

SHI/VES/7 # 21

2382
CWS

2382

2
3
8
2

(Formerly)

262 | 32

THE GREAT BRITAIN.

CONNECTED FILES.

NUMBER

262 | ³²62

Amalgamated
contents Inside.

follow.

The "Great Britain"

3

Once queen of the seas the "Great Britain" was built at Bristol to the design of Brunel and was completed in 1843. Until the launch of the "Leviathan", afterwards called the "Great Eastern" in 1854 she was the largest ship afloat with a registration which at different times varied from 3,500 tons to 2,640 tons.

She was also the first ship to be built of iron and one of the first to be propelled by means of a screw, her engines developing about 1,500 horse power. Originally she was a six-masted sailing ship with auxiliary steam power; in the course of her life she was altered on more than one occasion finally finishing as a full-rigged

2

three-masted sailing ship. She started her career on the North Atlantic run but the greater part of her service was spent in the Australian trade and it was while so engaged that she paid her first visit to Stanley in 1853. Her second visit to Stanley in 1886 proved to be the end of her last voyage, the story of which is told by a member of her crew still living in the town.

The "Great Britain" left Cardiff, having been towed from Liverpool, on the 5th of February, 1886, with a freight of coal for Panama. Her crew numbered fifty-six in all. When off the River Plate fire broke out on board as a result of the heating of the coal. It was extinguished, however, and the vessel went on her way to the Pacific. Off Cape Horn she met with exceptional weather and after fighting a gallant battle against the mountainous seas for three weeks she was compelled to own defeat.

By this time the crew were worn out, the provisions had become damaged by the salt water, and the vessel had lost her fore and main topmasts, a number of her sails had carried away and she was leaking badly. In the circumstances the master had perforce to yield to the insistence of his crew and shaping course for the Falkland Islands he made them on the 24th of May, 109 days out from home.

On entering Port William the vessel grounded between Cape Pembroke and the lower or eastern tussac island where she remained three days and then was towed into the inner harbour.

The crew stood-by in Stanley for six months awaiting orders from England. The outcome of these orders when at last received was that the vessel and her cargo were sold to the Falkland Islands Company, Limited, and the crew were paid off and the majority sent home.

The "Great Britain" to-day rides moored in mid harbour where she continues to render useful service as a floating warehouse for the transshipment of wool and the reception of goods imported from abroad.

For purposes of record this report
to filed in a new paper "The Great Britain":

JWS
12.9.32

The 'Great Britain' a full rigged sailing ship left Cardiff on the 5th of February, 1886, loaded with coal and bound for Panama.

When off the River Plate fire broke out on board as a result of the heating of the coal. The fire, however, was extinguished and the vessel proceeded on her voyage to round Cape Horn. She remained off the Horn for a period of three weeks battling against heavy seas but failed to get round. By this time the crew had become worn out, provisions had become damaged by salt water and the vessel was leaking badly; she had lost her fore and main topmasts and a number of her sails had been blown away. The crew compelled the Commander to turn back which he did shaping course for the Falkland Islands where he arrived on the 24th of May, 1886, after 109 days out. On entering Port William the vessel ran aground between ~~the~~ Cape Pembroke and the lower Tussock Island where she remained for two or three days eventually being towed into the inner harbour by the 'Rennie' a small steam vessel.

The crew stood-by for 6 months awaiting orders from England. The vessel and cargo were sold to the Falkland Islands Company, and the crew paid off and sent home. Some of the crew however remained at Stanley but gradually left the islands. At the present time there is one member only of her crew living in Stanley by name Charles Enstrom. The wages paid to A.B.'s were £2. 5. 0 per month. The crew consisted of 56 all told. Tonnage 2,640.

(Note. Above £ for china stored
N^o 26 Fleet for 17th C.

JWS
(12.9.32)

Cs. Mr Young may be able to help and if
no photos are available Mr Leonard might
be interested. LA 26/7 4

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WORK

Our Ref.
Your Ref.

21st June, 1965.

H.M. the GOVERNOR,
Port Stanley,
Falkland Islands.

