

S/8.

SHI/VES/6 # 5

AK "GAMBLER" I





Resident or Non-Resident  
Owner or Transferee

Natural-born Subject

### Declaration of Ownership by Individual

Official Number	Name of Ship	No., Date, and Port of Registry	
	GAMBLER (Proposed)		
Whether a Sailing, Steam or Motor Ship		Horse power of Engines, if any	
SAIL AND MOTOR		66 B.H.P.	
		Feet	Tenths
Length from forepart of stem, to the aft side of the head of the stern post . .		20	
Main breadth to outside of plank . . . . .		14	5
Depth from top of deck at side amidships to bottom of keel . . . . .		5	6
NUMBER OF TONS.			
Gross . . . .	28,584	Registered . . . .	

and as described in more detail in the Certificate of the Surveyor and the Register Book.

I, the undersigned ROBERT JOHN CHRISTIAN BUNDES  
of 3 VILLIERS STREET, PORT STANLEY, FALKLAND ISLANDS.  
in the county of ROSS (a)  
declare as follows:—I am a natural-born British subject, born at PORT STANLEY  
in the county of ROSS, and have never taken the Oath of  
Allegiance to any Foreign Sovereign or State, or have otherwise become a citizen or subject of  
a Foreign State. The above general description of the Ship is correct.

I, whose Certificate of Competency or Service is No. am  
as the Master of the said Ship. I am entitled to be registered as Owner of 16 shares of  
the Ship. To the best of my knowledge and belief, no person or body of persons other than  
such persons or body of persons as are by the Merchant Shipping Act, 1894, qualified to be  
Owners of British Ships, is entitled, as Owner, to any interest whatever, either legal or bene-  
ficial, in the said Ship. And I make this solemn declaration conscientiously believing the  
same to be true.

Made and subscribed the 20TH.  
day of DECEMBER 19 52 by the above-  
named R.J.C. BUNDES  
in the presence of  
† ACTING REGISTRAR OF  
BRITISH SHIPS, PORT STANLEY  
FALKLAND ISLANDS.

CR unde.

Attestation  
made in the  
Harbour Office  
Stanley.

(a) Description of Declarant.

† Declarations must be made before a Registrar of British Ships, a Justice of the Peace, a Commissioner for Oaths within the meaning of the Commissioners for Oaths Acts, 1889 and 1891, or a British Consular Officer. The qualification of the person taking the declaration, and the place of attestation, are to be added to his signature.

Sec. 13889  
1937  
LONDON

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G. R. 342.

## NOTICE OF NAME PROPOSED FOR A BRITISH SHIP.

(Section 50, Merchant Shipping Act, 1906.)

NOTE.—This form is not to be used for an application to change the name of a ship already on the Register.

Intended Port of Registry.	Name and address of Builder.	Yard <del>XXXXX</del>	Tons (approximate.)	Proposed Trade of Ship.
PORT STANLEY, FALKLAND ISLANDS.	NICOLAS GASIC, CASSILLA 3 PUERTO NATALES MAGALLANES, CHILE	VESNA Steam, Motor or Sail.  Sail & Motor	28.584	Falkland Islands Coastal Trade
Proposed Date of Registry.  1953				

### NOTES.

1. The name should be written in capital letters.
2. If the vessel has been purchased from foreigners her foreign name, previous British name, if any, and port at which she is now lying, should be stated.
3. The regulations respecting ships' names are given overleaf.
4. The official list of registered ships can be consulted at the office of the Registrar of Shipping.

SIR,

It is proposed to register the above vessel as a British ship under the name

GAMBLER

Her Foreign name in building was Vesna. She is now lying at Port Stanley.

Signature..... *CSunder*Address 3 Villiers Street,  
Port Stanley,  
Falkland Islands.

To

The Registrar of Shipping  
at Port Stanley

Date 20th. December, 1952.

If a deposit has  
been received, this  
should be stated  
here.

Forwarded.

Registrar of Shipping.

Date , 193 .

The Registrar-General of Shipping and Seamen.

### CERTIFICATE OF REGISTRAR-GENERAL.

I HEREBY CERTIFY that the proposed name *GAMBLER*  
is not already the name of a registered British Ship, or so similar to a  
registered name as to be calculated to deceive.

*J. J. Kiscoe*  
Registrar-General.Date 13<sup>th</sup> January, 1953.

This certificate when permissive is to be retained by the Registrar at the port of registry.

If the ship is not registered within twelve months of the date of this certificate, the authority will be considered to have lapsed, but the authority may be renewed if sufficient cause is shown.

## REGULATIONS.

**made by the Board of Trade, in conjunction with the Commissioners of Customs,  
under Section 50 of the Merchant Shipping Act, 1906.**

1. Any person who proposes to make application for the registry of a British ship shall give notice in writing of the proposed name of the ship to the Registrar of Shipping at the intended port of registry at least fourteen days before the date on which it is contemplated to effect the registry.

2. Provided that it shall not be necessary to give notice of the name by which it is proposed to register a fishing boat which is only to be entered in the fishing boat register under Part IV. of the Merchant Shipping Act, 1894.

3. When it is proposed to register the ship at a port in the British Isles, the Registrar at that port shall transmit the notice to the Registrar-General of Shipping and Seamen.

4. If the proposed name does not appear already as the name of a registered British ship, or if it is not a name so similar to that of a registered British ship as to be calculated to deceive, the Registrar-General of Shipping and Seamen shall issue a certificate to that effect to the Registrar at the port at which the ship is to be registered, and the ship shall be registered under that name provided all requirements for registry have been duly complied with.

5. If the proposed name is found to be already the name of a registered British ship, or a name so similar as to be calculated to deceive, the Registrar-General of Shipping and Seamen shall issue a certificate to that effect and shall transmit the certificate to the Board of Trade, who may refuse the registry of the ship by that name. The Board of Trade will intimate their decision to the Registrar at the intended port of registry and to the applicant for registry.

6. Notwithstanding anything contained in the foregoing regulations the Board of Trade may allow the registry of a ship by a name or designation which is already the name or designation of a registered British ship :—

- (a) If they are satisfied that the ship is intended to replace another of the same name which within 10 years of the date of the application belonged to the same owner when her British registry was closed, or which, within 10 years of the date of the application, was sold by the same owner on condition that her name should be changed, and her name has been changed.
- (b) If the designation proposed is a number only and the vessel so designated plies only in or about a port or harbour in which no other vessel is designated by the same number ; or
- (c) If they are satisfied that the case is one of urgency and that the ship will be delayed if registration is refused by the name proposed by the owners. In such a case the Board may allow the ship to be registered by the name proposed by the owners upon the owners depositing £100 with the Registrar of Shipping and guaranteeing to change the name of the ship within twelve months to a name allowed by the Board of Trade. The deposit will be returned as soon as the name of the ship has been changed as allowed by the Board of Trade.

Applications for special consideration under the terms of this Regulation must be accompanied by a full statement of the circumstances of the case, and in the case of applications under sub-section (c) by a remittance of the deposit and by the written guarantee required by that sub-section.

7. When it is proposed to register the ship at a port not situated in the British Islands, the Registrar to whom the name is intimated may proceed with the registry of the ship if he satisfies himself that the name does not appear in the current Mercantile Navy List ; but if the name does so appear, the Registrar shall transmit the application to the Registrar-General of Shipping and Seamen, and the case shall be treated in the manner laid down for registry in the British Islands.

Stanley  
25th August 1955

J. Huckle Esq.,  
Harbourmaster,  
STANLEY.

Dear Sir,

In order that the 'Gambler' may be registered as a British Ship, I shall be pleased to hear from you that you will undertake the survey and measurement of the ship and grant the certificate required before registry can be effected.

An early reply, indicating when the survey can be carried out, will be appreciated.

Yours faithfully,

*W. Sydes*

MERCHANT SHIPPING ACTS.



MEASUREMENT FOR TONNAGE  
AND  
CREW SPACE ACCOMMODATION  
ALSO  
PARTICULARS OF LIGHTS, SOUND  
SIGNALS AND LIFE SAVING  
APPLIANCES

*Builders* .....

*Builders' Number* .....

*Ship's Name* ..... *Cambley I* .....

*Official Number* ..... *156385* .....

*Port of Registry* ..... *Port Stanley* .....

*Surveyed by* ..... *W. J. Hall* .....

*Port* ..... *Port Stanley* .....

*Date of Survey* ..... *14/5/84* ..... *When Built* ..... *1952* .....

*Date of Launching* .....

2

Intended Service: Passenger, }  
 Cargo, Fishing (i.e. trawling, }  
 drifting), Towing, Yachting }  
 or Dredging }

Name and Address }  
 of Owners }

New or Re-measured *first meas.*

Sailing, Steam or Motor Ship *Self-Motor*

How propelled *single screw*

Wood, Composite, Iron or Steel *Wood*

### DIVISIONS OF LENGTH.

50 feet and under divide into 4 parts.

Above 50 feet and not exceeding 120 feet divide into 6 parts.

Above 120 feet and not exceeding 180 feet divide into 8 parts.

