

C.S.

PORT & MARINE.

(Power Boat "Georgia")

SHIVES/7 # 2

193 7.

No. 244/37.

Hon. Col. Secretary.

SUBJECT.

193 7.

30th December.

SERVICES OF POWER BOAT "GEORGIA".

Previous Paper.

MINUTES.

Harbour Master.

The Agric. Adviser has asked if the power boat can convey Mr. Wm. Davies to Johnston's Harbour this afternoon

2. Will you kindly say if this can be arranged and whether you consider that present weather conditions are such that the trip can safely be made.

3. Will you please also state the estimated time for the trip to Johnston's Harbour; the estimated

Subsequent Paper.

Fuel consumption for the trip,  
and the estimated cost.



4. Perhaps you will be  
good enough to give this  
matter your immediate consideration  
in order that the matter may  
be submitted to H.C. the Governor  
at the earliest possible moment.

MCH  
P.S.  
30. 12. 37

Hon Col. Sec.

The Power Boat can be ready at 1.0 p.m. today.

The Coxswain states that the weather conditions  
at present are good and likely to last for a  
while.

Time taken for the return trip say  $2\frac{1}{2}$  hrs,  
this is governed by the time the boat stays  
at the Port.

Fuel consumption approximately 3 Cases of petrol

at 18/1 case = £ 4-10-5

+ oil say 3-0

Total £ 4-13-5

C. Roberts.  
30/12/37.

H.

Submitted.

MCH  
Ch.

30. 12. 37

The pen approved I wished  
for a personal trial and will take  
this opportunity

~~Handwritten signature~~ 30/12/37

Harbour Master.

To note and in  
confirmation of our verbal  
conversation regarding the  
boat being in readiness  
at 1 p.m. today.

MCH  
Ch.  
30. 12. 37

Hon. Col. Sec.

Is the cost of this trip to  
be charged to the Agricultural Dept  
please?

C. Roberts.

30/12/37

Minutes from H.C. the Governor of 3/1/38. ①

Y's Minutes overleaf submitted.  
Since the vessel conveyed Y's  
his charge should be made?  
I do not know if it is Y's intention  
or wish that Govt. Depts should  
pay when the services of the  
boat are required for official  
business.

McH  
C.S.

S. 1. 38

No charge

The Treasurer might be consulted  
about a charge on Depts when the  
George is required for service outside  
Harbour limits having regard to the  
current estimates e.g. the Med. Dept.  
might ask for the vessel for conveyance  
of the dentist and his equipment which  
cannot go by land

ttttt 3/1/38

Harbour Master.

To note no charge.

2. Y's minutes rec ① for  
necessary action please.

McH

S. 1. 38

Hon Col Sec.

With reference to H.E. minute ref ① I beg to submit the following remarks.

Heating of Port Engine.

Even on a two mile run the engine showed signs of overheating. This would seem to indicate that the circulating water was not functioning properly.

I accordingly had the pump changed, all circulating pipes dismantled and cleaned. No obstruction could be found.

Pump and other spares.

These have been placed on board.

Damaged woodwork.

This has been repaired.

Galley

now in running order.

Water Supply.

The tank has been filled with running water and all fittings are working.

Crewsman Uniform.

He has been fitted out with becket & blue jersey.

Slipping & general remarks.

The "Georgia" was put on the slip on Wed 5<sup>th</sup> Jan. The bottom was scrubbed and painted. She was launched today the 7<sup>th</sup> Jan. and immediately taken on trials. I was present during a run of approx 6 miles. Both engines ran at 2,500 revs for the whole distance, they behaved perfectly, there was no undue heating, after the run both showed a temperature of 40° against one at 40° and one at 80° before the overhaul.

I consider the boat is now in perfect running order and ready for sea going at a few minutes notice.

C. Roberts 7/1/38.

H.

Submitted. This is satisfactory?

met  
es.  
10. 1. 58

It certainly is except for the  
unexplicable weathering

I will take another pen in her room with the D.M.

~~10/1/38~~ 10/1/38

Harbour master.

To note.

met  
es.  
10. 1. 58

Don Col. Sec.

Noted thank you.

C. Roberts.  
H.T. 11/1/38.

P.A.  
11/1/38



Hon. S. M. O.

To see red 65 (436/28)

2. I foresee no difficulty in arranging for conveyance by "Georgin" to Darwin on or about 26<sup>th</sup> January.

MCH

CS

8. 1. 58

N. 65

The S. P. W. spoken to agree so that on some suitable day in the near future MR. Still and I will proceed to Darwin.