Dear Sir,

Your help would be most appreciated over the following matter and if you are constantly being asked for information of this kind, then you may find it easier to answer.

I am most interested in acquiring the latest information on the remains or hull of the S.S. "Great Britain" which I believe is moored or was moored in Sparrow Cove in the Falkland Islands. Believe it or not, the latest information that the science museum have in London on this hull, is a photograph dated 1905.

Do you think it would be possible to get some local photographer to take some photographs of the hull as she is today and maybe you have some latest information, as to the state of this hull. I should imagine that, after this length of time, it is pretty well gone.

If you could lay on such a photographer, I should be only too pleased to pay for his services, up to say a maximum of £15 - £20, if this would cover it. Photographs would have to be a good quality or indeed if you have some recent photographs available, I should be pleased to pay for these. I am led to believe that, in fact, one of your predecessors tried to raise a fund to preserve this hull and some information on this venture may be available. Any help indeed which you may be able to give me would be very much appreciated.

Yours sincerely,

Peter Lamb
PETER LAMB.

COPY: R.M. Vogel,
Smithsonian Institution.
Washington, DC. USA. Reply at 5

21th July, 1965

4
Dear Mr. Lamb,

Thank you for your letter of the 21st June, 1965, which reached us by the last mail: we have no external air service and mails often take up to six weeks in transit. H.E. the Governor knowing of my interest has asked me to reply.

I can certainly obtain special photographs for you if you wish, but as the Great Britain is some way out of Stanley a launch would have to be chartered at a suitable time for weather, and the total cost of the job would perhaps be £10 to £12. I assume negatives only would be required otherwise the cost would be higher and the technical finish of the prints, although good, not up to United Kingdom professional standards.

The Great Britain which is now aground at Sparrow Cove, is still in remarkably good condition, but her steel decks are no longer complete. I was on board her last January (summer with us) and she was the home of very many sea birds. Our local radio station made her the subject of a documentary programme only a few months ago, and she is the first sight pointed out to newcomers to these Islands.

A previous Governor did attempt to raise funds to preserve her but the appeal in the London Times was a complete failure. A booklet, which is enclosed gives information on this point.

Articles on the Great Britain have also appeared in various magazines including the Merchant Navy Magazine "Sea breezes".

I am also enclosing a set of photographs which I have borrowed for you and for which I must ask an early return. They are

- A. Great Britain in Stanley harbour just before she was removed to her final resting place.
- B.)
- &) From her deck at the same time.
- C.)
- D.)
- &) The beginning of the tow to Sparrow Cove: part of
- E.) the figure head can still be seen.
- F. Arrival at Sparrow Cove

./.

Reply at 7.

Ben 12/10/65 (12 of photos)

G. Her final beaching. Note: today her masts are still firm but the large cross-tree has swung around and is tilted at an acute angle.

Incidentally the staff photographer of H.M.S. Protector is supposed to have taken a lot of photographs of the Great Britain last summer and the Admiralty may also be able to help you.

Yours sincerely,

(W.H. THOMPSON)

I also enclose 6 extra photographs taken on deck just after the beginning of the year which I have managed to scrounge.

P. Lamb, Esq.,
Severn-Lamb Ltd.,
Western Road,
Stratford-on-Avon,
WARWICKSHIRE.

Copy to: R.M. Vogel
Washington

LS

262/32

7

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WORK

W

28th September, 1965.

afe

Our Ref.

Your Ref.

COLONIAL SECRETARY'S OFFICE,
Stanley,
FALKLAND ISLANDS.

(For the attention Mr. W. H. THOMPSON.)



Dear Mr. Thompson,

Very many thanks indeed for your kind letter of 28th July, 1965 and also for the trouble you have obviously gone to to obtain the photographs. This letter incidentally arrived here on the 28th September.

I am having the photographs copied and will return them to you next week by air mail. I also have to thank you for the information regarding H.M.S. 'Protector' and I am writing to the Admiralty about this. If they have no photographs from their visit, I will be contacting you again and if you could kindly arrange to send a launch out and have some photographs taken, I should be more than grateful.