Above 180 feet and not exceeding 225 feet divide into 10 parts.

Above 225 feet divide into 12 parts.

Where breaks in the double bottom exist, and the Vessel is measured in parts, lengths of 30 feet and under are to be divided by 2.

### Draught of Water Marks

Date of Inspection:— *24-11-59*

Is the Keel Straight?

*Hogged 1 1/2"*





PARTICULARS FOR CERTIFICATE OF SURVEY.

		Feet	Tenths
Number of decks .. .. .	<i>One</i>		
Number of masts .. .. .	<i>Two</i>		
Rigged .. .. .	<i>Ketch</i>		
Stem .. .. .	<i>Counter</i>		
Stern .. .. .	<i>Wood.</i>		
Build .. .. .			
Framework and description of vessel .. .. .			
Number of bulkheads .. .. .			
Number of water ballast tanks, and their capacity in tons (as supplied by builders or owners) .. .. .			
Length from foremost part of stem, to the aft side of the stern post .. .. .		<i>50</i>	<i>5</i>
Main breadth to outside of plank .. .. .		<i>13</i>	<i>8.5</i>
Depth in hold from tonnage deck to ceiling amidships ..		<i>4</i>	<i>6</i>
Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards.. .. .		<i>-</i>	<i>-</i>
Depth from top of deck at side amidships to bottom of keel		<i>6</i>	<i>6.5</i>
Round of beam .. .. .		<i>0</i>	<i>3.3</i>
Length of engine room (if any) .. .. .		<i>7</i>	<i>6</i>

Length on Tonnage Deck  $55.10$  feet.  $\div 6 = 9.182$  Com. Int. Round of Beam  $0.33$  feet.

Length 1st Part  $\div$  = feet. 2nd Part  $\div$  = feet. 3rd Part  $\div$  = feet.

Length 4th Part  $\div$  = feet. 5th Part  $\div$  = feet. Type of Bottom Framing.

Areas	1	2	3	4	5	6	7	8	9	10	11	12	13
Depths	0	5.25	4.60	4.50	4.80	4.35	0						
Com. Int.		1.515	1.15	1.125	1.20	1.188							
Breadths	1	-	8.9	12.4	12.3	12.10	10.8	-					
	2	-	8.16	11.9	12.05	11.70	10.2	-					
	3	-	7.25	11.25	11.6	11.35	7.7	-					
	4	-	6.30	10.5	10.85	10.65	1.5	-					
	5	-	1.90	5.10	6.9	5.6	1.1	-					
	6	-											
	7	-											

Areas																			
Depths																			
Com. Int.																			
Breadths	1																		
	2																		
	3																		
	4																		
	5																		
	6																		
	7																		

FORE PEAK.	Length
1	10
2	10
3	10
4	10
5	10
6	10
7	10
8	10
9	10
10	10
11	10
12	10
13	10
14	10
15	10
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93	10
94	10
95	10
96	10
97	10
98	10
99	10
100	10

Length

Length

Length

Areas	Depths	Com. Int.
1		
2		
3		
4		
5		
6		
7		

Spaces for Propelling Power				
Position of Fore Bulkhead		4.5' aft of bulk 4		
Ditto	After Bulkhead			
Space	Length	Breadth	Height	Tons
		11.4	5.0	
	7.6	11.3	5.2	4.3
		10.0	5.5	
Scow				
Fuel tanks	6.25	1.6	1.6 x 2	
		21.75		4.0

Yours				
Quail, Turkey	1.25	1.6	1.6 x 1.5	1.32

24.7	4.03
------	------





## Poop

Length		$\div 2 =$	Com. Int.
No. of B'dth	Breadths	Multipliers	Products
1		1	
2		4	
3		1	

Sum of Products  
 $\frac{1}{3}$  Common Interval

Mean Height

$\div 100 =$  tons.

## Break

Length		$\div 2 =$	Com. Int.
No. of B'dth	Breadths	Multipliers	Products
1		1	
2		4	
3		1	

Sum of Products  
 $\frac{1}{3}$  Common Interval

Mean Height

$\div 100 =$  tons.

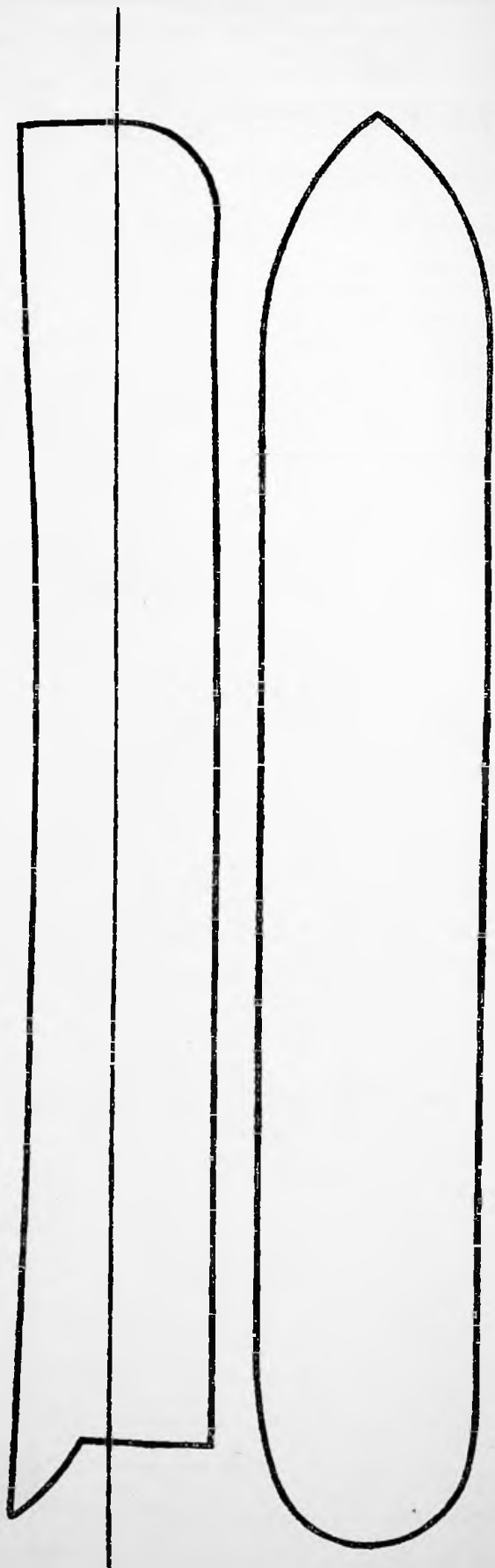
## Other Erections above Deck

Tons

*Cabin Top*

*7.75 x 7.5 x 2.85*

*1.66*



## Exempted Spaces

Whisker 4.0 x 6.7 x 6.0

Galley 5.25 x 6.2 x 6.0

L9 A

Page 12

Are proper means furnished for closing  
and battening down all upper deck  
openings within all exempted spaces?

## Openings in Bulkheads

Where situated	Size	Height of coaming	Means of closing

## This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or printed text on the paper.

Area of floor	Height	Area of floor	Height	Area of floor	Height
sq. ft. 15·00	feet 8·0	sq. ft. 16·44	feet 7·3	sq. ft. 18·18	feet 6·6
15·09	7·95	16·55	7·25	18·32	6·55
15·19	7·9	16·67	7·2	18·46	6·5
15·29	7·85	16·78	7·15	18·60	6·45
15·38	7·8	16·90	7·1	18·75	6·4
15·48	7·75	17·02	7·05	18·90	6·35
15·58	7·7	17·14	7·0	19·05	6·3
15·69	7·65	17·27	6·95	19·20	6·25
15·79	7·6	17·39	6·9	19·35	6·2
15·89	7·55	17·52	6·85	19·51	6·15
16·00	7·5	17·65	6·8	19·67	6·1
16·11	7·45	17·78	6·75	19·83	6·05
16·22	7·4	17·91	6·7	20·00	6·0
16·33	7·35	18·05	6·65		

No.	Situation Occupation	Accommodation
1	4.65 x 6.6 x 6.6 + 2.5 x 4.6 x 3.5 = 260.3 sq. ft.	L 4.65 x B 6.6 = 30.7 Area ÷ 15 = 2 men. ÷ = 2 men at 120 c. ft. No. of Bunks 2
2		L x B = Area ÷ 15 = men. ÷ = men at 120 c. ft. No. of Bunks
3		L x B = Area ÷ 15 = men. ÷ = men at 120 c. ft. No. of Bunks
4		L x B = Area ÷ 15 = men. ÷ = men at 120 c. ft. No. of Bunks
5		L x B = Area ÷ 15 = men. ÷ = men at 120 c. ft. No. of Bunks
6		L x B = Area ÷ 15 = men. ÷ = men at 120 c. ft. No. of Bunks

Tonnage			Lighting, Ventilation, Heating, Safety, Sanitation, and Deck Sheathing
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	
L	×	B	
÷ 100 =		<u>tons.</u>	



