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COS

SECRETARIAT

SHI/VES/6 # 7

1611.	1 6 1 1

(Formerly)

M.V. GENTOO.

CONNECTED FILES.

NUMBER

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DEAN BROTHERS, LIMITED.

Directors: A. G. BARTON, D. POLE EVANS, D. BARTON

BENTLEY'S CODE

Telegrams:—

"MITERJACK, PORT STANLEY"

PORT STANLEY,

FALKLAND ISLANDS,

SOUTH AMERICA.

14th December 1953.

Sir,

It is proposed to send the m.v. "Gentoo" to Punta Arenas, in the near future, for the purpose of a refit and repairs, and accordingly seek the necessary permission for the vessel to make this voyage.

Furthermore, we should be grateful for any information regarding regulations or formalities, with which we must comply, when undertaking such a voyage.

I am,

Sir,

Your obedient servant,

ROSKES
Secretary.

The Honourable the Colonial Secretary,

Stanley.

ACJ
Be discuss
with H.M. &
advis.
16/12

Mr.
Very easy observations will
be appreciated

16/12

H.C.S.

There was a precisely parallel case when Tilbury sailed the "Protector III" to Montevideo for a refit in 1951.

2. The first formality was to get H.E. to authorise the trip officially, as the "Gentoo" will be sailing (presumably) without a qualified Master aboard. Under these circumstances, the Shipping Master (Mr Grierson) cannot sign on the crew on Articles unless directed by H.E. to do so.

3. After H.E.'s approval as above has been obtained, the next step is to obtain the necessary Customs and Health clearances (S.M.O. & C.O.) and for the crew to be signed on Articles.

4. I presume that the necessary foreign exchange for all expenses in Punta Arenas is available.

5. As regards (2) above, I would suggest that Government ensures that the person sailing the vessel is competent to take a sight, and that the ship is correctly fitted with lights and emergency signals, fog horn etc before authority is given.

So with H.E.
regarding Tilbury's trip.

17/12

Ans.

We have nothing on this - but re.

See Shipping Master's file act.

2.12.

H.M. is to be spoke for discuss with
C/C & quote legal authorities
for H.E.'s direction. Also
see find out who is
taking ship etc & advise
whether ~~H.E. should exercise~~
or it would be prudent for
H.E. to exercise such powers.

17/12

18th December,

53.

Sir,

I am directed to refer to your letter of the 14th of December, 1953, on the subject of the voyage of m.v. "Gentoo" to Punta Arenas and to state that the matter is under consideration and a decision will be communicated to you in due course.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Secretary,
Dean Brothers Limited,
PORT STANLEY.

H.E.'s authority in this derives from the Merchant Shipping Act, *Section 78, H.E. being the Board of Trade in the Colony.*

2. I understand that the crew will be the usual one from Pebble Island, and that Dean Bros hope to obtain the services of either Mr Monk or myself as skipper for the voyage.

3. I would not advise that H.E. exercises his authority for the voyage, unless

- (a) The hull is examined and in a reasonably good condition.
- (b) All rigging is secure and safe.
- (c) The engine is in good order, and the engineer competent to perform his duties, especially with regard to dealing with emergencies.
- (d) That the wireless set is sufficiently powerful to contact either Punta Arenas or the Falkland Islands in emergency.
- (e) The skipper can navigate in open water so that in emergency an accurate position could be passed to a tug or R.N. ship. This entails being able to take a sight with a sextant.
- (f) The boats, lights and safety devices carried aboard are adequate for the voyage.