Qu. to

10. 1. 58

May arrangements be made for the conveyance to Darwin of the S. M. O. and the Dentist by the "Georgin".

MCH

CS

11. 1. 58

In a dead calm or the worst thing to it, yes.

It would be glad if a wind force limit for (a) ordinary purposes and (b) emergencies could be fixed. The light house can always fire it near enough I think. For appropriate work fl.

11/1/58

A C.S.O. in receipt of these instructions to the appropriate file please MCH

To 244/37

Harbour Master.

To note approval of conveyance by "Georgia" of the S.M.O. and Dentist to Darwin, also Mr's minute for necessary action, please.

2. I understand from the S.M.O. that he was prepared to leave within the next day or so.

McH.  
C.S.  
15.1.38

Hon. Colonial Secretary,

With reference to His Excellency's minute of the 11th inst., I submit the following draft scale of wind forces for consideration:-

Voyage	Ordinary	Emergency
Berkeley Sound	5	6
South Coast	4	5
North Coast	4	5

Above figures on Beaufort Scale

The above is based on experience gained on voyage to Darwin Harbour on the 29th October 1937, when wind force was 5.

Notes. Wind force on 29th October 1937 in Stanley at 9 a.m. was 3.

" " " " " " at Cape Pembroke Lighthouse at 3 p.m. was 3-4 and at 5 p.m. was 5.

Wind force at 4/5 p.m. on 29th October 1937 taken from "Georgia" to South-west of Port Harriet was 5.

There is no anemometer at Cape Pembroke Lighthouse and wind force is guessed.

2. With reference to your minute of the 13th inst I have to report that the trip to Darwin was made on the 15th inst. The sea was calm and the time taken on the trip was 4 hours 15 minutes outwards and 4 hours 10 minutes return.

3. The cost of the trip was as follows:-

85 gallons petrol @ 18/1 case of 8 gallons	£9 12 2
1½ gallons oil @ 4/5 gallon	- 6 8
Total.....	£ 9 18 10

4. May I be informed, please, whether the cost of this trip is to be charged to the Medical Department?

G. Roberts.

HARBOUR MASTER  
25th January 1938.

J.R.

Submitted.

2. I understand that J.R. does not desire payment made by the Medical Dept.

met.

26.1.38

Until Depts have travelling notes the Head Miscellaneous under transport has to carry such claims

I see that the consumption is off. 10 gallons as laid against the 8 given by the meters. That seems quite good allowing for meters' optimism. What would have been the cost by

local steamer? There were 3 nights  
and 1 return passage?

3. I think that up to two privilege  
passages might be grantable when there  
are not more than four official  
passages or payment of an amount equal  
to the cost by local steamer. If that is  
agreed 25% w<sup>d</sup> be required for two official passages.

4. The wind forces will have to be  
lower than as suggested probably as the  
intention is that the boat should travel  
only on calm selected days. Please  
ask the D.P.W. for the Beaufort scale  
in terms of description of wind - strong breeze  
gale &c.

H.M.M.H. 26/1/30  
Harbour Master.  
Will you kindly furnish  
the scale asked for by H.C.  
M.C.H.  
C.S.  
26. 1. 30

Hon. Colonial Secretary,

With reference to para 4 of His Excellency's minute  
of the 26th inst. I beg to submit, on the following sheet, the  
information called for.

continued/

Beaufort number	Description of wind	Miles per hour	Specification of Beaufort Scale
0	Calm	0	Calm; smoke rises vertically
1	Light air	1.9	Direction of wind shewn by smoke drift, but not by wind vanes
2	Slight breeze	5.3	Wind felt on face; leaves rustle; ordinary vane moved by wind
3	Gentle breeze	9.7	Leaves and small twigs in constant motion; wind extends light flag
4	Moderate wind	15.0	Raises dust and loose paper; small branches are moved
5	Fresh wind	20.9	Small trees in leaf begin to sway; crested wavelets form on inland waters
6	Strong wind	27.5	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty
7	High wind	34.6	Whole trees in motion; inconvenience felt when walking against wind
8	Gale	42.4	Breaks twigs off trees; generally impedes progress
9	Strong gale	50.5	Slight structural damage occurs (chimney pots and slates removed)
10	Whole gale	59.2	Seldom experienced inland; trees uprooted; considerable structural damage occurs
11	Storm	68.2	Very rarely experienced; accompanied by widespread damage
12	Hurricane	above 75.0	-----

*Amended see sheet 6*

*G. Roberts,*

HARBOUR MASTER  
27th January 1938.