No.	Situation Occupation	Accommodation	
7		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	<u>Area</u>
8		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	<u>Area</u>
9		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	<u>Area</u>
10		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	<u>Area</u>
11		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	<u>Area</u>
12		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	<u>Area</u>

[illegible]

No.	Situation Occupation	Accommodation	Area
13		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	
14		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	
15		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	
16		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	
17		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	
18		$L \times B =$ $\div 15 =$ men. $\div =$ men at 120 c. ft. No. of Bunks	

[illegible]

No.	Situation Occupation	Accommodation	
19		$L \times B =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
20		$L \times B =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
21		$L \times B =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
22		$L \times B =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
23		$L \times B =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
24		$L \times B =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>

[illegible]

No.	Situation Occupation	Accommodation	
25		$L \quad \times \quad B \quad =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
26		$L \quad \times \quad B \quad =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
27		$L \quad \times \quad B \quad =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
28		$L \quad \times \quad B \quad =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
29		$L \quad \times \quad B \quad =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>
30		$L \quad \times \quad B \quad =$ $\div 15 = \text{men.}$ $\div = \text{men at 120 c. ft.}$ No. of Bunks	<u>Area</u>

[illegible]



### Summary of Results.

Spaces	Number certified for	Tonnage allow- ances	Notes
1	2	2.60	Locals used
2			allowed
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
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25			
26			
27			
28			
29			
30			
TOTALS			

TOTALS

## Deductions under Section 79, M.S. Act, 1894

[illegible]Particulars of Water Closets, Urinals, Washplaces,  
and Bath Rooms, for the Crew and Officers[illegible]

Lantern—Height  
 „ —Breadth of back  
 „ „ side  
 Lens—Length\* Height  
 „ Description  
 Paraffin, size of wick  
 Electric—Candle power  
 Reflectors—Size and description  
 Makers' Name and Marks  
 Are the inner edges of the wicks in a fore and aft line with  
 forward edge of screen, or chock?  
 In what part of the ship are the side lights placed?

Length of screen forward of light.

Breadth of chock athwartship.

Masthead Light	Lantern—Height	Breadth
	Lens—Height	Description
	Reflector—Size and description	
	Paraffin—size of wick	
	Electric—candle power	
	Makers' Name and Marks	

Stern Light	Height.....	Breadth.....
	Lens.....	Length*..... Height.....
	Paraffin—size of wick.....	
	Electric—candle power.....	
	Makers' Name.....	
	Fixed or portable.....	

Anchor Light	Lantern—Height	Diameter
	Lens—Diameter	Height
	Lens—Description	
	Paraffin—size of wick	
	Electric—candle power	
	Makers' Name and Marks	

Not under Command Signals	Lantern—Height.....	Lens—Diameter.....	Height.....
	Lens—Description.....		
	Paraffin—size of wick.....		
	Electric—candle power.....		
	Makers' Name.....		
	Shapes—Number.....	Diameter.....	

Bell Diameter and position.

Steam Whistle or Siren	How operated.....
	Diameter of whistle pipe.....
	Is it placed forward of the funnel and clear of all obstruction ?
	Are the steam pipes efficiently lagged and drained ?.....

Fog-horn { Description.....  
Will it emit a loud and prolonged blast?.....

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. A vertical margin line is present on the left side, creating a narrow left margin. The paper appears to be from a notebook or a standard ruled document. There are no markings, text, or illustrations on the page.

\*The "length" of the lens is the length of the chord of the arc made by the lens.

## FIRST SET

Side Lights

Makers' Name and Marks { Lantern.....  
Lens.....

Lantern—Height at back of case.....

Breadth at back of case.....

Lens—Height..... Radius.....

Description..... Length of arc in degrees.....

Oil Lanterns—Are the lanterns of an approved type?

Description of burners and size of wicks.....

Do the wicks shew a thwart ship value of at least 1 inch  
forward?

Is the screening abaft the beam as required by paragraph 14  
of Instructions?

Distance between top of burner and centre of lens.....

Electric lanterns—Voltage and candle-power or watts.....

Do the filaments shew a thwart ship value of at least 1 inch  
forward?

Is the screening abaft the beam as required by paragraph 25  
of instructions?

If fitted with dioptric lens—distance between base of  
socket and centre of lens.....

Number of spare electric lamps.....

Do the colours of the slides conform with the standards?

Are the coloured slides non-interchangeable between the port  
and starboard lanterns?

Where are the side lights carried?

How are the screens fitted or secured?

Length of screen forward of light.....

Breadth of chocks athwartship.....

Makers' Name and Marks { Lantern.....  
Lens.....

Lantern—Height at back of case.....

Breadth at back of case.....

Lens—Height..... Radius.....

Description..... Length of arc in degrees.....

Number provided.....

Oil lanterns—Are the lanterns of an approved type?

Description of burners and size of wicks.....

Is the screening abaft the beam as required by paragraph 16  
of Instructions?

Distance between top of burner and centre of lens.....

Electric lanterns—Voltage and candle-power or watts.....

Is the screening abaft the beam as required by paragraph 27  
of Instructions?

If fitted with dioptric lens—Distance between base of  
socket and centre of lens.....

Number of spare electric lamps.....

Masthead Lights

## Lights and Sound Signals—Second Set

## Lights and Sound Signals—First Set—(continued)

Stern Lights

Makers' Name and Marks.....  
 Lantern—Height..... Breadth.....  
 Lens—Height..... Radius..... Description.....  
 Number provided.....  
 Description of burner and size of wick.....  
 Whether fixed or portable.....  
 Is the screening as required by paragraph 17 of the Instructions?  
 .....  
 If electric lanterns are also carried state candle-power.....

Anchor Lights

Makers' Name and Marks { Lantern.....  
                                   Lens.....  
 Lantern—Height..... Diameter.....  
 Lens—Height..... Radius..... Description.....  
 Number provided.....  
 Are the lanterns of an approved type?  
 Description of burner and size of wick.....  
 If fitted with dioptric lens—distance between top of burner  
 and centre of lens.....  
 If electric lanterns are also carried state candle-power.....

Not under Command Signals

Makers' Name and Marks { Lantern.....  
                                   Lens.....  
 Lantern—Height..... Diameter.....  
 Lens—Height..... Radius..... Description.....  
 Number provided.....  
 Are the lanterns of an approved type?  
 Description of burner and size of wick.....  
 Distance between top of burner and centre of lens.....  
 If electric lanterns are also carried state candle-power.....  
 Does the colour of the slides conform with the standard?  
 Diameter and material of not under command shapes.....

Bell

Diameter and position.....  
 Where fixed and if clear of obstruction.....

Whistle or Siren

Type of whistle.....  
 Diameter of whistle pipes.....  
 If steam is used, are the pipes efficiently lagged and drained?  
 Method of draining.....  
 Does the whistle instantly produce a clear sounding blast?  
 Is the whistle placed forward of the foremost funnel, at least  
 eight feet above the deck, and well clear of, and above, deck-  
 houses, ventilators, etc.?

Fog-  
horn

Description.....  
 Will it emit a loud prolonged blast?

Morse Signal  
Lamp

Makers' Name and Marks.....  
 Lantern—Height..... Breadth or Diameter.....  
 Oil Lantern—Is the lantern of an approved type?  
 Description of burner and size of wick..... Arc of Light.....  
 Electric lantern—Candle power..... Arc of Light.....

## Lights and Sound Signals—Second Set (continued)





LIFE JACKETS				LIFEBUOYS					
Type	Identification Marks	Number	Where Stowed	Type	Number	No. fitted with lines	No. fitted with self-igniting lights	No. fitted for instantaneous release	Where Stowed
LINE-THROWING APPLIANCE				SELF-IGNITING LIGHTS					
Description			Date of Rockets	Name of Light					Date
SHIP SIDE LADDERS—Number				BUOYANT APPARATUS—Number					

Life Saving Appliances

40

Boat Numbers	1	2	3	4	5	6	7	8
Oars, including Steering Oar.—No. diameters and lengths								
Plugs (with lanyards or chains)—Number								
Rowlocks (with lanyards)—Number. Is steering grommet fixed?								
Sea Anchor—diameter : Cable and Tripping line—Sizes and lengths								
Galvanized iron bailers (with lanyards)—Number and sizes								
Galvanized iron buckets (with lanyards)—Capacity								
Rudder and Tiller (with lanyards), or Yoke and Lines								
Painter—size and length								
Boat Hooks—Number, diameter and length								
Water Breakers or Tanks—Number and capacities								
Water Dippers (with lanyards)—Number								
Hatchets (with lanyards)—Number								
Life-lines around boat—Size								
Lantern, trimmed, with oil sufficient to burn 12 hours								
Box of Matches (large size) in W.T. Container								
Mast—Diameter and length Sails Reefs								
Compass, liquid, in binnacle or box of non-magnetic material (Make, Name or Mark)								
Biscuit Cases (with keys)—Number and capacities								
Oil vessel (capacity) and Oil bag—Attachment to sea anchor								
Condensed Milk of approved brand—Quantity								
Locker for small items of equipment								
Life-Lines on Davit Spans								
Parachute Distress Signals—Maker's Name and Date								

Life Saving Appliances  
Boats' Equipment

41

[illegible]



No. 1569

It is requested that, in any reference to this memorandum the above number and the date may be quoted.