The 'Great Britain' seems to be in an amazing state of preservation and, on reflection it seems a pity that the appeal to restore in 1937 was not made at the present time, when people are more preservation minded. I wonder indeed if such a fund was started today, whether the hull is capable of being preserved at this late stage? This is an interesting speculation and as we have some American interests interested in such a venture, your comments would be appreciated.

If the writer could afford it, he would certainly like to visit the Falkland Islands and see this ship in situ.

Once again; many thanks.

Kinds regards, Yours sincerely,

Peter S. Lamb
PETER S. LAMB

STANLEY MCCREERY, PRESIDENT

"MAY THE WELFARE OF BOYS AND GIRLS BE OUR CHIEF CONCERN"

WARD MONTGOMERY, SECRETARY

Mason City Community Unit Schools

District 123

Mason City, Illinois 62664

JAMES W. SMITH
ELEMENTARY PRINCIPAL

JERRY E. RITCHEY, SUPERINTENDENT

JAMES W. SMITH, ASSISTANT SUPERINTENDENT



136 N. Main St.
Mason City, Ill.

His Excellency, The Governor,
Government House,
Port Stanley, Falkland Islands.

Your Excellency,

I am a collector of ship photographs and objects associated with ships and sailing.

I know that at Sparrow Cove, Port William, lies the hulk of the iron steamer Great Britain, this is the first ocean "liner", designed by I. K. Brunel, of Great Eastern fame.

Would your government please be so kind as to supply me with two photographs? I would like one of the

Great Britain as she appears now or recently, also, I would like one of the

Reply at 8.

old British battleship H. M. S. Canopus
which took part in the battle of
the Falkland Islands in the 1914
War. I believe Canopus was moored
inside Port Stanley during the engagement.

Sincerely,

Fred Bill Lewis Jr.
Instructor in History.

121049
9
Ref: 2382.

Colonial Secretary's Office,
Stanley, Falkland Islands.

27th May, 1966,

Dear Sir,

8 Thank you for your letter regarding the "Great Britain".

I'm afraid we do not supply pictures of her but I am sure you would be able to purchase them from the Chief Storekeeper, West Store, Stanley, Falkland Islands.

The same store offers an interesting illustrated pamphlet entitled "The Great Britain 1843-1943" which you would almost certainly find useful. The pamphlet and postcards are priced at sixpence each and I suggest you add one shilling to your order to cover postal charges.

I regret I am unable to help you with a picture of the "Canopus".

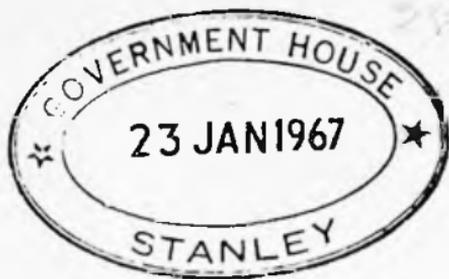
Yours faithfully,

1966 MAY 27 BOUND

for
COLONIAL SECRETARY

Mr. F.B. Lewis, Jnr.,
Instructor in History,
Mason City Community Unit Schools,
Mason City,
ILLINOIS 62664.

IM.



39, Burghley Road,
St. Andrews,
Bristol. 6
England
14.12.66

10

The Governor,
Falkland Islands

Dear Sir,

As a Bristolian I am
extremely interested in the Steam ship
"Great Britain" built in Bristol in 1843.

I believe her hull is in Sparrow
Cove and I wonder if it would be
possible to purchase some recent photographs
of her, preferably in colour, and also a
general description of her condition.

I would be extremely grateful if
you could oblige,

yours faithfully,

Derek C. Jones

Cs. A copy of pamphlet? And
Howard's address? No 2371

25th January,

67.

Dear Sir,

10
Thank you for your letter of the 14th December, 1966, which has just reached me.

I hope the attached booklet will be of some help to you. I am afraid I have no colour photographs available.

The ship is now in very poor condition, her plates have rotted through and her back is all broken, but from a distance she still looks like the illustration at the end of the booklet.

Yours faithfully,

COLONIAL SECRETARY

Mr. D.C. Jones,
59 Burchley Road,
St. Andrews,
Bristol 6,
ENGLAND.