R.

Report by Dr. Wks. Submitted.

2. The S.M.O. spoke to me last night and stated that he had received a telephone message from Douglas Station asking for transport for a sick person from Salvador Str. The S.M.O. said he knew of the case and recommended that the patient should be brought to Hospital. He added that arrangements could be made to bring the person to the head of Berkeley Sound water if the "Georgia" could proceed there to bring the patient in.

3. Presumably the person asking for transport must pay the cost?

Half seen  
Rep of  
23.6.57

4. A man is waiting at Douglas Str for a reply.

5. With regard to the estimate of the 16<sup>th</sup> instant 3 single to Darwin would be £4-10-0 and on return £3 or a total of £7-10-0. 30/- for a single passage by "Georgia" to Darwin would appear reasonable.

W.H. C.

George L  
As telephoned G.W. will bear the cost if that is the undertaking to subscribers up to a stated amount. Subscribers have been informed?

20/1/50

Mr. Greenshield informed me  
 patient from Salvador would  
 arrive at Green Patch about  
 2 p.m. today and asked if  
 "Georgia" could be there then  
 or thereabouts.

Under 3 (vii) of the Regulations  
 of 25<sup>th</sup> June 1937 half the cost of  
 transport is paid by Govt.

Harbour master,

In confirmation of our  
 verbal conversation, please see  
 Mr's minute authorising  
 "Georgia" to go out to bring in  
 a patient. As noted above  
 Mr. Greenshield informed <sup>me</sup> by phone  
 that the patient should reach  
 Green Patch about 2 p.m. today.

MEH  
 C.

28.1.58

Hon. Colonial Secretary,

Trip was made to Port Louis South. The  
 following are a few particulars connected therewith:-

Passengers outward:-	Doctor and Nurse
" inward:-	Doctor, Nurse, Mr and Mrs Johnson

Time taken, outward:-	1 hr 38 mins	} Engines at 2000 r.p.m
" " inward:-	1 hr 34 mins	

Cost = 31 gallons of petrol @ 18/1 per

8 gallons.....£3---10---1

Beaufort Number	Description of Wind	Miles per Hour	SPECIFICATION OF BEAUFORT SCALE	
			For Coast Use	For use on Land
0	Calm	0	Calm	Calm; smoke rises vertically
1	Light air	1.9	Fishing Smack just has steerage way	Direction of wind shown by smoke-drift, but not by wind vanes
2	Slight breeze	5.3	Wind fills the sails of Smacks, which then move at about 1-2 miles per hour	Wind felt on face; leaves rustle; ordinary vane moved by wind
3	Gentle breeze	9.7	Smacks begin to careen, and travel about 3-4 miles per hour	Leaves and small twigs in constant motion; wind extends light flag
4	Moderate wind	15.0	Good working breeze Smacks carry all canvas with good list	Raises dust and loose paper
5	Fresh wind	20.9	Smacks shorten sail	Small trees in leaf begin to sway; crested wavelets form on inland waters
6	Strong wind	27.5	Smacks have double reef in main sail. Care required when fishing	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty
7	High wind	34.6	Smacks remain in harbour and those at sea lie to	Whole trees in motion; inconvenience felt when walking against wind
8	Gale	42.4	All Smacks make for harbour, if near	Breaks twigs off trees; generally impedes progress
9	Strong gale	50.5	-----	Slight structural damage occurs (chimney pots and slates removed)
10	Whole gale	59.2	-----	Seldom experienced inland trees uprooted; considerable structural damage occurs
11	Storm	68.2	-----	Very rarely experienced; accompanied by widespread damage
12	Hurricane	above 75.0	-----	-----

*C. Roberts.*

HARBOUR MASTER  
29th January 1938.

H.  
 Submitted. The cost of the trip to Port Louis South to bring in a patient was £3-10-1. This is for petrol only and does not include proportion of cost of wages of crew.

See note on sheet 6 re reparations  
mcH

2. Mr. S. Johnson to be asked to pay half the cost of the trip?

mcH  
 C.S.  
 29. 1. 55

If Duffer Station asked for the vessel call upon them for £1-15-0  $\frac{1}{2}$  cost of petrol, only saying that no charge will be made for the use of the vessel + crew otherwise call on Mr. Johnson

mcH 30/1/55

Hon. S. M. O.