## MEMORANDUM.

5th September, 19 53.

To: The Harbour Master,

STANLEY.

From: The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT :-

I am directed to inform you that His Excellency the Governor has been pleased to approve your appointment as Surveyor for the purpose of measuring and ascertaining the tonnage of the vessel "Gambler" and of completing such Survey Certificate as is required under the provision of the Merchant Shipping Act (United Kingdom).

*C Campbell*  
COLONIAL SECRETARY.

LDJ

Telegraphic Address:—  
Reg. Seamen,  
Cardiff.  
Telephone No.:—  
Cardiff 71221.

Any reply should be  
addressed to:—

The Registrar General  
of Shipping and Seamen  
and the following  
reference quoted—

R.S.S.8/3/04

MINISTRY OF TRANSPORT AND CIVIL AVIATION



GENERAL REGISTER AND RECORD  
OFFICE OF SHIPPING AND SEAMEN,

LLANTRISANT ROAD,

LLANDAFF,

CARDIFF.

29<sup>th</sup> October, 1957

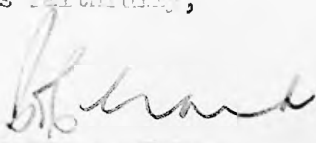
Your Ref. S/25

Dear Sir,

Un-registered A/K "GAMBIA"

With reference to your letter of the  
2nd October, please inform the owners that  
the name "GAMBIA I" has been approved for  
the above mentioned vessel, which they desire  
to register under the Merchant Shipping Act  
of 1894.

Yours faithfully,

  
For REGISTRAR GENERAL

The Registrar of Shipping,  
Customs and Harbour Department,  
Stanley,  
FALKLAND ISLANDS.



Senores

Oficina Dick

Presente

C/o. The Falkland Islands Co. Ltd.

He recibido de los Sres. Oficina Dick la suma de \$ 4.000,00 m/c. por concepto de aranceles, por la atencion profesional de los siguientes trabajos efectuados y con relacion a la construccion de una embarcacion, denominada "VESNA" y destinada a The Falkland Islands C. Ltd. :

- 1) Revisión planos de construcción.
- 2) Inspecciones durante la construcción en Puerto Natales.
- 3) Inspecciones en Puerto Arenas.
- 4) Arqueo para determinar tonelaje grueso.
- 5) Prueba de estabilidad.

Punta Arenas, 18 de Noviembre de 1952.

Joaquín ORTIZ Vigouroux  
SUB-INSPECTOR DE MAQUINAS Y CONSTRUCCION NAVAL M.M.

GOLETA "VESNA"

MINUTA DE ARQUEO.

CALCULO DEL TONELAJE GRUESO:

Eslora de arqueo = 16.00 mts.

No. de divisiones de la eslora = 6

$$D = \frac{16.00}{6} = 2.66 \text{ mts.}$$

AREA DE LAS SECCIONES TRANSVERSALES.

S 1 h = 0 - D - 0 - S 1 - 0.00 mt2.

	<u>MANGAS</u>	<u>F.S.</u>	
S. 2	2.58 x 1 = 2.58		
	2.26 x 4 = 9.04		
h = 1.70	2.04 x 2 = 4.08	S 2 = $\frac{0.425}{3}$	x 22.3 = 3.14 mts2
d = 0.425	1.52 x 4 = 6.08		
	0.52 x 1 = 0.52		
Suma de productos:	22.30		
S. 3	3.68 x 1 = 3.68		
	3.52 x 4 = 14.08		
h = 1.60	3.28 x 2 = 6.56	S 3 = $\frac{0.40}{3}$	x 36.54 = 4.88 mts2
d = 0.40	2.80 x 4 = 11.20		
	1.12 x 1 = 1.12		
Suma de productos	36.64		
S. 4	3.80 x 1 = 3.80		
	3.72 x 4 = 14.88	S 4 = $\frac{0.38}{3}$	x 41.32 = 5.23 mts2
h = 1.25	3.56 x 2 = 7.12		
d = 0.38	3.40 x 4 = 13.60		
	1.92 x 1 = 1.92		
Suma de productos	41.32		
S. 5	3.70 x 1 = 3.70		
	3.82 x 4 = 15.28		
h = 1.56	3.46 x 2 = 6.92	S 5 = $\frac{0.39}{3}$	x 40.80 = 5.30 mts2.
d = 0.39	3.24 x 4 = 12.96		
	1.94 x 1 = 1.94		
Suma de productos:	40.80		
S. 6	3.50 x 1 = 3.50		
	3.48 x 4 = 13.92		
h = 1.56	3.22 x 2 = 6.44	S 6 = $\frac{0.395}{3}$	x 36.64 = 4.82 mts2
d = 0.395	2.82 x 4 = 11.28		
	1.50 x 1 = 1.50		
Suma de productos	36.64		

$$S 7 = \left. \begin{array}{l} h = 0 \\ d = ? \end{array} \right\} = 0.00 \text{ mts2.}$$

Volumen bajo cubierta de arqueo

Eslora de arqueo = 16.00 mts.

d = 2.66 mts.

Ref. No S/23.....  
Your Ref. RSS. 8/8/04.

CUSTOMS AND HARBOUR DEPARTMENT,  
STANLEY, FALKLAND ISLANDS.

.....3rd..October,.....1957..

Sir,

A/K "Gambler" un-registered.

I refer to your letter of the 7th December, 1956, under reference and to inform you that the owners of the Auxiliary Ketch "Gambler" are reluctant to change the name "Gambler", and respectfully ask for your approval to re-name their vessel "Gambler I".

If this name "Gambler I" meets with your approval the owners desire the registry of the vessel under the Merchant Shipping Act of 1894.

I am,  
Sir,  
Your obedient servant,

*H. J. Grison*  
Registrar of Shipping.

The Registrar-General,  
of Shipping and Seamen,  
Llantrisant Road,  
Llandaff,  
Cardiff.

Ref. No. S/24

CUSTOMS AND HARBOUR DEPARTMENT.

STANLEY, FALKLAND ISLANDS.

6th January 1959.

Sir,

With reference to the recent survey of "Gambler I" for Registration purposes, the Government Surveyor has reported that no proper means of securing the main hatch exists and recommends that the vessel should be fitted with proper cleats, battens and wedges in order to make the vessel seaworthy.

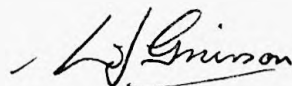
I should be grateful therefore if you could bring this to the notice of the Owners for immediate attention.

Although the survey of the "Gambler I" is not yet completed, the Surveyor has asked if the Official Number 156385 and Registered Tonnage 12.28 could be carved on the main beam before his return in the "John Biscoe" late March.

I am,

Sir,

Your obedient servant,



Registrar of Shipping.

R.V. Goss, Esq.,  
Agent for "Gambler I"  
Stanley.

7 James Street,  
Stanley.  
21st May, 1958.

The Colonial Manager,  
F.I.Co. Ltd.,  
Lloyds Agents,  
STANLEY.

Dear Sir,

I have at 1330 this day received official notification from the Captain of the a.k. "Gambler" to the effect that the said vessel stranded on the West side of Sea Lion Island, Choiseul Sound, at 1730 on Monday the 19th May, 1958.

The reason for the delay in direct notification of the accident was due to R/T battery failure.

Yours faithfully,

Agent,  
a.k. "Gambler"

*Filed in Gambler Papers*

Port Stanley  
5 Jan. 1959

The Harbourmaster  
Port Stanley

Dear Sir,

Recently while aboard the ketch  
Gambler I in connection with tonnage measure-  
ment I noticed that her main hatch had no  
proper means of securing and although the  
vessel may have been running in this state  
for some years I consider it to be a danger-  
ous practice to take the ship to sea as at  
present. Indrawing your attention to this  
matter I would reccomend that the owner be  
made to fit proper cleats battens and wedges  
in order to make the vessel seaworthy.

Yours faithfully,

*Off Yarnbull*



Port Stanley  
11 May 1959

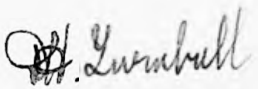
Registrar of British Ships  
Port Stanley

Dear Sir,

In connection with the measurement for tonnage for registration of ketch "Gambler" I now inform you that all measurements have now been taken and tonnage computed. Unfortunately it has not been possible for me to see the vessel out of the water so I have not been able to verify the draft marks or to obtain the measurement "Depth from top of deck at side amidships to bottom of keel". This measurement does not affect tonnage being for identification purposes.

I have now completed all the papers as far as possible and as I shall be leaving the Colony on 14th. inst. I now await advice from you concerning these papers and also my fee for such work as has been done.

