended and the results observed after a storm.

While this hull motion appears to have done no damage so far, once physical deterioration does start, such movement will tend to accelerate that deterioration. Therefore, if the hull is left in its present location, it should be stabilized as much as possible.

To determine how to minimize hull movement will require significant further study. The sand forming the bar that lies between the starboard side of the hull and the shore probably originally was under the bow and stern of LADY ELIZABETH. This sand could be pushed back under the ends of the hull only with considerable effort and equipment, and soon this sand would be reformed into the bar by the natural tidal currents and wave action. Thus, what is required is a way to control the sand so that the hull becomes and remains supported over its full length.

By making a scale model of Whalebone Cove with the hull in place, a method could be developed to control the natural currents so the sand that now forms the bar would be redistributed under both ends of the hull and retained there. Removing the sand bar would have the added benefit that no longer could one walk out to the hull at low tide. The solution probably would involve installing some type of permanent underwater breakwater or barrier, possibly utilizing local scrap materials such as used automobile and truck tires. To investigate this problem we suggest approaching a British university with a department involved in hydraulic engineering, where a graduate student could investigate the situation to satisfy his thesis requirements. While this approach would take time, the cost of the investigation should be minimal. However, the method of conservation finally recommended could require significant expenditures for both materials and manpower.

D. FRAMES AND HULL PLATES

In an attempt to identify frames and hull plates that had deteriorated, we tested the entire hull at intervals by tapping various locations with a hammer. Below the bulwark, nearly all the frames and hull plates appear to be sound and less corroded than expected. In fact, between decks some hull plates still retain much of their original paint. An

exception to this generally sound condition is found on the port side near the bow. Here, rain water has collected along the after end of the forecastle and fresh water draining from this pool has resulted in severe corrosion of the hull plates lying immediately below this area.

While the frames and hull plates generally appear to be in good condition, some of the rivets joining them together are less so. Between decks most of the rivets appear to be sound; however, rivets that are immersed in sea water have been altered dramatically. To test their condition, we selected three rivets in different parts of the hold and hit them with a hammer. In each case, the head broke off when hit with relatively light blows, leaving the remains of the shank flush with the hull plate. All three heads were found to be completely oxidized, probably as a result of galvanic corrosion caused by a slight difference in the composition of the rivets and the hull plates. We decided not to drive these rivets out of the plates, fearing that doing so might ultimately lead to premature failure of surrounding rivets. However, it is almost certain that the shanks of these rivets also are oxidized. If so, the submerged hull plates contribute relatively little to the structural integrity of the hull, and it is only a matter of time before these rivets fail completely, allowing the hull plates to fall off.

The loss of a few hull plates should have little immediate effect on the integrity of the basic skeletal structure of LADY ELIZABETH. However, unless some action is taken, the ultimate mode of failure seems inevitable. First, one hull plate will break loose, which could occur as early as the next time gale-force winds happen to coincide with a relatively low tide so that waves repeatedly hit the weakened area of the hull. The stress that the loss of a single plate will put on the surrounding plates likely will cause a relatively rapid progressive failure of the surrounding plates. The sequence will be repeated and eventually most of the hull plates located between the high-tide mark and the sand will be lost, perhaps in a matter of months after the loss of the first plate.

At this point, destruction of the hull will stabilize for a time. Although the hull plates lying below the sand will become loose, the sand will keep them more or less in place, particularly if the rolling motion of the hull has been eliminated.

If all of the approximately 25,000 rivets in the hold have decomposed to the extent of the three tested, the hull should have deteriorated more than it has. Possibly the rivets joining the frames to the backbone of the ship continue to maintain their structural integrity and did not succumb to the galvanic corrosion that affected those used to fasten the hull plates. Possibly the metallurgy of these components is different, or perhaps galvanic corrosion has been inhibited by the poured-in-place concrete floor.

The hull plates could be refastened. The hull would have to be placed in a dry dock to refasten with rivets, but galvanic corrosion eventually would cause problems with such fastenings. Nuts and bolts, insulated to prevent galvanic corrosion, could be used directly at the wreck site. If structural integrity rather than seaworthiness is the objective, it

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should be sufficient to replace only the rivets in the corners of each plate, plus those that fasten the top and bottom edges of each plate to intermediate frames.

To refasten with nuts and bolts, the following procedure is suggested.

- o Knock off the inside head of the rivet with a hammer;
- o Drill out the center of the 3/4" shank of the rivet using a _" drill;
- o Remove the remaining part of the shank by gently picking at it; if it is necessary to hammer to remove the shank do so from the outside in order to avoid separating the hull plates from the frame;
- o Replace the rivet with a corrosion-resistant nut and bolt that are insulated from the hull plate and frame.

To disturb the remaining rivets as little as possible, only one rivet at a time should be removed. It should be replaced with a nut and bolt before the next rivet in that plate is removed. However, work could proceed concurrently on rivets in other plates.

Without actually removing a rivet, it is difficult to estimate the time that would be required to refasten the hull. To replace a single rivet could require anything between 5 and 30 minutes, depending primarily on how difficult it is to remove the shank. However, judging from how easily the heads broke off, we suspect a relatively short time will be needed.

A rivet-replacement team could effectively consist of several divers. One diver would knock off the inside head of a rivet and drill out the shank, and then move on to the next rivet two hull plates away. Another diver would work on removing the rest of the shank. Of all the operations, this one probably will require the most time, and therefore should be done concurrently by several (possibly four to eight) divers. Once the shank of the rivet is completely removed, a colored stick inserted through the hole would indicate to another diver outside the hull that the bolt and a lipped insulating sleeve could be inserted. Inside the hull, another diver would place an insulating washer and a nut on the bolt and tighten it to a predetermined torque.

If refastening all hull plates proves to be infeasible, a partial refastening would provide most of the benefits. The most important area to refasten is the intertidal zone on the port side, since this is where wave action is most likely to dislodge hull plates.

E. BULWARKS

It appears that at some time a very heavy load tore loose, swung, and broke the starboard bulwark outward, breaking about ten of the bulwark stanchions where they were riveted to the main deck beams. Since contemporary photographs show this bulwark apparently intact when the

spars and rigging were being removed, this accident presumably occurred when the hull was being used as a floating warehouse. The sprung part of the bulwark is badly deteriorated with the plates rusted through in many places. Repair of this bulwark would require new stanchions and virtually all new plates, since those that are not corroded through are badly distorted.

F. WEATHER DECK

The weather deck of LADY ELIZABETH apparently is in good condition. However, some parts of the deck have rotted away completely and other areas are unsafe to walk on. In spite of its overall good appearance, the deck planking fails to keep rain water from reaching many main beams, and consequently is contributing to the deterioration of the hull.

G. DECK HOUSE STRUCTURES

Numerous large oxide blisters appear on deck houses and other exposed vertical surfaces. These blisters range in size up to 4" in diameter and protrude as much as 1" from the surface. Under each blister is a pit filled with a corrosive solution. Under the larger blisters, the pit sometimes penetrates completely through the iron plate, but in most cases the integrity of the original structure has not been reduced to an unacceptable level. In time, however, these structures will be greatly weakened unless measures are taken to minimize further deterioration.

H. SPARS

When LADY ELIZABETH was converted to a floating warehouse, the upper spars and the associated rigging were removed; the lower masts, main yard and bowsprit were left in place, where they remain today. The lower mast stays also were left in place, but over the years many of these were broken and today none of the masts is adequately supported. Originally, each mast had six shrouds on each side. Now, the foremast has five shrouds to port and six to starboard, the main mast has six port shrouds but only two to starboard, and the mizzen has only one port shroud and none to starboard. Since the hull lists to port, only starboard shrouds provide support.

Many of the wooden wedges that secured the masts at the weather deck partners are missing, but the mast wedges between decks are largely intact and it is these that appear to provide most of the support to the masts at present.