Can you say who asked for the vessel? presumably it was Mr. Johnson.

mcH  
 C.S.  
 1. 2. 55

A.65

When Mr. Johnson was here I obtained a written order from him on Mr. W. J. Hutchinson who acts as his local agent, covering the cost of Mrs. Johnson's medical care. The bill should be presented to him for payment. Mr. Greenshield is not concerned - he merely provided telephone facilities.

S. W. F.  
S. W. F.  
11.2.38

Letter to Mr. Stanley Johnson of 3/2/38. (2)

Harbour Master

To note.

WCH  
Ch.  
3.2.38

Hon. Col. Sec.

Noted thank you.

1. The £1-15-0 when received will be paid into revenue or transport?
2. Costs of transport by "Georgia" will be charged to XVIII Miscellaneous // Transport as H.F.<sup>s</sup> - minute 26/1/38. ?
3. Mrs. Steel to receive bill for 30/- passage to Darwin ?

S. Roberts

3/2/38.

Hon. Secs.

In favour of your advice on para. 1. please

WCH  
Ch.

7.2.38

Hon. C.S.

I suggest that the revenue be credited to a new sub-head as it is likely to be permanent, under IV Fees, Fines, Reimbursements - Receipts Marine Transport.

2. Regarding expenditure I suggest that for this year the cost be charged to XVII Miscellaneous Transport as the hire of any other vessel would be charged to that sub-head. I suggest for the 1939 estimates that each dept. provide a sub-head to cover the cost of departmental transport.

J.R.  
8/2/38

Harbour Master.

The revenue to be paid to a new Sub-Head "Receipts Marine Dept." under Res. Head IV Fees, Fines.

2. Expenditure as noted in para: 2 of your minute.

3. Mr. Stair to receive a bill for passage of his wife.

WCH.  
C.S.  
10.2.38

Hon. Col. Sec.

Noted thank you.

C. Roberts.  
10/2/38.

P.H.  
11/7/38

Telephone message from S.M.O.  
received 10 a.m.:-

"I have had a request to  
send transport to Johnsons  
Harbour to bring in a  
patient. It is a maternity  
case and I recommend that  
the patient should be brought  
in without delay."

Message conveyed to P. Wks Dept (to  
Mr. Leman) with a request that  
he should inform the Director.

MCH  
14. 2. 55.

D.P. Wks (Hbr. Master)

If conditions are suitable  
the "Georgia" might be sent as  
soon as possible to bring in  
the patient - Mrs. Douglas Smith.

MCH  
14. 2. 55

Hon. Colonial Secretary,

As requested in your minute of the 14th inst, the Power Boat  
proceeded to Johnsons Harbour with the Matron of the K.E.M. Hospital for  
the purpose of bringing in the patient - Mrs. Douglas Smith.

2. The Coxswain informs me that on arrival at Johnsons Harbour they  
had to wait approximately half an hour before they could get a boat to take  
the Matron on shore; and also that Mr. Smith was very surprised to learn  
that the "Georgia" had been sent out for an urgent case. He had asked  
for the motor boat "Dawn"; but there was no great hurry.

3. The "Georgia" brought in Mr. and Mrs. D. Smith, their four  
children and a dog.

4. I submit that it is intended that the boat should be used for cases of this description only when they are urgent; and that when so used other passengers should not be carried.

5. The Coxswain of the "Georgia" might receive instructions in writing to the above effect.

6. In the present case some mistake has apparently been made; probably in the meaning of the telephone calls.

7. The cost of the trip, not including a charge for the use of the vessel and its crew, was as follows:-  
32 gallons of petrol @ 18/1 per 8 gallons = £3--12---4.  
I suggest that half the cost should be charged to XVII Miscellaneous 11 Transport and half to the patient; plus additional fares for husband, children and dog. If this is approved the amount to be claimed on Mr.D.Smith will be as follows:-

Patient $\frac{1}{2}$ cost of petrol	£1--16 <sup>s</sup> --2
Mr.D.Smith fare @ 13/-	13---0
4 children $\frac{1}{2}$ fare @ 6/6 ea	1---6---0
1 dog	7---6
	<hr/>
	£ 4---2---8
	=====

8. In the case of the "Dawn" I understand that the charge would have been £5.

*S. Roberts.*

HARBOUR MASTER  
15th February 1938.