Yours faithfully,

  
Surveyor of Ships

Ketch"Gambler I"

1. Requirements before registration can be completed.
2. Measurement from top of deck at side amidships to bottom of keel.
3. Name GAMBLER I to be cut in in letters not less than four inches high on each bow and on stern, Port of registry PORT STANLEY to be cut in on stern. ( At present the name GAMBLER is on each bow and the name A.K.GAMBLER I on the stern but these are only cut into some form of fibre board which could easily be removed.)
4. Scale of draft figures in feet on stem and stern.
5. On main beam the following to be cut in in letters of suitable size viz. OFF.NO.156385  
REG.TONN. 12 $\frac{28}{100}$  (Not 12.28 )

Item (2) should be done by a Surveyor.

Item (4) should not be attempted until a Surveyor is present to verify that the figures are checked as required by the Merchant Shipping Act.

Item (3) the letters A.K. do not form part of the ship's name and should not be used, the cutting in should be into the woodwork of the ship.



# MARKING OF SHIPS

MERCHANT SHIPPING ACT, 1894.

Name of Ship.	Official Number.	Port of Registry.	Registered tonnage.
GAMBLER I	156385	PORT STANLEY	12 $\frac{28}{100}$

I hereby certify that I have inspected the above-named vessel, and find that the official number and tonnage, as stated above, are permanently and conspicuously cut in on her main beam, that her name is marked on each of her bows, and her name, and the name of her port of registry, are marked on her stern, in the manner directed by Section 7 of the Merchant Shipping Act, 1894.

*[Signature]*  
~~Donnage~~ Ministry of Transport Surveyor.

To the Registrar of Shipping,

Port *Stanley*

Port of *Port Stanley*

Date *25-11-59*



Form No. 5.

No. 69 (Sale)

# Declaration by Joint Owners or Transferees attending together.

Official Number	Name of Ship	No., Date and Port of Registry	
156385	GAMBLER I	1/1959	PORT STANLEY.
Whether a Sailing, Steam or Motor Ship		Horse Power of Engines, if any	
SCREW, MOTOR & SAIL		66	
		Feet	Tenths
Length from fore part of stem, to the aft side of the head of the stern post		50	5
Main breadth to outside of plank		13	8.5
Depth from top of deck at side amidships to bottom of keel		6	6.5
NUMBER OF TONS.			
Gross	21.88	Register	12.28
and as described in more detail in the Certificate of the Surveyor and the Register Book.			
JOINT OWNERS.			
Names	Place of Residence	Occupation	
Peter Smith Thain	Hebe Place, Stanley, F.Is.	3rd Officer, M.N.	
Kenneth Alexander McLeod	Goose Green, East F.Is.	Shepherd.	
Alfred G.R. Johnson	Roy Cove, West F.Is.	Foreman	
James Watson	7 Dean Street, Stanley, F.Is.	Caretaker.	
Rica Alexandrina Watson	As above	Housewife.	

Firstly.—Each of us, the several persons above-mentioned, and whose names are hereunto subscribed, declare as follows :—I am a British subject, my name and description as above given are true. The above general description of the Ship is correct. **Finlay J. Ferguson.** whose Certificate of Competency or Service is No. **Uncertificated**, is the Master of the said Ship.

Secondly.—We the said several persons above-mentioned, respectively declare as follows :—We are entitled to be registered as Joint Owners of **SIXTY FOUR** shares in the said Ship. To the best of our knowledge and belief, no person or body of persons other than such persons or bodies of persons as are by the Merchant Shipping Act, 1894, qualified to be Owners of British Ships is entitled, as Owner, to any interest whatever, either legal or beneficial, in the said Ship, and we, so far as relates to ourselves and each of us, make this solemn Declaration conscientiously believing the same to be true.

Made and subscribed the <sup>1<sup>st</sup></sup> day of December 1959 by the above-named F. J. Ferguson

in the presence of

† W.J. Grierson,

Registrar of British Ships

Port Stanley, Falkland Islands.

F. J. Ferguson

† Declarations must be made before a Registrar of British Ships, a Justice of the Peace, a Commissioner for Oaths within the meaning of the Commissioners for Oaths Acts, 1889 and 1891, or a British Consular Officer.

The qualification of the person taking the declaration and the place of attestation are to be added to his signature.

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MERCHANT SHIPPING ACT, 1894.  
Certificate of Survey

Name of Ship.		Port of intended registry.		Official number, if there has been any former registry.	
GAMBLER I		Port Stanley Falkland Is.			
Whether British or foreign built.	Whether a sailing, steam or motor ship; if steam or motor ship, how propelled.	Where built.	When built.	Name and address of builders.	
Foreign	Screw, Motor & Sail	Puerto Natales Chile	1952	Nicolas Gasie Puerto Natales Chile	
Number of decks	One	Length from fore part of stem to the aft side of the head of the stern post	50	Feet. 5	
Number of masts	Two	Main breadth to outside of plank	13	Tenths. 8.5	
Rigged	Ketch	Depth in hold from tonnage deck to ceiling amidships	4	6	
Stem	Raked	Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards	6	6.5	
Stern	Counter	Depth from top of deck at side amidships to bottom of keel	0	3.3	
Build	Carvel	Round of beam	7	6	
Framework and description of vessel	Wood, Cargo	Length of engine room (if any)			
Number of bulkheads	Two				

REGISTRY FORM No. 1, AND  
Surveys 59.  
PRESCRIBED BY THE  
COMMISSIONERS OF CUSTOMS AND EXCISE, WITH THE CONSENT OF THE BOARD OF TRADE



(Revised  
WITH THE  
CONSENT OF THE  
MINISTER OF  
TRANSPORT  
SEPTEMBER  
1950.)

GROSS TONNAGE.		No. of tons	DEDUCTIONS ALLOWED.		No. of tons
Under tonnage deck	...	20.15	On account of space required for propelling power	...	7.00
Space or spaces between decks	...		On account of spaces occupied by seamen or apprentices and appropriated to their use, and kept free from goods or stores of every kind not being the personal property of the crew	...	2.60
Turret or trunk	...		These spaces are the following, viz.:—		
Forecastle	...		Aft Cabin only		
Bridge space	...		(Number of seamen or apprentices for whom accommodation is certified.....2.....)		
Poop or break	...	1.66	Deductions under sec. 79 of the Merchant Shipping Act, 1894, and sec. 54 of the Merchant Shipping Act, 1906, as follows:—		
Side houses	...				
Deck houses	...				
Chart house	...				
Spaces for machinery and light and air, under sec. 78 (2) of the Merchant Shipping Act, 1894	...	0.07	Cubic metres		
Excess of hatchways	...				
Gross tonnage	...	21.88	61.92		
Deductions, as per contra	...	9.60	27.17		
Register tonnage	...	12.28	34.75	Total	9.60

NOTE 1.—The tonnage of the engine room spaces below the upper deck is 4.03 tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is 0.44 tons.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage—

Light and air to Engine Room, Wheelhouse, Galley

Colonial Secretary

I, the undersigned Surveyor appointed by the Minister of Transport having surveyed the above-named ship, hereby certify that the above particulars are true, and that her name is marked on each of her bows, and her name and the port of registry are properly marked on a conspicuous part of her stern, and a scale of feet marked on each side of her stern and of her stern post, in manner directed by the Merchant Shipping Act, 1894.

Dated at Port Stanley

this 25<sup>th</sup> day of November 1957

Surveyor.

CERTIFIED EXTRACT OF PARTICULARS SUPPLIED BY BUILDERS, OWNERS OR ENGINE MAKERS.

PARTICULARS OF PROPELLING ENGINES, &c. (if any).

No. of sets of engines.	Description of engines.	Whether British or foreign made.	When made.	Name and address of makers.		Reciprocating engines.		Rotary engines.	N. H. P. B. H. P. I. H. P. Estimated Speed of ship
		Engines.	Engines.	Engines.		No. and diameter of cylinders in each set.	Length of stroke.	No. of cylinders in each set.	
One	Internal Combustion. 4S.C.S.A.	British	1953	Bergius Co. Glasgow		Three 6"	9"	--	--
One	Particulars of boilers. Description	Boilers.	Boilers.	Boilers.					66
	Number	--	--						7 knots
	Loaded pressure								

Number of water ballast tanks and their capacity in tons None

25-11-1957

Surveyor.



Ref. No. S/27.

CUSTOMS AND HARBOUR DEPARTMENT,

STANLEY, FALKLAND ISLANDS.

11th December 1959

Dear Sir,

With reference to your letter of the 29th October 1957, R.S.S.8/8/04. I have the honour to forward herewith the relative papers covering the vessel "Gambler I", registered at this Port on the 5th December 1959.

As over one year has elapsed since the approval of the name "Gambler I" I have enclosed Form G.R.342, trusting that the name is still available.

I would also like to take this opportunity of thanking you and your Staff for the valuable assistance given to me during my training period last August.

I am,  
Sir,  
Your obedient servant,

*L. J. Grisan*

Registrar of Shipping,  
Port Stanley.

The Registrar General of Shipping,  
and Seamen,  
Llantrisant Road,  
Llandaff,  
Cardiff.