As with the deck structures, on the masts blisters have developed that eventually will lead to destruction unless the corrosion process is halted. The bowsprit already has corroded through along one-third of its length, and soon will require some type of support to keep it from breaking from its own weight. Such support could be provided by running a stay from the top of the fore mast to the end of the bowsprit, and other stays between the fore and main masts and the main and mizzen masts.

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I. AIRCRAFT OVERFLIGHTS

RAF Phantom and Harrier aircraft take off almost directly* over LADY ELIZABETH when the wind is from the west, and it was feared that the sonic vibrations produced by these flights were causing damage to the wreck. Actually, LADY ELIZABETH lies several hundred feet north of the flight path so the peak sonic vibrations are significantly less than would be encountered if the aircraft took off directly overhead. However, in an attempt to judge the validity of these fears, we observed the effects of several overflights.

Before boarding LADY ELIZABETH for the first time, the estimated time of departure was obtained for all planned RAF flights, but an easterly wind prevented flights taking off in our direction. The second day we were aboard, however, the wind was from the west and several aircraft took off using the runway that leads toward LADY ELIZABETH. During the brief periods that the planes were nearby, everyone aboard LADY ELIZABETH carefully observed different parts of the hull structure. Although no one noted any effect on the hull, the noise and shock waves certainly made us realize how fears of damage could arise.

We concluded that current RAF activities are not significantly affecting the hull. Furthermore, we discovered no damage that is likely to have been caused by such activity in the past. It is gratifying that the 1982 Falklands Conflict and subsequent military activity apparently has resulted in no damage, even though during the conflict the British secretly used LADY ELIZABETH as a forward observation post, and the Argentines mined her hold.

*The Harrier has vertical take off capabilities, but when fully loaded it takes off in the conventional manner.

III. ALTERNATIVE CONSERVATION PROGRAMS

Three basic alternative proposals of what to do with LADY ELIZABETH have been considered:

- o Leave the hull in place and carry out stabilization efforts,
- o Move the hull to Stanley and make it into a museum,
- o Transport the hull to the United Kingdom to be rebuilt and returned to Stanley.

We have commented on a few of the many possible variations on each of these main themes in an attempt to delineate some of the choices that must be considered. It would help to know the potential cost of each alternative and the additional life that each alternative would bestow on LADY ELIZABETH, for only then could realistic comparisons of the cost-to-benefits ratio be made. While insufficient information has been developed to quantify this relationship for most alternatives at this time, we hope the discussions presented below will prove useful in identifying where subsequent efforts should be directed.

A. LEAVE THE HULL IN PLACE

Discussions with many persons in Stanley lead us to conclude that some variation of this basic alternative is preferred by the majority of local residents and Government officials. For these people such an alternative is not the path of least resistance; much more important is that, for those who live with her every day of their lives, this is the historically honest and aesthetically most satisfying alternative. Not to be ignored, however, is the realization that other alternatives inevitably will require funds that local inhabitants prefer be spent on projects of more direct benefit.

In the following discussions, we shall consider what will happen if no conservation is done on the hull and how various conservation programs could prolong the life of the hull.

1. No Conservative Program

Since the cost of this alternative would be nil, it inevitably would have the lowest possible cost-to-benefits ratio. However, we must look beyond this simple mathematical relationship and consider the effect of such a program on the hull by allowing it to continue to undergo the ravages of time.

Presumably the rivets in the underwater portion of the hull have been more or less in their present state of disintegration for a number of years, and it is likely the hull has been suspended in the middle and rolling with the wind since shortly after it went aground in Whalebone Cove almost 50 years ago. Consequently, the fact that motion of the hull is not accompanied by a cacophony of groans is strong testimony to the possibility that the hull may remain essentially unaltered for many

years to come without human intervention. Nonetheless, if nothing is done to slow down or reverse the degradation taking place aboard LADY ELIZABETH, her eventual destruction as a scenic point of interest and vivid reminder of Falklands' history is inevitable.

To put an absolute time frame on when such destruction will become evident to the land-bound observer is impossible. However, our examination of the hull suggested that the loss of hull plates could occur at any time and will depend more on the vagaries of local winds than anything else. A relatively straightforward program of selected refastening would avoid this mode of destruction.

2. Critical Conservation Programs

Philosophical conflicts arise when trying to rank the importance of the various individual components, since each is critical to the conservation of a different part of the structure. Preservation of the basic structural integrity of the hull is most important, for without a sound hull the conservation of everything else is moot. Next in importance are components that, if they deteriorate, would significantly alter the appearance of the hull at a distance. Finally, are features that become noticeable only upon relatively close inspection.

It is important to develop a coordinated program to carry out some, if not all, of these projects at the earliest opportunity. The most critical should be attempted first, but various factors could make it more realistic to undertake a lower-priority project first, in which cases such projects should not be postponed. In other words, each project should be undertaken in a timely manner as the means become available.

Refastening the hull plates appears to be the most time-critical project, since the loss of the first hull plate could occur at any time. Sand should be removed to uncover all plates that could be exposed in the future so that additional plates need not be refastened at some later date. No significant artifacts should be discovered in the course of this dredging operation since almost all rigging was removed from LADY ELIZABETH many years before she drifted into Whalebone Cove. Nevertheless, those engaged in dredging should recover any artifacts that are uncovered.

Next in importance is to reduce the rolling motion of the hull by stabilizing it. The means to accomplish this already have been discussed in some detail.

While the various iron deck structures are badly corroded, and in places have been perforated, they are in no imminent danger of becoming unable to support themselves. For maximum life these structures should be mechanically scaled and painted, which would require not only appropriate equipment but a great many manhours of relatively strenuous labor.

Only by repairing the weather deck can water be kept away from the iron beams. Although no beams appeared to be severely corroded, ultimately this would be a subject for concern. It may be possible to make the deck watertight by chemically treating the existing planks, repairing the caulking, and replacing the truly rotten planks. However, probably the easiest method of providing a watertight deck would be to use plywood to fill in the holes that now exist and then cover the entire deck with the type of plastic membrane that is commonly used on the roofs of buildings. Alternatively, the existing decking could be covered with waterproof plywood, which probably would be more costly and require more maintenance. In either case, care should be taken to not obliterate marks on the existing deck that might reveal information about the original arrangement of accommodations or other structures. Also, when picking up the rubbish that has collected in these areas it will be critical to carefully examine every fragment of wood and metal so that anything of potential interest can be identified and its location properly recorded.

It is important to drain the pool of rain water found on the port side of the forecastle, and to ensure that no additional water collects in that location. It would be best to keep this pool from forming, rather than just keeping it drained, since a drain could lead to corrosion of the underlying plates. Nevertheless, a drainage system probably will be required.

Additional shrouds should be fitted to the starboard side to support the masts. It may be difficult to find a suitable location for the lower ends of the mainmast shrouds because of the damaged bulwark, but careful examination of the structural framing in this area should reveal some method of fastening that would prove adequate. For additional support a full complement of mast wedges should be fitted to all masts at each deck. Finally, the end of the bowsprit should be supported from the top of the foremast in order to take as much weight as possible off the corroded portion of the bowsprit. Holes should be drilled on the underside of the bowsprit to ensure that water is not trapped inside.

Repairing the damaged keel is not necessary if the hull is to be left in place since, once the hull is stabilized, the entire keel will be inbedded in sand.

B. MOVE THE HULL TO STANLEY

To move LADY ELIZABETH from Whalebone Cove it may be possible to refloat the hull in her present condition (after patching the seven holes). However, in order to move the hull with confidence it would be wise (and could be mandatory) to use nuts and bolts to partially refasten the edge of each hull plate to the structural framework.