*Hon. S. M. O.*

*There was no urgency about this case. Will you please state what person asked for a boat and said the matter was urgent.*

*WCH*  
*CS*

*16.2.38*

2.65

① Mr. Slade telephoned me at Canopus that there was a maternity case at Johnson's Harbour which had asked for a boat "The Dawn" to be sent for her. The boat's owner was ill and unable to go. Mr. Slade informed me that he then telephoned to Port Louis to confirm whether or not the case was urgent and he was told that the case was urgent. I therefore requisitioned the Power Boat and sent the Matron.

② The case proved on investigation not to be urgent at all and there was no justification for sending the Georgia. Mr. Slade evidently failed to make himself understood at Port Louis.

③ I pointed this out to Mrs. Smith and that her husband must meet the whole expense to which she readily agreed.

④ Something additional I think should be added as a deterrent. This sort of thing will occur again if people feel they can ask for this boat in a casual way.

Rev. H.  
3 MS  
16.2.58

Supervisor Gen. Depo:

The "Georgia" was sent to Johnson's Harbour on statements made by Mr. Slade. There was no urgency and apparently the "Georgia" had not been asked for by Mr. Douglas Smith. I understood that Mr. Slade went to the house of the Hon. G. Roberts early in the morning to ask for the "Georgia". Please ask him to furnish an explanation of the facts.

MCH cl.  
17.2.58

Hon. Col. Sec.

Mr. Slade has been approached and has stated as follows for the attached paper.

3.

AM.

Sup. Secy  
18/2/38

D.P. Wks.

To see correspondence. Evidently Mr. Slade acted in good faith.

2. Mr. G. D. Smith should be charged as you suggest.

MCH.

Ch.  
19. 2. 38

Hon. Col. Sec.

A bill for 4-2-8 has been forwarded to Mr. D. Smith.

*R. Roberts.*

19/2/38.

P. A.

4. Minute to D.P.W. and Harbour Master of 28. 2. 38.

PA  
2/2/38

5. Minute from Ag. Adviser of 8/3/38

H.

The Harbours Dept. were untroubled regarding the "Genqin" proceeding to Darwin with Mr. Davis and the Hon. Adviser.

She left at 11.15 a.m. and reached Darwin in exactly 4 hours.

Mest  
C.  
9. 3. 38

Thank you. (3) herein is bad

~~W.S.~~ 9/3/38

D. P. W.S.

To note.

Mest  
C.  
10. 3. 38

Hon. Col. Sec.

With reference to your minute of the 9/3/38 I have to report that the times taken were as follows:

Stanley - Darwin.	4 hr.	Wind force 4.
Darwin - Stanley.	3 hr 57 m.	" " 5.

The Coxswain reports that on the return journey he ran into two tide rips, one off

C.S.O. No. 2111/38

Inside Minute Paper.

Sheet No. 11...

East I<sup>s</sup>, and one off Cape Pembroke.  
While in the former rip the "Georgia"  
skipped two very bad seas and became  
difficult to manage. No damage was done.

Submitted below a few particulars of the  
trip made to Port Louis on the 8<sup>th</sup> March

Stanley to Port Louis 24½ Sea Miles.

Time outward 1 hr 28 Mts.

" Homeward 1 " 26 "

Average speed knots 16.95.

" " Miles 19.52.

Engine revs throughout run: 2,200

Wind force 3 to 4.

*J. Roberts.*

11/3/38.

*R. Submitted.*

W.H. C.  
11.5.38

I believe the engine sh<sup>d</sup>. be run at  
not more than 2000 revs. except in calm  
weather - say wind force 3 or less

~~W.H. C.~~ 4/3/38

D. P. Wks.

To note.

MCH  
ES.  
11.5.58

Hon. Col. Sec.

Noted instruction will be issued accordingly.

C. Roberts  
12/3/58.

PA.  
14/3/58

Minute from Hon. S. H. O., of 11.4.58.

(6)

Harbour Master.

This may be provided in can be carried without impairing the seaworthiness of the vessel.

MCH  
ES.  
12.4.58

Hon. Col. Sec.

Noted and Coxswain informed.

C. Roberts.  
12/4/58.

PA.  
15/4/58

Minutes from H.C. the Governor of 22/12/58. (7)

Harbour Master.

(8) (9)

To note H's minute.  
2. I have already informed you regarding this.

3. The Postmaster has been informed regarding mails.

M.H.  
22. XII. 58

How look sea.