4. For personal reasons I am not very anxious to go away from the islands during next year as ~~I am~~ expecting a baby (~~or rather, my wife is~~). However, it will be necessary to send "Philomel" to Punta Arenas again during 1954 for slipping to change her propellor shaft and carry out a proper underwater inspection, and as "Protector" is also intending to visit Punta Arenas for a refit, it might be worth considering a system whereby all three go at roughly the same time and get it over and done with. It would then be possible for one navigator to clear the whole lot, in the following manner. "Protector" and "Gentoo" sail in company to the Straits. "Protector" to go into Punta Arenas for refit, leaving "Gentoo" to anchor in a creek en route (there's a nice spot near Elizabeth Island where I anchored "Philomel") and thus avoid harbour dues. "Gentoo" to continue to Punta Arenas after "Protector" clears the port, the navigator returning to the Falklands with the "Protector" and transferring immediately to the "Philomel" and then sailing back to Punta Arenas. "Gentoo" and "Philomel" to return to the Falklands in company. In this manner all three ships could be attended to without incurring unnecessary expenditure in harbour dues etc., and both "Philomel" and "Protector" would have been saddled with the slow ship one way. "Philomel" and "Protector" will probably only require two or three days each on the slipway: the "Gentoo" I estimate will probably be there for more than a month. As regards this last point, it would not be necessary for "Philomel" to sail for Punta Arenas until, say, a week before "Gentoo" is due to be unslipped, and thus avoiding waiting for the "Gentoo" to complete.

5. I do not consider the above idea should be rushed into - I am merely putting it forward as a suggestion for an economical method of carrying out the operation. It is interesting to note that in 1951 it was regarded as crazy to sail a ship to P.A. for an under-water refit, whereas now three ships want to do it! In the end I am convinced that it will be regarded as the sensible thing to do with all ships of this class once every two or three years, since beach work here is only make-shift at the best.

Example: -

Jun 15th "Protector" & "Gentoo" sail from Stanley.
 Jun 6th Arrive P.A.
 Jun 10th "Protector" sails from P.A.
 Jun 14th Arrives Stanley.

Jun 30th "Philomel" sails from Stanley
 July 4th Arrives P.A.
 July 9th "Philomel" & "Gentoo" sail from P.A.
 July 15th Arrive Stanley.

AGS Bo. with Merchant Shipping Act. - attached

5
H.M. I am afraid I have set on this
for some time but anyway the intentions
of the various owners may by now be
clearer. Have you anything definite from Protector?

2) The position must have may well
have altered as a result of Philmel's
commitments with Dr Richter.

3) I see discuss.

Q
9/3

H.C.S.

As you say, Dr Richter's tone alters the whole thing.
"Gentoo" is, I believe, sailing independently with "Mail".
"Protector's" intentions uncertain & will discuss when more
information is available.

I

H.S.

I received this file as the Secretary, Dean Barr.
is pressing for a reply to ① or at least a
follow up to ③. He tells me that they
hope to employ Mr. Monk as Master for the
voyage as they plan to send "Gentoo"
to Punta Arenas in June.

Q
26/3

J.H. - above.

The answer appears to be that H.M. should
advise whether the journey should be
allowed, ~~whether the journey should be~~

J.H.
27/3

By C.P. yes he should advise whether the journey under
the Monk should be sanctioned and which of the items
in Sec 3 para 1(4) must still be complied with.

27/3

2.

H. M./

H. M.'s minute at 5. p.m. pl.

J. S. 29/3

H. C. S./

1. I suggest that Government obtain from Monk a signed statement to the effect that he has personally examined 3 (a) (b) (c) & (f) & is satisfied that the arrangements in all are adequate for the voyage. 3(e) is redundant now Monk is to take the ship. 3(d) can be checked by Mr Mercer upon the vessel's arrival in Stanley.
2. Vessel to sail from Stanley in order that the necessary health & customs clearances can be given.
3. Monk holds a B. of T. master's certificate & is unlikely to risk losing this (& his life) if he does not think everything is safe.
4. "Protecta's" plans are still uncertain.

Jh
30.iii

Dr. J. S. 31/3

1611.

1st April, 54.