Refastening plates that now lie buried in the sand could be accomplished in stages by dredging a trench under the hull, refastening the portion of the bottom that is exposed, then filling that trench and repeating the operation on another section. Alternatively, the seven holes in the hull could be patched and the hold pumped out, which would float the hull. Refastening the hull while it is floating would be complicated

because water will pour in when a rivet is removed, but insertion of a bolt from the outside would alleviate this problem. Perhaps the hull could be floated and placed higher up on the beach so that most of the refastening could be carried out above water.

C. REBUILD THE HULL

Rebuilding LADY ELIZABETH to her original condition would require a major logistical and shipbuilding effort. With no local dry dock, the hull would have to be moved to such a facility. Since the rivets fastening the bottom plates apparently no longer have any significant structural integrity, the hull should not be towed, but rather would have to be transported in a floating dry dock. Even then, it would be prudent to partly refasten the hull so the hull plates would remain in place.

Once the hull was in a permanent dry dock, it would need to be completely refastened below the high-tide mark. The 200 tons of cement ballast would be removed and each hull plate would be removed and sandblasted. After sandblasting and refastening the frames, the hull plates would be riveted back in their original locations. For most of the rest of the hull, sandblasting probably would be sufficient. However, the hull plates lying below the pool of water in the forecastle would have to be replaced, as would the starboard bulwark and most of the bulwark stanchions.

The iron deck structures and masts could be sandblasted and the pits and holes filled to provide an acceptable surface for painting. The bowsprit probably should be replaced, but possibly could be repaired.

The decking would have to be removed so that the beams could be sandblasted. While some of the decking probably could be relaid, it would be much easier to replace all of it. The lower deck would have to be replaced since all of it has been removed. Most of the accommodations would have to be rebuilt, and all of the upper spars and rigging renewed.

Although no estimate was made, it is clear that such a major reconstruction would cost millions of pounds. Once she was rebuilt, LADY ELIZABETH presumably could withstand the rigors of being towed back to Stanley where she could serve as a museum. However, her annual upkeep would not be insignificant and a periodic drydocking (perhaps in Montevideo) to treat the bottom would be required. Since it is doubtful that her income as a museum would cover more than a minor portion of her annual costs, the original rebuilding fund also would have to include creation of a trust that would provide sufficient funds for her perpetual upkeep.

In most cases, a shipwreck can be considered the heritage of two cultures -- where it was built and where it lies wrecked. In the case of LADY ELIZABETH there seems to be no conflict regarding her heritage, for Stanley is considered as her permanent home by all concerned. The question rather is simply what, if anything, should be done in the way of preservation or restoration and how can this best be accomplished.

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If LADY ELIZABETH is the heritage of the Falkland Islanders, it seems only logical that the opinions of local residents should be seriously considered in deciding what should be done regarding her future. While we made no attempt to investigate such matters, we feel obliged to mention certain issues that did come to our attention where they appear to be pertinent to the subject under discussion. (Fred - should this paragraph be deleted?)

D. BFFI INVOLVEMENT

While it was not within our mandate to do so, we feel obliged to present a suggestion that seems, at least on the surface, to have some merit. It appears that in the near future an opportunity will emerge for a valuable synergistic relationship to develop between BFFI and the wrecks in Stanley and perhaps throughout the Falkland Islands. Relative to the wrecks, help is needed soon if they are to survive in anything approaching their present condition. Clearly, there is little or no money available to support the required effort. In the case of BFFI, it appears that the military forces in the island have, or will have, a problem with something to do for off-duty activities. This will be particularly true after April 1986 when most of the troops will be relocated to Mt. Pleasant, 40km from Stanley. The potential symbiotic combination of the needs of these two entities seems to be an avenue worth exploring.

We suggest a purely volunteer effort, probably devoted to one or, at most, two wrecks at a time. From BFFI's vantage point it would be a public service and local public relations effort as well as a productive activity for those troops who wished to become involved during their tour of duty in the Falklands. Of course, such an effort should only be done in collaboration with qualified marine archaeologists, naval architects, conservators and others with skills in maritime preservation.

E. PROJECT RALEIGH

We understand that plans presently are for Project Raleigh to spend several months in the Falkland Islands in late 1985 and 1986. The question has been raised about the advisability of asking some of the members of Project Raleigh to work on LADY ELIZABETH. To be suitable such work 1) should provide a clear long-term benefit to the hull, 2) should be completed by the group assigned to it, and 3) should be essentially self-contained; i.e., it should require little if any direct assistance (as opposed to advice) from outside parties. Most of the work that needs to be done on LADY ELIZABETH fails to meet one or more of these criteria.

Clearly, trying to replace the rivets underwater would be too large a job for the number of people that would be available for this project. Even chipping and painting the hull above the high-water mark or trying to preserve the deck furniture would be an overwhelming assignment for even a large work force. Changing the contour of the harbor bottom to provide better support to the hull will require considerable research, and once a plan is formulated it will involve primarily equipment and

time rather than manpower. Likewise, providing better support for the masts and bowsprit is primarily an engineering and skilled-trades effort requiring little manpower.

This leaves two jobs that might be suitable for Project Raleigh: 1) eliminating areas where fresh water collects (which probably is the least involved of the two projects) and 2) providing a watertight deck. We have discussed the problems associated with both projects elsewhere in this report.

Ack

101 Dorset House,
Gloucester Place,
LONDON NW1 5AG.

23rd January, 1987

Mr. David Taylor,
Chief Executive,
Falkland Islands Government,
Port Stanley,
Falkland Islands,
South Atlantic.

Dear Sir,

re: Barque "Lady Elizabeth"

Arising from my recent meeting with Sir Rex Hunt and on the advice of Mr. Simon Lyster of the Falkland Islands Foundation, I write to you in connection with a scheme which has been proposed to save and preserve the hulk of the former barque "Lady Elizabeth" now lying at Port Stanley.

I am, of course, aware that the World Ship Trust is also interested in this vessel and, indeed, has proposed that she be refloated and restored - at some future, unspecified date (at the earliest in 1990) - at Port Stanley. However, they appear to have no funds available at present and as it does not seem that the Falkland Islands has the dockyard facilities or materials available to carry out such a project, it is unlikely that this scheme will ever be put in to operation, or would succeed even if it were.

With this in mind the nucleus of a group has been formed in this country, whose aim would be to stabilise the vessel and, thereafter, to bring her home to the U.K. where she could be suitably restored and put on show in Liverpool. There she would remain in to the foreseeable future as a show piece, museum and/or conference centre.

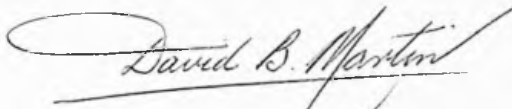
This plan was first drawn up in March, 1985, and a letter published in the Liverpool Echo produced an enthusiastic response to the scheme - particularly from deep water sailormen and from the developers of the Merseyside Development Corporation who are restoring the old docks of the south end, as well as the Liverpool Maritime Museum.

Notwithstanding the fact that she is built of iron, this vessel cannot last indefinitely; and if, as is now feared, the masts were to go over the side resultant damage could be considerable. Indeed, unless appropriate action is taken to stabilise the vessel as a matter of urgency this could well occur in the very near future and could effectively prevent any further possibility whatever of this ship being restored - either in the Falkland Islands or elsewhere.

The main advantages of the scheme now proposed (as outlined in the attached copy presentation to the Sir Rex and the Falkland Islands Foundation) are that it can be implemented immediately by a suitable Trust, upon the technical transfer of ownership - yet the Falkland Islands has nothing to lose by agreeing to the transfer as suggested. If, for any reason, the plan as laid down does not succeed within the stipulated time frame, ownership of the vessel would automatically revert to the Government of the Falkland Islands, i.e. before she were removed from her present resting place.

On behalf of the members of the proposed Trust, I therefore respectfully request that this matter be placed before the appropriate Government department for their consideration and I await, in due course, the favour of your advices.