Noted, "The Georgina" is in readiness to leave at 4.30 am. on 24<sup>th</sup>.

H.P.  
By H.M.  
23/12/38

Informed weather too bad to permit vessel to sail.

M.H.  
24. XII. 58

P.A.

(10) Minute from H.C. the Governor of 13/1/29.

Harbour Master.

To note that H.C. wishes to go to Darwin on Wednesday next, weather permitting. The "Georgina" should be in readiness.

M.H.  
13. I. 29.

Hon Col Sec.

The "Georgie" left for Darwin at 7.0 a.m. this morning.

L. E.'s minute of 13/3/39 noted & Mr Paine informed.

*[Signature]*  
15/3/39.

Mr. Treasurer, *[Signature]* 16/3/39  
Local Auditor, *[Signature]*  
to note: *[Signature]* 16/3/39

*[Signature]*  
16/3/39.

*[Signature]*  
17/3/39

Minutes from Ag. Adviser of 24/6/39 (11)  
~~Minutes to and from the~~  
~~Government 27<sup>th</sup> June 1939~~ (12)

Harbour Master.

In your observations please  
regarding *[Signature]* 27.6.39.

*[Signature]*  
27.6.39.

Hon Col Sec,

I would be sorry to see this put into operation and I do not think the boat should be expected to stand this sort of usage.

She is not built for weight carrying, a fact already conveyed to the Government by the builders, the entire interior would be required to be protected against damage to fittings &c, as the boat would be regarded merely as a conveyance across the harbour and little respect shown to her present state.

2. The cost of running the "Georgia" has to the present been charged against, XVII. 11. Transport, and in this instance I submit should be a charge against the works on which employed, as the balance of £43 under VIII. 2, Launch, Coal, Oil, would only permit of running for 70 days on an average consumption of 8 galls per day of three trips, and is also required for running cost of "Alert" and payment for extra labour as required.

H. Williams  
Ag Harbour Master.  
28/6/59.

Submitted I do not think this class of boat suitable for such work. She is light but strong built to stand speed but not I think for the wear and tear of conveying workmen.  
W.H.  
29.6.59.

I quite agree  
The lightness of the construction did not occur to me as a factor and this is an admirable example of the necessity for adherence to my strict injunction that any authority given direct should be submitted through your office for confirmation by me before action  
Pl. inform A.A. that I have accepted advice that the Georgia's fittings are too light for the proposed service and effect cannot.

to be given to the purpose of camp  
is the transport arrangements.

~~W.H.H.~~ 29/6/39

Minute to Agricultural Adviser of 29.6.39.

(12)

Harbour Master.

To note.

~~W.H.H.~~

29.6.39

Harbour Sec.

Noted.

~~W.H.H.~~  
29/6/39.

P.A.  
30/6/39

Minute from Harbour Master of 27/4/40.

(13)

Y.E.

(13) recd. for your approval, please.

Do you want these applications in future  
to be sent to you?

~~W.H.H.~~ 1/5/40

1. App'd.
2. Quite unnecessary

~~W.H.H.~~ 1/5/40

H.M.

App'd. - note please that in future appls.  
can be made to me direct.

~~W.H.H.~~ 2/4/40

Noted.  
~~W.H.H.~~

14. Minute from Harbour Master, 8/5/40.

R.C.S.

J. W. & M. A.

*[Signature]* 10/4/40

Hon. J.S.

*[Signature]* 11/5/40

E.C.

no note approval.

*[Signature]*  
10/5/40

Honourable Colonial Secretary.

Kind. Thank you.

*[Signature]* 13. V. 40.  
E.

P.A.

*[Signature]* 14/5/40

From His Excellency the Governor

to the Honourable the Colonial Secretary.

I have the following observations to make with reference to my trip to Johnson's Harbour on the 30: inst. in the Georgia.

2 The boat moves well; there is a remarkable absence of vibration and she is very steady in a light sea. A defect appeared in the over heating of the port engine. The cause has doubtless been discovered and remedied. I would like a report on this. A spare pump should be carried: the same applies to all ordinary spares.

3 I wish the boat to be maintained <sup>when in commission</sup> always in the condition in which she was when I travelled in her and no special cleaning, polishing or painting should at any time be necessary. This implies the need for constant work on her.