Sir,

Further to my letter of 18th December 1953, will you please confirm that Mr. Monk is to be employed as Master of the "Gentoo" for the voyage to Punta Arenas and furnish a certificate signed by him that from personal examination he is satisfied that:-

- (a) The hull is in reasonably good condition
- (b) All rigging is secure and safe
- (c) The engine is in good order, and the engineer competent to perform his duties, especially with regard to dealing with emergencies
- (d) The boats, lights and safety devices carried are adequate for the voyage.

2. In the event of the voyage being authorised it will be necessary for the vessel to sail from Stanley in order that the necessary health and customs clearance can be given. Before authorising the voyage Government will require to be satisfied that the wireless set is sufficiently powerful to contact either Punta Arenas or Stanley.

I am,

Sir,

Your obedient servant,

(Sgd.) J. E. Briscoe

Acting Colonial Secretary.

Reply at 8.9

The Secretary,
Dean Brothers Limited,
Stanley.

H.M.

S.M.

10 S.M.

8 2/4

13.4
14.4.54

16 8.10

X 8

DEAN BROTHERS, LIMITED.

Directors: A. G. BARTON, D. POLE EVANS, D. BARTON

BENTLEY'S CODE

Telegrams:—

"MITERJACK, PORT STANLEY"

PORT STANLEY,

FALKLAND ISLANDS,
SOUTH AMERICA.



15th April 1954.

Sir,

7
9
With reference to the Acting Colonial Secretary's letter No. 1611 dated 1st. April I am herewith enclosing the required certificate, signed by Mr. Monk.

Reference para. 2 it is noted that the m.v. 'Gentoo' is required to sail from Stanley in order that the necessary health and customs clearance can be effected.

Please confirm that this matter is now in order and that we can proceed with all necessary arrangements.

I am,

Sir,

Your obedient servant,

Hoiskies
Secretary.

The Honourable the Colonial Secretary,

Stanley.

but

Reply at 11

9

DEAN BROTHERS, LIMITED.

Directors: A. G. BARTON, D. POLE EVANS, D. BARTON

BENTLEY'S CODE

Telegrams:-

"MITERJACK, PORT STANLEY"

PORT STANLEY,

FALKLAND ISLANDS,

SOUTH AMERICA.

A

I --- ADRIAN BERTRAND MONK--- do hereby certify that I am
to be engaged as Master of the m.v. "GETICO" for the voyage
to Punta Arenas and return PORT STANLEY, about May/June 1954.

I further certify that, by my personal examination, I am
satisfied that:-

- (a) The hull is in reasonably good condition
- (b) All rigging is secure and safe
- (c) The engine is in good order, and the engineer competent
to perform his duties, especially with regard to dealing
with emergencies
- (d) The boats, lights and safety devices carried are adequate
for the voyage
- (e) The wireless set is sufficiently powerful to contact
either Punta Arenas or Port Stanley.

Signed..... *Adrian Bertrand Monk* (A.B. Monk).

Date..... 9th April 1954.

To:-

The Acting Colonial Secretary,

Stanley.

B

*Adrian, what do we do in
Lilbury's case -? Price
some form of certificate?
20/4*

C.

Shipping Master

*If I remember correctly you gave Dilling a
cert. on the Governor's direction? If so would you please
100*

A.C.S.

Governor's instructions re Protector attached.

This case differs from that of Tibbings as Monk has a Master's Certificate whereas Tibbings was only an Able Seaman. A Special Permit could be granted to Gentoo's Engineer but when you consider that the Engine Room Staff aboard "John Bruce" have no B.T. qualifications perhaps he need not bother too much in this case.

YfG
S.M.

20.4.54.

ACS

Please confirm to (7) that they can go ahead with their arrangements.

22/4

Dep't
24/4

23rd April,

54.

8
Sir,

I am directed to refer to your letter of the 15th of April, 1954, regarding ~~the~~ voyage to Punta Arenas of the m.v. "Gentoo" and to confirm that you may now proceed with the necessary arrangements.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Secretary,
Dean Brothers, Limited,
STANLEY.