Yours faithfully,

A handwritten signature in cursive script, reading "David B. Martin". The signature is written in dark ink and is positioned above the printed name.

DAVID B. MARTIN, (Master Mariner)

c.c. Sir Rex Hunt
Simon Lyster

18 February 1987

D B Martin Esq
101 Dorset House
Gloucester Place
London NW1 5AG

Further to my letter of 3 February, I believe the sensible thing will be for me to discuss your thought with Councillors here to discover their reactions.

I would hope to do this around 10 March when we have Council meetings.

David Taylor
Acting Governor

ms

101 Dorset House,
Gloucester Place,
London, NW1 5AG.

30th May, 1985

Sir Rex Hunt,
Civil Commissioner,
Government House,
Stanley,
Falklands Islands,
South Atlantic.

Dear Sir:

Re: "Lady Elizabeth"

During a recent visit to Liverpool I paid a visit to the Merseyside Maritime Museum project and was very impressed by what is being achieved to restore the formerly derelict warehouses and other buildings which form part of the old historic dock system.

Sadly, however, there is no obvious or immediate association with the days of sail. What is absolutely essential is the presence of a former British square rigger, preferably a small barque, moored alongside within the Albert Dock itself, restored to become a living symbol of Liverpool's great seafaring past.

However, none remain a float - other than those even now undergoing restoration or already in museums abroad - and the only hope would be to recover a suitable derelict hull which still has this potential.

Enquiries suggest that the "Lady Elizabeth," an iron three masted barque built in 1879 by Robert Thompson of Sunderland, must be the obvious - and, perhaps, only - choice and that she may still be in a condition which would enable her to be lifted from her present location at Port Stanley and brought back to the U.K. She will not last indefinitely and if she is to be saved it would seem that early action is essential.

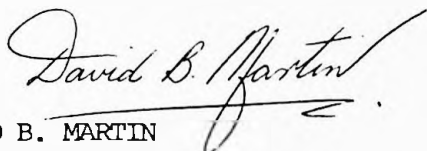
A committee has already been formed to consider the matter; but clearly the questions of whether or not it would be possible to acquire ownership and from whom, are the primary considerations.

...../.....

I am advised by the Curator of the Merseyside Maritime Museum that this vessel is, at present, the property of the Falklands Islands Government. I should therefore be grateful for your advices on the point and as to whether permission may be granted for the purpose proposed so that plans for the project may then be properly considered by a responsible body.

I await the favour of your reply.

Yours faithfully,

A handwritten signature in cursive script, reading "David B. Martin". The signature is written in dark ink and is positioned above the typed name and title.

DAVID B. MARTIN
Master Mariner

(6)

101 Dorset House
Gloucester Place
London NW1 5AG

9 June 1986

Sir Rex Hunt, CMG
Old Woodside
Broomfield Park
Sunningdale
Berkshire

Dear Sir Rex,

Re: S.V. "Lady Elizabeth
Port Stanley

In May last year I wrote to you in Port Stanley (copy letter attached, expressing an interest in the preservation and restoration of the "Lady Elizabeth").

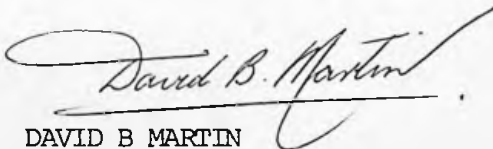
In reply I received a letter which suggested that there were plans to restore the vessel in the Falklands and I therefore took no further action.

However, I have recently written to John Smith in Port Stanley on the subject of a possible other vessel (copy letter attached) but have received no reply. Enquiries suggest not only that there is no real alternative but that, unless work to provide support to the existing lower masts of the "Lady Elizabeth" is carried out as a matter of extreme urgency and certainly within the next two years, these will go over the side with adverse consequences to the vessel and the opportunity to save her will be gone forever.

If anything is to be done it would seem that there is no time to be lost - but nothing can be achieved without the goodwill and co-operation of the Government of the Falkland Islands and their people.

On the advice of Simon Lister of the Falkland Islands Foundation I therefore write to seek your assistance and if you feel it appropriate to discuss my proposals I should deem it a privilege to call upon you at your convenience.

Yours faithfully,



DAVID B MARTIN
Master Mariner

Enclosures

(9)

CONFIDENTIAL

EXECUTIVE COUNCIL

No. 30/87

THE LADY ELIZABETH

1. I attach a copy of an address given by Mr David Martin to the Falkland Islands Foundation with a proposal for taking the "Lady Elizabeth" to Liverpool for restoration.
2. Before taking the matter any further I would welcome the advice of Council on whether in their view Islanders, and especially Stanley people, would wish to contemplate her removal at all. I will ask Mr Cameron about Mr Martin.
3. The 1984 Snow Squall Project report on the vessel can be made available to Honourable Members. It appears from this that any of the three alternatives so far contemplated (ie stabilizing her in her present position, moving her to Stanley to make into a museum and moving her to UK) is complex and expensive (perhaps to the extent of several million pounds).

The Secretariat,
Stanley.

19 February 1987

Ref: LEG/10/45

BARQUE - "LADY ELIZABETH"

SIR REX, MR. LYSTER, GENTLEMEN

I AM PRIVILEGED TO ATTEND THIS MEETING, TO WHICH I HAVE BEEN INVITED BY MR. SIMON LYSTER. HOWEVER, MY PURPOSE IN BEING HERE IS NOT, PRIMARILY, TO DISCUSS MATTERS OF GENERAL FINANCE, BUT TO PUT FORWARD A PROPOSAL TO SAVE THE HULK OF THE BARQUE "LADY ELIZABETH," WHICH NOW LIES ABANDONED, INCREASINGLY AT THE MERCY OF WIND AND WEATHER, AT PORT STANLEY.

I AM, OF COURSE, AWARE THAT THERE HAVE BEEN OTHER PROPOSALS TO SALVAGE AND RESTORE THIS VESSEL AND TO RETURN HER TO THE FALKLANDS, AFLOAT AND COMPLETELY RE-RIGGED, AS A TOURIST ATTRACTION. GENTLEMEN, ATTRACTIVE THOUGH THIS SCHEME MAY SOUND, I DO NOT BELIEVE IT TO BE REALISTIC OR TO HAVE ANY PRACTICAL LIKELIHOOD OF BEING ACHIEVED.

IF I AM RIGHT IN THIS OPINION, AS I BELIEVE MYSELF TO BE, THEN IN ALL TOO SHORT A TIME, THE REMAINS OF THIS ONCE BEAUTIFUL BRITISH BARQUE WILL HAVE DETERIORATED BEYOND ALL HOPE OF RESTORATION BY ANYBODY, OR IN ANY FORM, AND SHE WILL BE LOST FOREVER.

TIME HAS NOW RUN OUT. IF THE "LADY ELIZABETH" IS TO BE SAVED PROMPT AND POSITIVE ACTION MUST BE TAKEN NOW. ONCE THE MASTS GO OVER THE SIDE IT WILL BE TOO LATE - AND THIS IS LIKELY TO HAPPEN WITH THE NEXT ONSET OF WINTER IN THE SOUTHERN HEMISPHERE.

SUBJECT, THEREFORE, TO THE APPROVAL OF THE FALKLAND ISLANDS GOVERNMENT AND THE FALKLAND ISLANDS FOUNDATION I WOULD PROPOSE THAT THIS VESSEL BE

STABILIZED AND, THEREAFTER, BROUGHT BACK TO THE U.K. AND RESTORED FOR PERMANENT EXHIBITION, PREFERABLY IN THE PORT OF LIVERPOOL, WHOSE VICTORIAN DOCKS AND WAREHOUSES - PARTICULARLY THE ALBERT DOCK - ARE NOW BEING IMAGINATIVELY RESTORED.