4 The coxswain should have a uniform for sea going a beret and a jersey would be best probably.

5. The galley should be in perfect order, including the pump for the lead basin.

6. One or two of the bits of wood work such as the galley deck cover appear to have been made of poor unseasoned wood. The cover appears to have split already. This should be remedied.
7. The boat does not steer well with a following sea. I understand that the instructions are that the boat's speed should not exceed that of the sea: it may be advisable to adhere strictly to this. It appeared to me at the time that a larger rudder might be of advantage and the Coxswain was inclined to agree. On further consideration I doubt whether that would be effective.
8. As a matter of routine the boat should be taken up on the slip regularly once a month and this should be done to schedule.
9. As far as it is possible to form any judgment at present the Georgia is quite suitable for the service for which she was obtained.

~~ttttt~~ 21/38

244/37.

3rd February, 38.

Sir,

With reference to the voyage recently made by the Power Boat "Georgia" to Port Louis to bring your wife to Stanley for medical treatment, I am directed to request that you will be good enough to pay to the Harbour Master the sum of £1. 15. 0, being half the cost of petrol consumed on the voyage.

2. I am to say that no charge will be made for the use of the vessel and its crew.

I am,

Sir,

Your obedient servant,

*MCH*

Colonial Secretary.

Mr. Stanley Johnson,  
STANLEY.

Port Stanley  
Feb. 18

Sir,

The reasons which prompted me to ask for the power boat to be sent to Johnson's Harbour are as follows.

Mrs Robson at Port Louis had spoken to my wife by telephone, and explained that Mr Smith of Johnson's Harbour had written her a letter, in which he stated that his wife was sick and that he wanted her brought in to Stanley as soon as possible. He desired that Mr Bowles should be asked to do the trip, and Mrs Robson entrusted me with the job of interviewing him. He was not able to go however, and I then got in touch with Port Louis once more to find out if the case was urgent enough to ask for the power boat "Georgina" to be sent. Mrs Robson said that it was a maternity case, and urgent enough to have the power boat sent as soon as possible.

I remain, Sir,  
Your obedient servant  
H E Glade

Mr Mercer.

No. **244/37.**

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

**28th February, 19 38.**

From **Colonial Secretary,**

To **Director of Public Works &**

**Harbour Master,**

Stanley, Falkland Islands.

**STANLEY.**

His Excellency the Governor has now informed me he wishes to arrive at Stanley by lunch time next Thursday.

His Excellency proposes to travel to the Salvador Water side of Berkeley Sound and then proceed to Green Patch (S. Port Louis) and there join the "Georgia". Will you therefore kindly arrange for "Georgia" to leave Stanley for S. Port Louis at 8 o'clock on Thursday morning.

His Excellency desires that you should telephone Teal Inlet not later than 8 a.m, on that date to say that the "Georgia" is leaving, or that weather conditions are such that she cannot sail.

*Meth*

COLONIAL SECRETARY.

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

8th March, 1938



From The Agricultural Adviser,

The Honorable

Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

Confirming our telephone conversation of even date, I have to advise that I have arranged with Mr. V. Lellman to have Mr. Dixon call and see me regarding the possibility of the Power Boat "Georgia" proceeding with Mr. Davies and myself to Darwin early on Wednesday morning the 9th instant.

I have now seen Mr. Dixon and have arranged to meet him at the Government jetty at 5 a.m. to finally decide.

Your verbal authority to proceed with the necessary arrangements with the Harbour Department is appreciated.

*H. S. Wren*  
Agricultural Adviser.

*At 4 p.m. yesterday the P.W.D. said they had received no instructions regarding the "Georgia". I stated the boat should be ready to leave early in the morning of 9<sup>th</sup> inst.  
W.C.H.  
8.3.38*

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

11th. April, 19 38.

From Senior Medical Officer

To The Honourable,

Colonial Secretary.

Stanley, Falkland Islands.

Stanley.

In conversation this morning with His Excellency I asked permission to put some dental equipment on the 'Georgia' for transport to Salvador Waters where Mr. Still is presently proceeding. His Excellency agreed but the Hon. Director of Public Works wishes formal instructions.

I should be glad if you would arrange this please.



Senior Medical Officer.

(7)

From His Excellency the Governor

to the Honourable the Colonial Secretary.

---

Unless there is any good  
reason to the contrary the Georgia  
had better go to Salvador waters  
on the 24<sup>th</sup> with the mail for  
all stations there. She could stop  
at Salvador and then return.