Shipping Note

12

1. note, pl.

2. You file C. 15 is

returned 4/10.

S
20/4

H.G.S

13.

Noted, thank you

~~HS~~
J.M. 23.4.64.

R.H.
J.M.

Mr. A.G. Barton,
Port Stanley.

Pebble Island.
27th. June 1959

Sir,

CONDITION OF VESSEL "GENTOO"

I understand that you are a leading director of Dean Brothers, and therefore I write to you that the board may be informed of the condition of this vessel.

To the best of my knowledge, she is unsafe for service outside very sheltered coastal waters, and would require an extensive overhaul to render her safe.

Hull Seen from abeam, the vessel has a visible permanent lag of 3 or 4 inches.

After working in a moderate seaway, she requires pumping every two days.

According to reports which I have no reason to disbelieve, the keelson is broken in three places, and is stiffened by a false keel bolted on.

Plank butts have been refastened with galvanized steel spikes in the starboard bilge amidships.

As far as can be made out from the log-book, it is four years since the vessel was thoroughly inspected by a shipwright.

The steering gear and rudder stock require survey.

Machinery

This has been well maintained, and should, for a modest outlay, give many more years of service.

There is, however, a report of serious pitting to the tailshaft between the stern tube and the propeller boss.

If this is as serious as reported, calculation shows that dangerously high stresses could occur in the shaft in heavy weather, with danger of losing the propeller.

The normal method of repair would be to withdraw the shaft, on the slip or in drydock, and build it up by electric welding, subsequently turning it to size on a lathe.

The strength of the shaft will vary, very nearly, as the cube of the minimum diameter, neglecting the possible effects of fatigue.

If these repairs cannot be carried out in Stanley, then the vessel would need careful inspection, and, possibly some temporary repairs before going over to the coast.

An examination of the log-book shows that the vessel can be expected (as used at present) to steam for only about three hundred hours in the year. The machinery is specifically designed to be operated by semi-skilled labour, and I can only suppose that the engagement of a full time professional engineer for this vessel has been due to a misunderstanding: it would appear that a man employed for general duties on the farm, who was willing to attend to the engine on the odd occasions when the vessel is required, would give a much more satisfactory return for the outlay of wages.

On this connection, as you are no doubt well aware, the "Gentoo", as she now is, has more or less reached the end of her useful life, and it would be a fairly straightforward matter to arrange for the replacement vessel to be manoeuvred directly from the steering position. The present "Widdop" engine seems to be capable of simple adaptation in this respect.

I hope to have the early opportunity of surveying this engine, and will be pleased to give you a report on its condition.

May I assure you in the meantime of my best assistance in obtaining a seaworthy vessel and suitable engineering facilities on the farm.

Should you wish I will prepare scheme sketches for the consideration of the management, with regard to the matters mentioned in this letter.

Yours faithfully,
J. Currie.

Copies:- Mr. A.G. Barton, Mr. E. Lyse
Mr. T. Llamasa, Mr. G. Peck, writer.

TO H.E. THE GOVERNOR OF THE FALKLAND ISLANDS

Sir,

I, James Currie, a mechanical engineer, at present resident in the Falkland Islands, do humbly pray that you take note of the following submission,

----- That the coastal vessel "Gentoo", normally lying at Pebble Island in the Falkland Islands, is unfit to proceed to sea by reason of defects in the hull and machinery, and thereby constitutes a danger to the lives of those of Her Majesty's subjects required by their terms of employment to serve upon the said vessel.

Signed J. Currie

6th. July 1959

Copies:

H.E. The Governor,
The Rt. Hon. The Minister for Transport & Civil Aviation,
London.

The Chairman, F.I. Labour Federation.

Mr. A.G. Barton, for Owners.