I AM AWARE OF THE SENTIMENT WHICH THE FALKLAND ISLANDERS ATTACH TO THIS AND OTHER WRECKS AND WOULD BE HAPPY FOR A SHARING OF AVAILABLE FUNDS - OTHER THAN THE DIRECT COSTS OF BRINGING THE VESSEL BACK TO THE U.K. - ON A QUID PRO QUO BASIS, UP TO A LIMIT OF £50,000. THIS COULD BE USED TO STABILISE, OR PARTIALLY RESTORE, THE "CHARLES COOPER."

THERE IS, OF COURSE, NO GUARANTEE THAT THE SCHEME WHICH I HAVE IN MIND WILL SUCCEED AND IN ORDER THAT THE INTERESTS OF THE FALKLAND ISLANDS MAY BE PROTECTED I PROPOSE THAT THE VESSEL SHOULD BE RELEASED TO ME, ON PAYMENT OF THE SUM OF £1, CONDITIONAL UPON:-

(a) THE WRECK BEING SURVEYED AND STABILIZED WITHIN TWO YEARS.

(b) SHE BE BROUGHT BACK TO THE U.K. FOR RESTORATION IN A
SUITABLE MOORING, WITHIN FIVE YEARS.

IN THE EVENT THAT THE ABOVE WERE NOT ACHIEVED OWNERSHIP OF THE WRECK WOULD REVERT, AUTOMATICALLY, TO THE FALKLAND ISLANDS TO DO WITH AS THEY WISH.

UNTIL SUCH TIME AS THIS SCHEME IS ACCEPTED IN PRINCIPLE, THERE IS LITTLE POINT IN ATTEMPTING TO SEEK OUT A PHILANTHROPIST PREPARED TO PUT UP THE MONEY WHICH WOULD BE NEEDED AND THE OBJECT OF OBTAINING CONDITIONAL OWNERSHIP WOULD BE TO ENABLE FUND RAISING TO COMMENCE ON DAY ONE, I.E. THE ACTUAL DATE OF TRANSFER OF OWNERSHIP.

THE LIVERPOOL MUSEUM HAS EXPRESSED AN INTEREST AND IT IS LIKELY THAT AN IMMEDIATE START COULD BE MADE WITH THE SALE OF PHOTOGRAPHS, PAST AND PRESENT, THE SALE OF "T" SHIRTS, TIES OR OTHER MEMORABILIA FROM THEIR SHOP PREMISES IN LIVERPOOL. ALL FUNDS SO RAISED WOULD BE DEPOSITED IN A "LADY ELIZABETH" PRESERVATION TRUST FUND AND BECOME AVAILABLE FOR DISTRIBUTION TO MEET THE URGENT NEEDS OF SURVEY AND STABILIZATION.

AS I UNDERSTAND THAT MUSEUMS MAY NOW BE ON A NATIONAL BASIS, IT SEEMS POSSIBLE THAT A SIMILAR ARRANGEMENT MIGHT BE ENTERED INTO WITH THE NATIONAL MARITIME OR OTHER MUSEUMS ELSEWHERE.

IT IS HOIED THAT CASH NEEDED FOR THE OCEAN TRANSIT WOULD BE RAISED BY PUBLIC SUBSCRIPTION IN ONE FORM OR ANOTHER. AS WAS THE CASE WITH THE GREAT BRITAIN, THE VESSEL ITSELF WOULD BE ON DISPLAY ONCE SUITABLY MOORED AND PROVIDED WITH A CAT-WALK FOR VISITORS AND WOULD SO GENERATE ITS OWN REVENUE FROM THAT TIME. IT MAY BE OF INTEREST TO NOTE THAT THE "BALCLUTHA", IN SAN FRANCISCO, EARNED SOMETHING LIKE \$ 93,000 IN HER FIRST YEAR AS A MUSEUM SHIP AND HAS SINCE EARNED SEVERAL MILLION DOLLARS, FINANCING HERSELF COMPLETELY AS WELL AS CONTRIBUTING TO OTHER MUSEUM SECTIONS.

GENTLEMEN, THERE IS NO OTHER SUITABLE VESSEL WHICH IS CAPABLE OF RESTORATION - NOR ONE WHICH WOULD EPITOMISE SO WELL THE ASSOCIATION BETWEEN GREAT BRITAIN, THE FALKLAND ISLANDS AND THEIR PEOPLE. WHATEVER THE FUTURE OF THE FALKLAND ISLANDS MAY BE, IT IS MY BELIEF THAT THE

"LADY ELIZABETH" SUITABLY RESTORED AND WITH A PERMANENT HOME IN THE U.K.
WOULD BE A FITTING TRIBUTE TO THE MEN OF THE MERCHANT NAVY WHO GAVE
THEIR LIVES IN THE RECENT CONFLICT AND THROUGHOUT GENERATIONS OF SERVICE
AT SEA.

DAVID B. MARTIN, MASTER MARINER.

NOVEMBER, 1986.

101, Dorset House,
Gloucester Place,
London,
NW1 5AG.

2nd March 1987

Mr. David Taylor,
Acting Governor,
The Secretariat,
Stanley,
Falkland Islands.

Dear Mr. Taylor,

re: Barge "Lady Elizabeth"

Thank you for your letter of 18th February, 1987.

May I suggest that, when the proposals I have put forward are discussed with your Councillors, that the following points should be emphasized:-

1. The Falkland Islands would suffer no loss by agreeing to the transfer of ownership on the basis suggested and this would enable the proposed "Lady Elizabeth Preservation Trust" to be formally established.
2. The Falkland Islands Foundation in the U.K., with whom the scheme has been discussed, will be invited to nominate a committee member to represent their interests and those of the people of the Falkland Islands.
3. If restored in the U.K. as planned, the vessel would incorporate a permanent exhibition for the Falkland Islands. This would reflect their historical association with the U.K. and feature photographs and exhibits showing the way of life, industry, exports, etc.
4. Any Falkland Islander visiting the vessel when on display would have automatic free access.
5. The quid pro quo aspect is a feature of the scheme and would assist in the restoration of other vessels.
6. Unless immediate plans are drawn up and implemented for the purpose of stabilizing and restoring this vessel, the opportunity to save her may, very shortly, be lost forever.

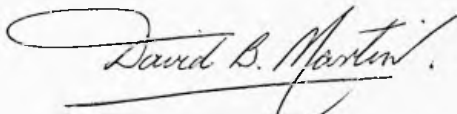
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No
Q. F2F

....Page two

I trust that the above will enable the proposals to be viewed in their proper perspective and I await, in due course, the favour of your further advices.

Yours sincerely,

A handwritten signature in cursive script, reading "David B. Martin". The signature is written in dark ink and is positioned above a horizontal line.

DAVID B. MARTIN
(Master Mariner)

11 March 1987

David E Martin Esq
101 Dorset House
Gloucester Place
London NW1 5AG

THE "LADY ELIZABETH"

Thank you for your letter of 2 March which I put to Executive Council when we met yesterday.

I am sorry to have to tell you that Council were strongly of the view that the "Lady Elizabeth" should not be moved from Stanley. She is a familiar, and much loved, landmark and there are memories too of the unsuccessful moving out of the Islands of the "Fermis". What Councillors would like to see happen is for the "Lady Elizabeth" to be stabilised where she is and they would certainly welcome the assistance of the Falkland Islands Foundation with such an operation. I appreciate that it would be more difficult to raise funds to do this if it were not in connection with a plan to bring the ship to the United Kingdom, but this is to my mind certainly an issue on which local opinion must be highly respected.

The case of the "Great Britain" was different because she was scarcely visible from Stanley.