ACCOMMODATION FOR CREW								TONNAGE				
Distinguishing Number	Description and Situation of Space	Rank or Rating of Occupants	Length	Breadth	Clear Superficial Area of Floor	Number of Persons		Mean Length	Mean Breadth	Mean Height	Tons	
						Due to Area at 15° Sq. Ft.	Certified for					
	After Cabin		(All Measurements to be in feet and decimals)	4.65	6.6	30.7	2	2	4.65 + 2.5	6.6 6.6	6.6 3.5	2.60
Total .. .. .							2		Total .. .. .			2.60
B/fwd. from continuation sheet(s)									B/fwd. from continuation sheet(s)			
Total Number of Persons Certified for							2		Total Allowance for Crew			2.60

Tonnage Pocket No. ....

C.M. Registered Papers .....

Port of Survey .....

Date of Survey .....

Name of Vessel.....GAMBLER I.....

Builders' Name and Yard Number Nicholas Cassi

Official Number 156385

Port of Registry Port Stanley

Nationality *British*

Name and Address of Owner or Agent R. V. Goss (Managing Agent)

On the 21<sup>st</sup> day of January 1959  
I completed the inspection and measurement of the spaces mentioned  
hereon and hereby certify that they comply with the provisions  
of:—

† (a) the Merchant Shipping Acts, 1894 to 1906, and the Ministry's Instructions relating thereto;

† (b) the Merchant Shipping Acts, 1894 to 1952, and the Merchant Shipping (Crew Accommodation) Regulations, 1953, subject to exemptions granted under those Regulations or subject to a certificate given under Section 2(3) of the Merchant Shipping Act, 1948.

† Delete as necessary.

*W. C. Cramb* Surveyor.

Port Stanley Port.

5/1/59 Date

### Limitation for Provision Store Rooms

Crew Accommodation deducted	..	..	..					Tons	-
Master's ..	..	..	..	..	..	..			
Total ..	..	..	..	..	..	..	..		
Multiplier ..	..	..	..	..	..	..	..		.15
Limit of Allowance for Provision Store Rooms ..									

CALCULATIONS shown in the order of the Summary for the Spaces allowed under the Merchant Shipping Acts, 1894 (Section 79), and 1906 (Section 54), exclusive of Crew accommodation, stating where each space is situated.

WATER BALLAST SPACES.																		
Description :—																		
Area 1.		Area 2.		Area 3.		Area		Area		Area		Area		Area		Area		
Depths ..																		
Com. int. } bet. bths. }																		
No. of bths.	Multi- pliers.	Bths.	Products.	Bths.	Products.	Bths.	Products.	Bths.	Products.	Bths.	Products.	Bths.	Products.	Bths.	Products.	Bths.	Products.	
1	1																	
2	4																	
3	2																	
4	4																	
5	2																	
6	4																	
7	1																	
½ com. int. } bet. bths. }																		

Description			
Mean Length			
Com. int. } bet. areas }			
No. of areas.	Multi- pliers.	Areas.	Products.
1	1		
2	4		
3	1		

½ com. int. }  
bet. areas }

Description			
Mean Length			
Com. int. } bet. areas }			
No. of areas.	Multi- pliers.	Areas.	Products.
1	1		
2	4		
3	1		

½ com. int. }  
bet. areas }

Description			
Mean Length			
Com. int. } bet. areas }			
No. of areas.	Multi- pliers.	Areas.	Products.
1	1		
2	4		
3	1		

½ com. int. }  
bet. areas }

SUMMARY OF EXEMPTIBLE WATER BALLAST SPACES

SUMMARY	Tons
Master's Accommodation ..	
Chart Space .. ..	
Radio Room .. ..	
Compass Room .. ..	
Boatswain's Store ..	
Lamp Room .. ..	
Chain Locker .. ..	
Pump Spaces .. ..	
Steering Gear Space ..	
Sail Room .. ..	
Water Ballast Spaces ..	
TOTAL	



BUILDER'S NAME AND YARD NUMBER.										INTENDED SERVICE. Passenger, Cargo, Towing, Fishing (i.e., trawling, drifting) Yacht, or for Dredging						NAME AND ADDRESS OF OWNER.																											
Nicolas Basic, Puerto Natales, Magallanes, Chile.										Cargo						R.V. Boss (Managing Agent) Port Stanley.																											
NAME OF SHIP.				Official Number and Port of Registry or Nationality.				New or Re-measured		Sail, Paddle or Screw, Steam or Motor.		Wood, Composite, Iron or Steel.		Type of Bottom Framing.		Round of Beam.																											
GAMBLER I.				Port Stanley				First measurement		Sail 9 motor		Wood		Open		4"																											
AREA 1.				AREA 2.				AREA 3.				AREA 4.				AREA 5.				AREA 6.				AREA 7.				Cubic Contents and Underdeck Tonnage.															
Depths				0				5.25				4.65				4.50				4.80				4.35				0				Length on Tonnage Deck 55.10											
Com. Int. bet. Bths.				1.313				1.15				1.125				1.20				1.088				0				Com. Int. bet. Areas. 9.182															
No. of Bdth.		Multipliers.		Bths.		Products.		Bths.		Products.		Bths.		Products.		Bths.		Products.		Bths.		Products.		Bths.		Products.		No. of Area.		Multipliers.		Areas.		Products.									
1		1		0		0		8.90		8.90		12.40		12.40		12.30		12.30		12.10		12.10		11.80		11.80		0		0		1		1		0		0					
2		4		0		0		8.15		32.60		11.90		47.60		12.05		48.20		11.70		46.80		10.20		40.80		0		0		2		4		36.56		136.24					
3		2		0		0		7.25		14.50		11.25		22.50		11.60		23.20		11.35		22.70		7.70		15.40		0		0		3		2		49.25		98.50					
4		4		0		0		6.30		25.20		10.50		42.00		10.95		43.40		11.45		41.80		1.50		6.00		0		0		4		4		50.92		203.68					
5		8		0		0		1.90		1.90		5.10		5.10		6.90		6.90		5.25		5.25		1.10		1.10		0		0		5		2		51.60		103.20					
6		4																										6		4		26.68		106.72									
7		1																										7		1		0		0									
Com. Int. bet. Bths.				0				83.10				129.60				134.00				129.00				74.10				0				Com. Int. bet. areas.				658.34							
								x 0.438				x 0.383				x 0.375				x 0.40				x 0.362												x 3.061							
								36.56				49.25				50.92				51.60				26.68																2015.19			

All Measurements to be in feet and decimals of a foot.

Erections.

Cabin top aft. 7.75 x 7.50 x 2.85  
= 1.66 Tons

Tonnage Pocket No.:  
Place and Year of Build Puerto Natales, Chile, 1952  
Date of Launch 1952  
Where Measured Port Stanley  
Date of Measurement 1955/9

Tons.  
20.15

Under Deck.

Turret or Trunk.

Forecastle.

Bridge.

Break.

Poop.

Side Houses.

Round Houses.

Chart House.

Light and Air Spaces.

Excess of Hatchways.

21.88 Gross Tonnage.

7.00 { Allowance for Propelling Power.

14.88 { Allowance for Crew Accommodation.

2.60 { Other deductions under Section 79.

12.28 Register Tonnage.

Signature of Surveyor.

Signature of Examiner.

In the case of steam vessels the engine room measurements and the calculations for the allowance for propelling power are to be given in detail below.

Identification Dimensions

Length.

Breadth.

Depth.

50.50

13.85

4.60

Position of engine-room:—

Engine-room bulkhead is 4.8 feet (forward) (aft) of area 4  
Boiler do. do. " (forward) (aft) " "

Machinery Spaces.

$$7.6 \times \begin{cases} 11.4^m \\ 11.3^m \\ 10.0^m \end{cases} \times \begin{cases} 5.0 \\ 5.25 \\ 5.50 \end{cases} = 4.35 \text{ tons}$$

Less fuel tanks

$$6.25 \times 1.6 \times 1.6 \times (2) = .32 \text{ tons}$$

$$\text{nett} = 4.03 \text{ tons}$$

Light and Air Spaces.

See Exempted spaces.

Erections (contd.)

Merchant Shipping Act, 1907.

				Tons.
Gross Tonnage .. ..				
Deductions under Section 79, viz.:—				
1. Crew accommodation .. ..			Tons.	
2. Other deductions .. ..				
Remainder .. ..				
Multiplier for percentage .. ..				.55
Limit of allowance for propelling power ..				Tons.

Exempted Spaces.

L. & A. to Engine room

$$4.65 \times 7.1 \times 1.15 \\ + 2.9 \times 3.5 \times 0.6$$

Wheelhouse 4.0 x 6.7<sup>m</sup> x 6.0

Galley 5.25 x 6.2<sup>m</sup> x 6.0

Hatchways.

Main Hatch

$$7.60 \times 4.65 \times 0.5 = 0.18 \text{ tons}$$

½% gross tonnage	0.11
Excess	0.07

STANLEY.  
4th December, 1959.

TO WHOM IT MAY CONCERN:-

This is to certify that the undersigned have appointed Richard Victor Goss to represent them in all matters affecting or concerning the motor ketch "Gambler I".