16
COPY OF TELEGRAM FROM J. CURRIE- PEBBLE ISLAND DATED 7.7.59

A G BARTON STANLEY

But now your track is smoothly done you can fly or you can run
quickly to the green earths end and from thence can soar as soon to
the corners of the moon

Currie

TO H.E. THE GOVERNOR OF THE FALKLAND
ISLANDS.

17.

Sir,

I, James Currie, a mechanical engineer, at present resident in the Falkland Islands, do humbly pray that you take note of the following submission.

— That the Coastal vessel "GENTOO", normally lying at Pebble Island in the Falkland Islands, is unfit to proceed to sea by reason of defects in the hull and machinery, and thereby constitutes a danger to the lives of those of Her Majesty's subjects required by their terms of employment to serve upon the said vessel.

COPIES:- H.E. THE GOVERNOR.

THE RT HON. THE MINISTER

FOR TRANSPORT & CIVIL AVIATION, LONDON.

Signed J. Currie

6th July, 1959.

THE CHAIRMAN, F.I. LABOUR FEDERATION.

MR A.G. BARTON, FOR OWNERS.

OFFICIAL NUMBER ?PREPARED BY J. CURRIE H.N.C. Mech.

18

1/ HULL

(a) The vessel is heavily built of wood, after the fashion of an old style hulk or sea drifter, approximately 80 feet long.

She was reconditioned in 1926, but is understood to have been built originally c. 1914.

(b) Seen from abeam the vessel has a visible permanent hog of 3 or 4 inches, from the line of the sheer.

(c) After working in a moderate seaway, she requires pumping every two days.

According to reports.

(d) The keelson is broken in three places, and the keel is stiffened by a false keel bolted on. The material of the bolts is believed to be wrought iron. This repair carried out approximately twenty years ago.

- (e) Plank butts have been refastened, by unskilled labour, using galvanized iron spikes.
- (f) The steering gear and rudder stock have never been properly surveyed.
- (g) As far as can be made out from the log book, it is four years since the vessel was inspected by a qualified shipwright.

2/ MACHINERY.


- (a) The propelling engine is of "Widdop" make, type E.M.X.S., installed in 1943.
- (b) It appears to have been well maintained.
- (c) According to report, the propeller shaft is pitted between the stern tube and the propeller boss, in the form of a circumferential groove roughly 0.25 inch deep.

REFERENCE: H. Widdop & Co Ltd, Keighley
ORDER NO V5673, Drawing Sp.D. NO 1027

Hon. A.C.S.

Gentoo is not registered here or any where else. As far as I am aware we do not come into this dispute. We should of course note it. Anyone may take a ship to sea and we have no power to stop them. My own reasoning is that the crew, if they refused to work the vessel because they consider it unseaworthy, might be dismissed. In which case they could sue the Owners for wrongful dismissal, and provided they had sufficient proof that the ship was unseaworthy might possibly be compensated for wrongful dismissal. If on the other hand the Owner could prove that the ship was seaworthy then it is assumed that the crew would remain dismissed. The proof I believe would have to be a survey by a qualified ships surveyor, and we have'nt one here.

I note that J. Currie is a qualified mechanical engineer, he holds a Higher National Certificate in Mechanical Engineering, this borders on a professional degree!.



Disc
+ LA.

Q
13/7/59

X.H.

21

Att. for information.

I propose to ignore if

you agree?

8/10/59

yes

PH

11/7/59

22

N.B.

Since writing above Laurie called K See me & said that he felt obliged to report the 'unfortunate Gaulton affair'. He then produced several pages of what he described as his 'case'. I read the first few lines which indicated that he intended to sue Dean Ross for £1,000. I immediately handed him back his paper without reading further, explaining that I preferred not to read or discuss the matter with him as I may have to sit on the case - but if he required legal advice he should contact Rex Borrowing. He accepted this - then enquired about the possibility of employment. I told

23

him that P.D. may have something
for him but probably not in
his line. He thanked me &
departed.

He was very civil & quite
valuable throughout the interview.

6

10/7/59.

P.A.