David Taylor
Acting Governor

cc. R Wilson Esq
Hon Sec F I Foundation

bcc. J. Smith Esq

EXTRACTS FROM THE MINUTES OF THE MEETING OF EXECUTIVE COUNCIL (NO. 2/87)

HELD ON TUESDAY 10TH MARCH 1987

LEG/10/45

40. THE LADY ELIZABETH (MEMO 30/87)

The Chairman put to Council the proposal from the F.I. Foundation for the removal of the "Lady Elizabeth" from Stanley Harbour to be taken back to the U.K. for restoration.

Council strongly objected to the proposal and suggested that the F.I. Foundation be asked to assist in an operation to stabilize the "Lady Elizabeth" in her present location.

It was noted that the case of the "Great Britain" was rather different in that she was not visible from Stanley. The "Lady

Elizabeth", however, was a familiar landmark and a good reminder of the Falklands maritime heritage.

HH

LE6/12/2 ? (There should be
previous papers)

(13)

101, Dorset House,
Gloucester Place,
LONDON,
NW1 5AG.

24th March, 1987

David Taylor, Esq.,
Acting Governor,
The Secretariat,
Stanley,
FALKLAND ISLANDS,
South Atlantic.

Dear Mr. Taylor,

re: "Lady Elizabeth"

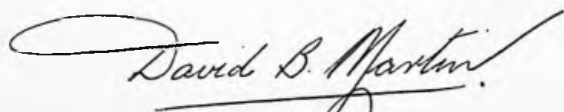
PA
14/4/87

Thank you for your letter of 11th March, 1987.

As you will appreciate, both I and the members of my Committee are deeply disappointed at the decision which has been taken by the present members of your Executive Council. Even if the wish to see the "Lady Elizabeth" stabilized is approved and acted upon, we are concerned that this will only postpone the inevitable. In our view, unless a full scale preservation exercise is embarked upon as a matter of urgency, all too soon this fine vessel will fall into irretrievable decay and the chance to preserve her for posterity will be lost forever.

However, in view of what has been achieved by the Committee during the last two years, it would seem inappropriate to disband its organization at this stage. Our interest in the future well being of this ship remains and should it be that events may, of necessity, bring about a change in the Executive Council's views, I should be grateful if you would contact me in order that appropriate action may be taken to reactivate the proposed scheme of operations.

Yours sincerely,


DAVID B. MARTIN
(Master Mariner)

c.c. Roger Wilson



Foreign and Commonwealth Office

London SW1A 2AH

25 June 1987

Frank G G Carr Esq
Chairman
Worldship Trust
10 Park Gate
Blackheath
LONDON SE3 9XB

R & r
of previous pps.

c.c. CE

*- an interesting
and attractive project
if it could be brought off.*

Dear Mr. Carr,

2/7

Thank you for your letter dated 15 June to the Prime Minister, to which I have been asked to send a reply.

We were very interested to read about the preliminary survey of the LADY ELIZABETH, and to learn of your ambitious project to restore it and provide accommodation for a Falkland Islands Museum in between decks.

You do not give any indication of the likely cost of restoration and maintenance. I note, however, that in December 1983 Sir Rex Hunt indicated that the cost would be too much for Falklands Government resources. If you have not recently been in touch with the present Governor, (Mr Gordon Jewkes) you may wish to check whether this is still the position. Unfortunately, I see no prospect of provision of Central Government funds for such a project, the merits of which would properly be for the Falkland Islands Government to assess.

I wish your Trust every success in its work.

Yours sincerely,

David Broad
David Broad
Falkland Islands Department

bcc :> G W Jewkes Esq, CMG
Port Stanley

VICE PRESIDENTS

Henry H. Anderson Jr. The Rt. Hon. Viscount Caldecote, DSC, F.Eng. Sir Rex Hunt, CMG.
Hammond Innes, CBE, D.Litt. Admiral of the Fleet The Rt. Hon. Lord Lewin, KG, GCB, MVO, DSC.
Sir Peter Scott, CBE, DSC. The Rt. Hon. Lord Shackleton, KG, PC, OBE.

WORLD SHIP TRUST

TRUSTEES

Frank G.G. Carr, CB, CBE, FSA, International Chairman, American Ship Trust. *Chairman*
Mensun Bound, MA, *Hon. Adviser on Nautical Archaeology* Dr. Neil Cossons, OBE, MA, FSA, FMA,
Director, Science Museum, London Maldwin C.A. Drummond, DL, JP, Chairman, Maritime Trust
Major James A. Forsythe, TD, President, Norfolk Wherry Trust. *Hon. Secretary* Richard F. Lee, PhD, BSc, ACA. *Hon Treasurer*
Dr. Alan McGowan, MA, National Maritime Museum Arthur C. Prothero. *Hon. Solicitor*
Peter Stanford, President, National Maritime Historical Society; Chairman, American Ship Trust



IMPLACABLE -
NEVER AGAIN

45 (book) FCO

The Rt. Hon. Mrs. Margaret Thatcher, M.P.,
Private Office,
10, Downing Street,
London, S.W.1.

PLEASE REPLY TO:
FRANK G. G. CARR, CB, CBE
CHAIRMAN
10 PARK GATE
BLACKHEATH
LONDON SE3 9XB
(TEL: 01-852 5181)

15th June 1987

Dear Prime Minister,

Now that the helm of the Ship of State is safely in your hands for a further period, and I know my fellow Trustees and our Vice Presidents would wish me to offer their congratulations with my own upon your outstanding victory in the polls, I am venturing to write to submit for your consideration our project to restore and exhibit the British built iron barque Lady Elizabeth of 1879, now lying derelict, but in reasonably good condition, at Port Stanley, to become "The Cutty Sark of the Falkland Islands".

She is described and illustrated in our "International Register of Historic Ships", of which I send you a copy, at page 50. The compilation of this Register was the first objective defined in our Trust Deed when H.R.H. The Duke of Edinburgh launched us publicly at a Ceremony held in the City of London in 1980.

The Falkland Islands are famous, as you well know, for two main reasons. The first is for their sheep, which are not really very exciting. The other is that in the great days of sail, from Francis Drake to the opening of the Panama Canal in August 1914, they were the most important Harbour of Refuge in the world, where the ships and seamen, who had fought their dreadful battles with Cape Horn and lost, retreated to recuperate and to refit. All too often they had suffered too badly to continue, and left their bones in the Falklands for ever.

This resulted in the Islands now housing the most significant collection of historic wrecks to be found anywhere in the world, and Lord Shackleton (one of our Vice Presidents) referred to their importance in his Falkland Islands Economic Study, reporting to you in 1982, at page 112, in Section Thirteen. In this he writes:-

"Lastly, attention is drawn to the maritime heritage of Britain, Canada and the United States in the form of hulks and wrecks around the Falkland Islands of what have been described as 'the finest collection of square rigged ships in the world'. Public interest was raised some 12 years ago with the salvage of Brunel's S.S. Great Britain and her return to Bristol and her

restoration. It is desirable that at least one of these ships should be restored and remain in the Islands as a reminder of the Islands' former importance as a port of call and repair base for whaling and sealer ships sailing between the east and west coasts of North America before the construction of the Panama Canal.'"

The italics are mine, and they stress the point I am venturing to submit.

There is one ship before all others that is ideally suited for such restoration, and that is the Lady Elizabeth. Being built of iron, like the Great Britain and the Warrior, she has not suffered from the ravages of rust; and having lain on the bottom close to the shore in Port Stanley Harbour, she is in a safe berth, from which it only needs the sealing of the holes deliberately pierced in the hull to settle her in her position and the pumping out of the then water-tight hull to enable her to be moved to a suitable berth alongside next the town. From here, a gangway would give access to the hull.

In addition to being fully restored and re-rigged, she would also, like the Cutty Sark at Greenwich, provide in her 'tween decks ideal accommodation for the Falkland Islands Museum, at present rather unimaginatively housed ashore in accommodation needed for other purposes.