This is also to confirm that Mr. R.V. Goss has been appointed Manager and Agent of the aforementioned vessel. He will act on our behalf accordingly.

*J. S. Hocking*

*H. A. McLeod*

*Alfred Johnson*

*J. Watson*

*Rich Watson*

JOINT OWNERS "GAMBLER I".



4 FEB 1960 G. R. 342.



## NOTICE OF NAME PROPOSED FOR A BRITISH SHIP

(Section 50, Merchant Shipping Act, 1906.)

NOTE.—This form is not to be used for an application to change the name of a ship already on the Register.

Intended Port of Registry.	Name and address of Builder.	Yard <del>XXXXXX</del>	Tons (approximate.)	Proposed Trade of Ship.
PORT STANLEY, FALKLAND ISLANDS.	NICOLAS GASIC, CASSILLA 3 PUERTO NATALES MAGALLANES, CHILE.	VESNA Steam, Motor or Sail.	21.88 G. 12.28 R.	Falkland Islands Coastal Trade
Proposed Date of Registry.		Sail & Motor		
December 1959				

### NOTES.

1. The name should be written in capital letters.
2. The regulations respecting ships' names are given overleaf.
3. The Mercantile Navy List and Maritime Directory, containing an official list of registered ships, can be consulted at the office of the Registrar of Shipping.

SIR,

It is proposed to register the above vessel as a British ship under the name

**GAMBLER I**

If the vessel has been purchased, please state:—

(a) Her previous British and Foreign names, if any VESNA

(b) The Port at which she is now lying PORT STANLEY.

Signature [Signature]

Address Port Stanley,

Falkland Islands.

To

The Registrar of Shipping

at PORT STANLEY. Date 3rd December, 1959.

If a deposit has been received, this should be stated here.

Forwarded.

The Registrar-General of Shipping and Seamen.

[Signature]  
Registrar of Shipping.  
Date 3rd December, 1959.

### CERTIFICATE OF REGISTRAR-GENERAL.

I HEREBY CERTIFY that the proposed name GAMBLER I  
is not already the name of a registered British ship, or so similar to a  
registered name as to be calculated to deceive.

Air Mail

Port Stanley Falkland Island

[Signature] Registrar-General.

Date 3rd December, 1959.

This certificate when permissive is to be retained by the Registrar at the port of registry.

If the ship is not registered within twelve months of the date of this certificate, the authority will be considered to have lapsed, but the authority may be renewed if sufficient cause is shown.



## REGULATIONS

**made by the Minister of Transport, in conjunction with the Commissioners of Customs, under Section 50 of the Merchant Shipping Act, 1906.**

*(S.R. and O. 1907, No. 740 as amended by S.R. and O. 1922, No. 729, and S.R. and O. 1936, No. 390)*

1. Any person who proposes to make application for the registry of a British ship shall give notice in writing of the proposed name of the ship to the Registrar of Shipping at the intended port of registry at least fourteen days before the date on which it is contemplated to effect the registry.

2. Provided that it shall not be necessary to give notice of the name by which it is proposed to register a fishing boat which is only to be entered in the fishing boat register under Part IV of the Merchant Shipping Act, 1894.

3. When it is proposed to register the ship at a port in the British Isles, the Registrar at that port shall transmit the notice to the Registrar-General of Shipping and Seamen

4. If the proposed name does not appear already as the name of a registered British ship, or if it is not a name so similar to that of a registered British ship as to be calculated to deceive, the Registrar-General of Shipping and Seamen shall issue a certificate to that effect to the Registrar at the port at which the ship is to be registered, and the ship shall be registered under that name provided all requirements for registry have been duly complied with.

5. If the proposed name is found to be already the name of a registered British ship, or a name so similar as to be calculated to deceive, the Registrar-General of Shipping and Seamen shall issue a certificate to that effect and shall transmit the certificate to the Minister of Transport, who may refuse the registry of the ship by that name. The Minister of Transport will intimate his decision to the Registrar at the intended port of registry and to the applicant for registry.

6. Notwithstanding anything contained in the foregoing regulations the Minister of Transport may allow the registry of a ship by a name or designation which is already the name or designation of a registered British ship:—

- (a) If he is satisfied that the ship is intended to replace another of the same name which within 10 years of the date of the application belonged to the same owner when her British registry was closed, or which, within 10 years of the date of the application, was sold by the same owner on condition that her name should be changed, and her name has been changed.
- (b) If the designation proposed is a number only and the vessel so designated plies only in or about a port or harbour in which no other vessel is designated by the same number; or
- (c) If he is satisfied that the case is one of urgency and that the ship will be delayed if registration is refused by the name proposed by the owners. In such a case the Minister may allow the ship to be registered by the name proposed by the owners upon the owners depositing £100 with the Registrar of Shipping and guaranteeing to change the name of the ship within twelve months to a name allowed by the Minister of Transport. The deposit will be returned as soon as the name of the ship has been changed as allowed by the Minister of Transport.

Applications for special consideration under the terms of this Regulation must be accompanied by a full statement of the circumstances of the case, and in the case of applications under sub-section (c) by a remittance of the deposit and by the written guarantee required by that sub-section.

7. When it is proposed to register the ship at a port not situated in the British Islands, the Registrar to whom the name is intimated may proceed with the registry of the ship if he satisfies himself that the name does not appear in the current Mercantile Navy List; but if the name does so appear, the Registrar shall transmit the application to the Registrar-General of Shipping and Seamen, and the case shall be treated in the manner laid down for registry in the British Islands.



Form No. 8

No. 72 (Sale)

# Declaration of Ownership on behalf of a Body Corporate

Official Number	Name of Ship	No., Date, and Port of Registry	
156385	"GAMBLER I"	1 of 1959, PORT STANLEY.	
Whether a Sailing, Steam or Motor Ship		Horse Power of Engines, if any	
SCREW, MOTOR & SAIL.		INTERNAL COMBUSTION, I.H.P. 66.	
		Feet	Tenths
Length from fore part of stem, to the aft side of the head of the stern post .....		50	5
Main breadth to outside of plank .....		13	8.5
Depth in hold from tonnage deck to ceiling amidships .....			
NUMBER OF TONS.			
Gross .....	21.83	Registered .....	12.28
and as described in more detail in the Certificate of the Surveyor and the Register Book.			
I, the undersigned <u>ARTHUR GRENFELL BARTON</u>			
of <u>STANLEY, FALKLAND ISLANDS</u> in the county of <u>---</u>			
(a) <u>COLONIAL MANAGER</u> of the <u>FALKLAND ISLANDS</u> Company, Limited,			
declare as follows :—The said Company was incorporated by virtue of * <u>a ROYAL CHARTER</u>			
<u>IN 1851</u>			
on the <u>---</u> day of <u>---</u> 19 <u>---</u> , and is subject to the laws of † <u>---</u>			
<u>UNITED KINGDOM.</u>			
The said Company has its principal place of business at <u>120 Pall Mall, London, England</u>			
where all the important business of the Company is, in fact, controlled and managed at meetings of			

Directors or Managers of the Company.

The above general description of the Ship is correct. FINLAY FERGUSON, Uncertificated, whose certificate of competency or service is No. \_\_\_\_\_, is Master of the said Ship. The said Company is entitled to be registered as owner of 511 shares in the said Ship. To the best of my knowledge and belief, no person or body of persons other than such persons or bodies of persons as are by the Merchant Shipping Act, 1894, as amended by the British Nationality Act, 1948, qualified to be Owners of British Ships is entitled, as Owner, to any interest whatever, either legal or beneficial, in the said Ship. And I make this solemn Declaration conscientiously believing the same to be true.

Made and Subscribed the South day  
of MARCH, 1961, by the above-  
named ARTHUR GREENFELL BARTON  
in the presence of [Signature]  
†  
JUSTICE OF THE PEACE.

[Signature]

(a) Insert office of person making declaration, Secretary or otherwise.

\* Here insert such of the descriptions as are applicable :—

“ An Act of Parliament of the United Kingdom (cite the year of the reign in which the Act was passed, its chapter and title),”

“ a Charter granted by H      Majesty and dated the      day of      1      ”

“ an Act or Ordinance of the Legislature of      (cite the year in which the Act or Ordinance was passed,  
“ its chapter and title),”

“ the Companies Act, 1948. (If incorporated before the commencement of the Act of 1948, the Act mentioned in the  
“ certificate of incorporation should be stated.)”

† The United Kingdom (or as the case may be). In the case of a Company incorporated by virtue of the Companies  
Acts, insert also “ and its registered office is at      ”

† Declarations must be made before a Registrar of British Ships, a Justice of the Peace, a Commissioner for Oaths  
within the meaning of the Commissioners for Oaths Acts, 1889 and 1891, or a British Consular Officer. The qualification  
of the person making the declaration and the place of attestation are to be added to his signature.