It might be advisable to sail  
at 6 o'clock. The distance is almost  
exactly that to Demerit I think

~~W. H. H.~~ 22/12/30

(8)

H. Mr. Thompson of the  
Landward Is. Coys. office asked  
this afternoon if Jk.  
would allow him to have  
a passage by the "Georgia"  
to the head of Berkeley  
Sound when Jk. goes out  
on the 24<sup>th</sup> Dec<sup>r</sup>.

I understood him to say  
he was going on business  
to Salvador.

MCH  
C.

21. XII. 58

Certainly, leaving  
at 7.30 am

~~ttttt~~ 21/12

Mr. Thompson informed.  
MCH

Harbour Master.

To note that Mr.  
Thompson will be a passenger.

MCH  
C.

22. XII. 58

Harbour Master.

I have since told you  
that if conditions are favourable  
H.H. will proceed direct to  
Salvador waters leaving about  
5 or 6 a.m. on Saturday.

When H.H. has definitely  
settled time of his leaving  
please notify Mr. St. Thompson.

There will be mails to  
go for places in Salvador  
waters.

W.H.  
C.

22. XII. 58

From His Excellency the Governor

to the Honourable the Colonial Secretary.

With reference to the Georgias  
 going to Salvador water is 24",  
 the sailing hour had better be  
 4.30 a.m. instead of 6.  
 Letter mail for all ports and  
 newspapers and parcel mail for Douglas  
 can be taken.  
 I understand that Mr. Thompson  
 wishes to go to Rincin Grande not  
 Salvador. The boat will  
 call at Rincin Grande. Parcels if  
 not too many could be taken

~~W.H.H.~~ 22/12

Harbour Master  
 To note sailing time 4.30  
 a.m. and arrange accordingly, please.  
 Mr. Thompson should be  
 informed of the time of leaving.  
 W.H.H.  
 23. XII. 58

From His Excellency the Governor  
to the Honourable the Colonial Secretary.

---

I propose to go to Lapua on  
15<sup>th</sup> travelling to Darwin in the  
Georgia weather permitting.

I hope the Georgia has been satis-  
factorily fitted with the new engine.

Mr. Paulini should receive a fee  
for each voyage outside harbours  
similar as the Coxswain gets an <sup>annual</sup> allowance.

I think 10/- a day reasonable and  
5/- for half a day i.e. ~~at least~~ 4 hours  
or less. Next year perhaps the same as the  
Coxswain?

~~Paulini~~ 12/7/39

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

27th June, 19 39.

From Agricultural Adviser.

To The Honourable,

The Colonial Secretary.

Stanley, Falkland Islands.

Stanley.

I have the honour to submit for confirmation:-

during the visit of His Excellency the Governor to Navy Point on Saturday last he indicated that the Georgia could be used from the first of July to transport Agricultural workers to and from Navy Point. Meantime H. Ratcliffe is to practice approaching jetties etc.

The cushions are to be removed and cocoanut matting is to be laid on the floor, and every care is to be taken to maintain the vessel in her present good condition.

*H. Ratcliffe*  
Agricultural Adviser.

W

No. 244/37.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

29th June, 19 39.

From The Colonial Secretary,

To The Agricultural Adviser,

STANLEY,

Stanley, Falkland Islands.

*Red II*

With reference to your minute of the 27th of June, regarding the transport of Agricultural workers, I am directed by the Governor to inform you that His Excellency has accepted advice that the "Georgia" fittings are too light for the proposed service and effect cannot therefore be given to the proposed change in the transport arrangements.

*mt*

Colonial Secretary.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

27th April. 1940.

From

Harbour Master.

Stanley, Falkland Islands.

To

The Honourable,

Colonial Secretary.

Submitted. I have been asked by Mrs Pitaluga whether any of the Government boats could be hired to take her aged mother back to the head of Berkeley Sound.

May His Excellency's approval to the hire of the "Georgia" for the purpose be obtained, please, on the terms laid down in M.P. 244/37, - that is, subject to weather conditions and them paying half cost of oils and petrol consumed.

*Arthur Woodgate*

Harbour Master.

Recd. 1. v. 40

*[Handwritten signature]*  
1/5/40

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

8th May. 19 40.

*From*

*To* The Honourable,

Harbour Master.

Colonial Secretary.

Stanley, Falkland Islands.

Submitted, the "Georgia" proceeded to Port Louis on the 3rd of May, for the purpose stated on red 13.

Government passengers were also carried on this trip, and I would suggest that Mrs Pitaluga be charged 20/-, i.e. one-third cost of oil and petrol consumed.

*Clash Woodrat.*  
Harbour Master,