This project has the strong support of the Falkland Islanders themselves, and I enclose a photocopy of a relevant reference from the Falkland Islands Journal, 1986, where this is expressed in the Foreword. It is also supported strongly by Sir Rex Hunt, now one of our Vice Presidents, as is apparent from his letter to me from Government House, Port Stanley, dated 2nd December 1983.

His reference therein to Fred Yalouris concerns the American clipper ship "Snow Squall" expedition, and in return for our backing, the expedition team carried out a detailed survey of the Lady Elizabeth, and discussed the possible ways of preserving and using her in a detailed Report, of which I send a copy herewith.

It is therefore no half-baked scheme, but is an eminently practical project, and one that has been very carefully thought out. All that is needed for success is the provision of the necessary financial backing, as the cost is unhappily, as Sir Rex Hunt has emphasised in his letter, too much for the Islanders' local resources.

As against that, I would submit that its merits are sufficient to deserve Government financial backing. In the great days of sail, one or more ships like the Lady Elizabeth would have graced the harbour scene at Port Stanley with all their superb beauty; for there is, in my belief, no creation of man more lovely than a full rigged ship in all her splendour, and she would give a character to the harbour which would be recognised at once by every visitor arriving there, either as a tourist or on business. Imagine what a superb view of her you would have had when you made your historic trip to the Falklands after their liberation!

Not only would she be an outstanding tourist attraction, able as such to earn a part (but of course not all) of her running expenses, but she would also serve as a perpetual memorial to the generations of seamen of all nations who, for four hundred years, had fought their epic battles with The Horn.

She would also be a lasting tribute to the men who fought so gallantly, some at the cost of their own lives, to ensure that the Falklands remained British, as their people so passionately desired.

I would also add, if I might do so without offence, my own strongly held view that the Islanders would also continue to regard her in perpetuity as evidence of your own personal concern for their well-being, and your dauntless determination that their interests and wishes should prevail.

You have, on various occasions in the past, encouraged us with your good will and your kind wishes for our success, and I am glad to report that we are steadily forging ahead. The "Register" is some evidence of this, and we are now laying the foundations for an International Maritime Heritage Year to be celebrated world-wide in 1990, under British leadership.

The movement is expanding, and a South Pacific Maritime Trust, affiliated to the World Ship Trust, is being founded at the New Zealand Boat Show in Auckland in two days time, on the 17th of this month.

Would it not be splendid if the Lady Elizabeth restoration could be timed to be completed in our International Maritime Heritage Year? It is a good target at which to aim.

With all good wishes,

Yours sincerely,
Frank Carr

(Frank Carr)



GOVERNMENT HOUSE,
STANLEY,
FALKLAND ISLANDS.

2 December 1983

Frank G G Carr Esq CB CBE
Chairman
World Ship Trust
10 Park Gate
Blackheath
LONDON
SE3 9XB

Dear Mr Carr

Many thanks for your letter of 5 November and for all the interesting information.

NB. I am delighted to hear that plans are afoot to restore the Lady Elizabeth and most relieved by your unequivocal assurance that she should be exhibited in Port Stanley and not taken away from us for good like the Great Britain. It has long been a cherished dream of mine to have the Lady Elizabeth alongside a jetty in Port Stanley as a maritime museum but the sheer cost has, of course, been too much for our local resources.

I welcome a return visit to Stanley by Fred Yalouris and his team. I have a high regard for their professionalism and I shall do all I can to help. The problem at the moment is that Fred cannot spare the time to make the sea passage from Ascension and I doubt whether MOD will feel able to grant him and his party priority for the airbridge.

I have been kept informed of the Petrel project by Bob Headland of the British Antarctic Survey. Here again, as you intimate, the problem is passages. I have discussed the project with Major General Spacie, the Military Commissioner, and he is prepared to accommodate the Petrel party on one of his regular supply ships going to South Georgia; but he cannot lay on a special trip and the party will have to arrange their dates to suit military requirements. There is no airfield at South Georgia so the only way to get there and back is by sea.

I much enjoyed reading the enclosures to your letter and I am grateful to you for keeping me so well informed.

Yours sincerely

Sir Rex Hunt
Civil Commissioner

LEG/12/2 ✓

Y.E.

RESTORATION OF LADY ELIZABETH

As you say an interesting proposition. I think we should await a firm proposal put directly to us and an up-date of likely cost before we move forward.

2. I am sure with the increased availability of funds it would attract the support of some Councillors.

B R Cummings
CHIEF EXECUTIVE

7 July 1987

cc. Government Secretary



189/12/2.

(16)

THE NORWEGIAN STATE COUNCIL FOR CULTURAL HERITAGE

OFFICE: MINISTRY OF ENVIRONMENT, MYNTGATA 2 - TELEPHONE NO. 47. 22 34 90 90 - TELEFAX NO. 47. 22 34 95 60
POSTAL ADDRESS: P.O.BOX 8013 DEP., N-0030 OSLO, NORWAY

The Colonial Secretary
Government of Falkland
c/o Government House
Port Stanley
Falkland Islands

Received
2/9/93

9 JULI 1993

Re: "Lady Elizabeth"

The Norwegian State Council for Cultural Heritage has decided to have protection of vessels as one of its main objectives in 1993. In this field the need for money is so great that public financing alone will never be sufficient for the preservation of even the most deserving objects. The aim is therefor to engage the private sector, individuals and corporations alike, in supporting the protection of such historic monuments.

Norway's exceptionally long coastline, its rich fisheries and its deep-sea seafaring traditions are vital elements in the nations social cultural and economic history. In recognition of this fact, a systematic work has been carried out during the last twenty years to select representative historic crafts for preservation. So far, however, a big, cargo-carrying square-rigger from the final age of sail, has proved unobtainable for Norway.

It is in this context that "Lady Elizabeth" has been brought up as a suitable sailing ship to restore. The ship was registered in Tvedestrand, Norway, when she came to grief in the Falklands. Although her period under Norwegian flag was relatively brief, "Lady Elizabeth" is nevertheless highly representative for the large iron and steel sailing vessel bought second hand from abroad, which formed the main part of Norway's merchant fleet at the turn of the century.

Before making an official inquiry about releasing the ship for a transfer to Norway, it was appropriate to learn more about her

technical condition. We are most grateful for all the help received from the Falklands in this matter. Based on this and other information, we have drawn the conclusion that it is possible to restore and preserve "Lady Elizabeth" as a maritime monument. Moreover, it has been ascertained that a safe transportation to Norway will be possible by the use of a semi-submersible heavy lift vessel.

There is considerable enthusiasm in Norway about the "Lady Elizabeth" project, so great in fact, that it seems feasible. The first donation has already been recorded, and we feel confident that more will come from other contributors in due course.

Before we ask the Norwegian government to formally address an application about release, we would be very grateful to have your opinion in this matter, not least the attitude of the Colonial Secretary to removal of the vessel from Falkland. The argument in our favour is that the "Lady Elizabeth" as she lies today, will ultimately be destroyed.

Should our informal inquiry be met with convincing arguments against releasing the ship, we will take no further action in this matter. On the other hand if the Colonial Secretary signals a positive attitude or indicates the conditions on which the vessel can be released, we will continue and speed up our work here in Norway.

No formal inquiry will be made before the financing of transportation and first step in the restoration, has been secured. Before any further progress can be made, however, it is essential for us to feel out the attitude of the Falkland authorities to the "Lady Elizabeth" restoration project presented in this letter.

Yours sincerely

St. T. Tschudi-Madsen
Stephan Tschudi-Madsen
chairman

M E M O R A N D U M

Ref: LEG/12/2


Date: 8 September 1993

From: Government Secretary To: Museum Curator
cc: HE the Governor
Harbour Master

=====

"Lady Elizabeth"

I attach a copy of a letter regarding a proposal to remove and preserve the above vessel in Norway. Obviously I would welcome your views on this before taking it any further, plus those of the Wrecks and Hulks Committee and I would be grateful if you could discuss the matter with that group in due course.