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To be purchased from  
York House, Kingsway, London, W.C.2      429 Oxford Street, London, W.1  
P.O. Box 569, London, S.E.1  
13a Castle Street, Edinburgh, 2      1 St. Andrew's Crescent, Cardiff  
39 King Street, Manchester, 2      Tower Lane, Bristol, 1  
2 Edmund Street, Birmingham, 3      80 Chichester Street, Belfast  
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**No. 79 (Sale)**

Official No.	Name of Ship	No., Date and Port of Registry	Whether a Sailing, Steam or Motor Ship	Horse Power of Engines, if any
156385.	"GAMBLER I"	1 of 1959. PORT STANLEY.	SCREW, MOTOR AND SAIL.	INTERNAL COMBUSTION I.H.P. 66
			Feet	Tenths
Length from forepart of stem to the aft side of the head of the stern post			50	5. 0
Main breadth to outside of plank			13	8. 5
Depth from top of deck at side amidships to bottom of keel			6	6. 5
			Gross	
			Number of Tons	
			Register	
			21 . 88	
			12 . 28	

(a) WE the undersigned (b) PETER SMITH THAIN, JAMES WATSON AND RICA ALEXANDRINA WATSON ALL OF PORT STANLEY, FALKLAND ISLANDS, KENNETH ALEXANDER McLEOD OF GOOSE GREEN, EAST FALKLAND ISLANDS, AND ALFRED REGINALD GEORGE JOHNSON OF ROY COVE, WEST FALKLAND ISLANDS. in consideration of the sum of FOUR THOUSAND POUNDS (£4,000) paid to (c) US by (d) FALKLAND ISLANDS COMPANY, LIMITED, PORT STANLEY, FALKLAND ISLANDS, SOUTH ATLANTIC.

the Receipt whereof is hereby acknowledged, transfer SIXTY FOUR Shares in the Ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances, to the said FALKLAND ISLANDS COMPANY, LIMITED.

Further (a) WE the said FIVE JOINT OWNERS for (e) OURSELVES AND OUR heirs covenant with the said FALKLAND ISLANDS COMPANY, LIMITED, and (f) WE assign~~x~~, that (a) WE have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances (g) \_\_\_\_\_

In witness whereof (a) WE have hereunto subscribed (h) OUR names and affixed (h) A seal this SIXTH day of MARCH One thousand nine hundred and SIXTY ONE

MARCH One thousand nine hundred and SIXTY ONE

Executed by the above-named K. A. Watson H. A. Watson H. A. Smith A. R. Johnson

in the presence of (i)

MANAGER AND AGENT FOR JOINT OWNERS. PORT STANLEY, FALKLAND ISLANDS.

REGISTRAR OF SHIPPING PORT STANLEY, FALKLAND ISLANDS, SOUTH ATLANTIC.

(a) "I" or "we." (b) here insert full name and address, with description of the transferor or transferors. (c) "me" or "us." (d) here insert full name and address of transferee or transferees with their description in the case of individuals, and adding "as Joint Owners" where such is the case. (e) "myself and my" or "ourselves and our." (f) "his," "her," "their" or "its." (g) If there be any subsisting Mortgage, or outstanding Certificates of Mortgage or Sale, add "save as appears by the Registry of the said Ship." (h) "my" or "our." (i) Names, address, and description of witness. \* Space for signature and Seal.

NOTE.—A Purchaser of a Registered British Vessel does not obtain a complete title until the Bill of Sale has been recorded at the Port of Registry of the Ship; and neglect of this precaution may entail serious consequences.

NOTE.—Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Shipping informed of any change of residence on their part.

Sec. F2059 (Dec. 1950)  
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Ref. No. S/27.

Customs and Harbour Department,

Stanley, Falkland Islands.

.....20th April.....19.61..

Sir,

A.K. "Gambler I". O.N. 156385

The abovenamed vessel has been sold to the Falkland Islands Company Limited. I enclose herewith Form 20 relative to the transfer of ownership.

I am,

Sir,

Your obedient servant,



Registrar of Shipping.

The Registrar-General of  
Shipping & Seamen,  
Llantrisant Road,  
Llandaff,  
Cardiff.

Ref. No...S/27.....

Your Ref. Reg./W.T.

Customs and Harbour Department,

Stanley, Falkland Islands.

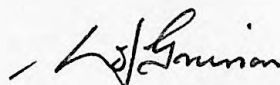
.....12th June.....1961..

Dear Sir,

A.K. "Gambler I". O.N. 156385

I have the honour to acknowledge the receipt of your letter of the 11th May 1961, and to forward herewith the amended Form 20. The five separate transactions have now been entered in the Register Book in accordance with your instructions.

Yours faithfully,



Registrar of Shipping.

The Registrar-General of Shipping  
and Seamen,  
Llantrisant Road,  
Llandaff,  
Cardiff.

# Copy of Transactions subsequent to Registry.

Registry.

Form No. 20 (Overseas).

Steam, Motor or Sailing	Tonnage	
	Register	Gross
Motor & Sail	12.28	21.88

Official Number of Ship } 156385		Port of <u>STANLEY</u>		Name of Ship <u>GAMBLER I</u>			No. and Date of Registry <u>1 of 1959</u>		
Col. 1. Number of Transac- tion.	Col. 2. Letter denoting Mortgages and Cer- tificates of Mortgage.	Col. 3. Name of Person from whom Title is derived.	Col. 4. Number of Shares affected.	Col. 5. Date and hour of Registry.	Col. 6. Nature and Date of Transaction.	Col. 7. Name, Residence, and Occupation of Transferee, Mortgagee, or other Person, acquiring Title or Power.			
1		Peter Smith Thain	16	6th March, 1961, at 11a.m.	Bill of Sale dated 6th March, 1961.	Falkland Islands Company Ltd. having its principal place of business at 120 Pall Mall, London, England.			
2		Kenneth Alexander McLeod	16	-do-	-do-				
3		Alfred George Reginald Johnson	16	-do-	-do-				
4.		James Watson	8	-do-	-do-				
5.		Rica Alexandrina Watson	8	-do-	-do-				

M. 8. Number and Account of subsequent Transactions, showing how Interest disposed of.	Col. 9. Number of Transac- tion under which Title acquired.	Col. 10. Names of Owners	SUMMARY Col. 11. Mortgages, Certificates of Mortgage, and Certificates of Sale.	Col. 12. Names of Mortgages and Attorneys under Certificates of Mortgage or of Sale.	Col. 13. Number of Shares.	Col. 14. Remarks.
Registrar, Port Stanley Falkland Is.	1,2, Falkland Islands 3,4, Company, Limited, and 5	120 Pall Mall, London.			64	Arthur Grenfell Barton, C.B.E. J.P. designated Colonial Manage.  Advice received under his ha nd 6th March, 1961.  <i>L. J. Gurnson</i> Registrar of Shipping, Port Stanley Falkland Is.

*L. J. Gurnson*

Registrar.

N.B.—To be sent in an envelope addressed  
to the Registrar-General of Shipping and  
Seamen, Llantrisant Road, Llandaff, Cardiff.



# The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851 TO

REGISTERED 1902

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING FORT STANLEY" VIA RADIO

*Stanley.*

WHY/SRP

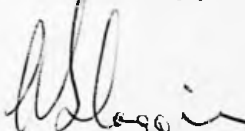
30th November, 1966

Registrar of British Ships,  
Harbour Department,  
STANLEY.

Dear Sir,

The m.v. "Gambler" has been converted to a lighter, and  
I accordingly return her Certificate of Registry.

Yours faithfully,



Colonial Manager.

Enc.

Ref. No.....

Customs and Harbour Department,

Stanley, Falkland Islands.

.....6th December.....19...66

Dear Sir,

'A.K. Gambler I' O.N. 156385.

Advice has been received from the Falkland Islands Company Limited that the abovenamed vessel has been converted to a lighter and requesting the Registry to be closed. Attached is the cancelled Certificate of Registry together with Form No. 20.

Yours faithfully,



Registrar of Shipping,  
Falkland Islands.

The Registrar General of Shipping & Seaman,  
Cardiff, Wales.

### Copy of Transactions subsequent to Registry

## Registry

Form No. 20 (Overseas)


Steam, Motor or Sailing	Tonnage	
	Register	Gross
Motor/Sail	12.28	21.68

Official  
Number of  
Ship } 156385

*Port of Stanley, Falkland Islands.*

Name of Ship..... **GAMBLER I**

No. and Date of Registry 1/59, Port Stanley

Col. 1. Number of Trans- action	Col. 2. Letter denoting Mortgages and Certi- ficates of Mortgage	Col. 3. Name of Person from whom Title is derived	Col. 4. Number of Shares affected	Col. 5. Date and hour of Registry	Col. 6. Nature and Date of Transaction	Col. 7. Name, Residence, and Occupation of Transferee, Mortgagee, or other Person, acquiring Title or Power
<p>REGISTRY CLOSED THIS THIRTEETH DAY OF NOVEMBER, 1966. ADVISED RECEIVED FROM OWNERS THAT VESSEL HAS NOW BEEN CONVERTED TO A LIGHTER AND REQUESTING THE REGISTER TO BE CLOSED.</p> <p style="text-align: center;">   REGISTRAR OF BRISTISH SHIPS,  FALKLAND ISLANDS. </p>						