P T King
Government Secretary

Log 11212
(39)

MEMORANDUM

To: Government Secretary.
cc: Museum Curator.

From: Director of Fisheries.

Ref: 7287/93

Date: 10th September, 1993.

=====

Lady Elizabeth.

1. I will pass your letter and enclosure to Capt. Clark on his imminent return, for comment although provided any removal is not going to result in anything other than a very short term obstruction within the harbour area, and is done to an agreed plan, I doubt whether we will have much objection of a purely technical nature.
2. The following suggestion has little relevance to our role as harbour authority, but I include it anyway. I imagine the debate will focus on whether vessels such as the Lady Elizabeth (our Maritime Heritage) should be taken overseas, or whether they could be restored here, or left to rot/rust away here.
3. It would seem that the restoration of a vessel such as the Lady Elizabeth would always be beyond our means. Finance is only part put of the problem and even with yet to be proved oil revenue, the undertaking would be gigantic. Restoration of the Great Britain in Bristol with easy access to tradesmen, etc. has not been without problems. As the Norwegians say in time if the vessel is left she will eventually be destroyed, although this may take a long time. Clearly no one would wish to have a repeat of the 'Fennia', if an old sailing ship is to rust away it may as well do it here. ✓
4. With the foregoing in mind I would suggest the following for consideration:

After establishing that the Norwegian organisation is a reputable body, offer them the Lady Elizabeth on the condition that they:

- a) Undertake a full technical feasibility study to establish that the vessel has a reasonable prospect of being removed safely, and in condition to continue the restoration.
- b) Produce a programme of restoration.
- c) Put up a bond in an escrow account, sufficient to fund the return of the vessel to the Falklands, if at any time the programme of restoration is abandoned, or the vessel actually starts to deteriorate instead of being saved. If the latter occurs FIG could use the bond to have the vessel returned. If the vessel is stabilised and 'saved' the bond would return to the Norwegians to set against their costs. There would need to be a time limit on this.

d) Commission a marine artist to produce a painting of the vessel as she is, to be given to the Falklands, with prints to be sold.

e) Contribute a 'Lady Elizabeth' exhibit to the museum (history, scale model, Lady Elizabeth wing?)

f) Allow free access for Falkland Islanders to any eventual 'Lady Elizabeth' exhibit/visitors centre in Norway.

A J Barton

A.J. Barton,
Director of Fisheries.

cc. H.E.

p.s. I suspect this will be far from straight forward, not least because of the whaling issue.

A. arc + BU
on file in
3 weeks.

20

GOVERNMENT HOUSE
STANLEY

From: HE the Governor
To: Government Secretary
Date: 13 September 1993
cc: Director of Fisheries
J Smith Esq MBE

THE LADY ELIZABETH

1. I left a message with your secretary saying that my views on the Norwegian proposal were: "No. Never. Never."

2. Since then I have read the Director of Fisheries comments. I still think that the Lady Elizabeth is an essential part of the Stanley landscape and we should not allow her to be moved under any circumstances. However, rather than return a blank "No" to the Norwegians we could perhaps say that we should not like to lose her but if they wished to contribute to restoring her here and making her accessible to visitors we should be pleased to cooperate with them (assuming Mr John Smith thinks this is a practical proposition).



D E Tatham

M E M O R A N D U M

Ref: LEG/12/2

Date: 18 October 1993

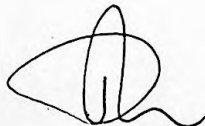
From: Government Secretary To: Museum Curator

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Lady Elizabeth

You may be aware of a bid from the Norwegian State Council for Cultural Heritage to take over and ship back to Norway the above-mentioned vessel.

HE the Governor and the Director of Fisheries have both commented and copied you in on the correspondence. I am more inclined to go along with the Governor's advice, given in his minute of 13 September. What say you?



P T King
Government Secretary



Leg/12/2 .

22

THE FALKLAND ISLANDS MUSEUM & NATIONAL TRUST

BRITANNIA HOUSE
STANLEY
FALKLAND ISLANDS

20 October 1993

The Government Secretary
Secretariat
Stanley

'LADY ELIZABETH'

Thank you for your memorandum of the 18th.

I fully agree with the Governor's advice in his minute of 13 September. The public reaction to any suggestion of her removal would be considerable.

When we see the Norwegians' response to His Excellency's reply then the next step can be looked at if necessary.

Allowing visitors on board would present obvious insurance problems as the vessel is in a very dangerous condition, but small parties under direct experienced supervision could be considered.

From experience I know that the 'LADY ELIZABETH' comes to the fore every five years or so when well meaning enthusiasts want to make off with her. Although we all realise that the sea will win in the end our aim is to keep our heritage here, not give it away.

John Smith
Curator

TRUSTEES

Joan Spruce JP Chairman: John Smith MBE FRGS Curator: Jane Cameron Archivist:
Shirley Hirtle JP: Patricia Luxton: Mike Rendell: Brian Aldridge
Telephone: 010 500 27428 Fax: 010 500 22727



Falkland Islands
Government

The Secretariat Stanley Falkland Islands
Telephone: (010 500) 27240
Telex: 2423 FIGSEC FK
Facsimile: (010 500) 27212

Ref: LEG/12/2

26 October 1993

Stephan Tschudi-Madsen
Chairman
The Norwegian State Council
for Cultural Heritage
Ministry of Environment
Myntgata 2
PO Box 8013 DEP
N-0030 OSLO
Norway

Dear Mr Madsen

The 'Lady Elizabeth'

Please refer to your letter of 9 July and my reply of 8 September 1993.

Your proposal to remove the Lady Elizabeth from the Falkland Islands has been considered widely by the Government and those taking a more than keen interest in the wrecks and hulks lying in Falkland waters and I regret to inform you that the end result is that we all prefer for the vessel to remain in the Falklands.

It has been suggested that the removal of the vessel to Norway and her subsequent restoration would be a hugely expensive project, noting her present condition, and that it would be more appropriate to do what we can to preserve her in the Islands. For instance the money which would be spent in transporting her to another part of the world would likely go a long way to stabilising her in situ and making it safe for visitors to go on board. There is also the view that she has formed part of the landscape for so long - and is part of our maritime heritage - that for these reasons alone she should remain here.

I should add that there is a keen interest here in doing what we can with local resources to preserve our maritime heritage, and there is a Wrecks and Hulks Committee which considers/deals with all relevant matters. If you feel your organisation would be happy to liaise with the Committee and contribute to the costs of any restoration project then please let me know - there may be a way forward if all interested parties could come together to do what we can to save the vessel.

Yours sincerely

P T King
Government Secretary

bcc: HE
Curator, museum
Hon Mrs N Edwards



STATENS KULTURMINNERÅD

THE STATE COUNCIL FOR CULTURAL HERITAGE
Ministry of Environment Postbox 8013, 0030 OSLO

Leg/10/45F.

(24)

Ref: LEG/12/2

GOVERNMENT SECRETARY

20 DEC 1993

FALKLAND ISLANDS

P T King
Government Secretary
The Secretariat
Port Stanley
Falkland Islands

Dear Mr King,

10 DEC. 1993

The "Lady Elizabeth"

Please refer to your last letter dated 26 October 1993.

We are most respectful for the way the Falkland Island Authorities have treated and considered our attempt to move "Lady Elizabeth" from the Falkland Islands. We also respect the arguments presented and the decision taken to keep the vessel on the Falklands as part of your landscape. Our hope is that she will for many years be a reminder of the extensive sea trade and the connection between our two countries.

We hereby close our engagement in the case.

Yours sincerely

St. Tschudi-Madsen
Chairman

Pl. circ.
Copy also to - Museum Amate
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