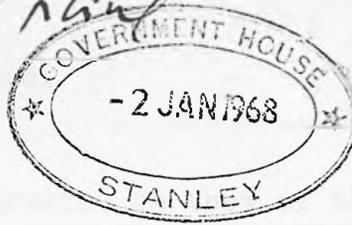
IM.

Pa

G.U.S. EXPORT INTERNATIONAL LTD.

EXPORT DIVISION OF THE GREAT UNIVERSAL STORES LTD.

*C.S. for Secretariat King
14 4/1*



AIR MAIL

11th December, 1967.

Glen House,
200 Tottenham Court Road,
LONDON, W.1. 12

Telephone:
01-636 8323

Cables:
GUSEX LONDON W.1.

Telex: No. 23733
Answer back: INFORAG

Our Ref: RA/GS

Your Ref:

Sir Cosmo D.P.T. Haskard, K.C.M.G., M.B.E.,
Government House,
Port Stanley,
FALKLAND ISLANDS.

*C.S. Please ring
me during afternoon
about this. In his
doubtful about of it
being possible, local
sentiment
could be
advise -
through lets
to if ship
went to UK
14 3/1*

Dear Sir,

As you may be aware, considerable interest has been aroused in this country recently by the plight of the Steam Ship Great Britain now lying in Sparrow Cove. As an admirer of Brunel, I have been discussing with friends in Bristol the possibility of investigating the condition of this famous ship.

We would now like to assess the likelihood of being able to bring the Great Britain back to her native land and restoring her. We do not underestimate the immensity of this task and in fact the first necessity is to ascertain whether or not such a journey is even feasible. This would depend quite simply on whether or not she will float or could be made to float without vast expenditure. *A job for Proudhon to undertake?*

We wonder whether, through your good offices, it would be possible to find somebody locally to give us a reasonably accurate report on the actual condition of the Great Britain, and we hope we might arouse in the Islands some enthusiasm for this task.

I am at this moment contacting people in the shipbuilding industry in this country to see whether they might be able and willing to help with this task. At the same time

/we should be

*Reply at
13.*



Sir Cosmo D.P.T. Haskard.

11.12.67.

we should be most interested to know of the whereabouts
of the original engine, and any light which you could
shed would be greatly appreciated.

*Any knowledge
?*

Awaiting your reply with expectation.

Yours faithfully,

Robert J. Adley

Robert J. Adley.

Ownership : Crown ?

6/6 on hll
S.

4 January 1968

12

Thank you very much for your letter RA/GS of 11th December about the Great Britain. I am most interested to know that you have been discussing with friends in Bristol the possibility of investigating the condition of the ship with a view to towing her to England and restoring her.

I shall do my best to provide you with a reasonably accurate report on the condition of the Great Britain. From a layman's point of view, I suspect that her keel has become very weak over the years.

Americans recently removed the hulk of the sailing ship Fennia from Port Stanley for restoration at San Francisco and they are incurring considerable expense in doing this. I believe that the Fennia is at present in Montevideo being prepared for the voyage through the Panama canal.

These same Americans have expressed interest in the Great Britain but have, I believe, been deterred by her apparently frail condition.

Mails to and from the Falkland Islands are somewhat infrequent but I hope to get a report to you by early February.

Incidentally, you may be interested to know that a handsome silver cigar box and a matching cigarette box form part of the silver of this house. They were presented by Bristol citizens to mark the Falkland Islands centenary celebrations of 1933 during the governorship of Sir James O'Grady who was born in Bristol in 1866 and was a member of Bristol City Council in 1897-99.

4

Robert J. Adley Esq.,
G.U.S. Export International Ltd.,
Glen House,
200 Tottenham Court Road,
London W.1

14

C.S. Will you please follow him up on his lines on which we spoke. Protector is due here on Saturday 6th but, as I am due to fly to Port Stephens on Fri, I may not see all that much of Captain Bence now if Protector is delayed. LW 4/1

F.E.,

15
4/11

The condition of the Great Britain is such that perhaps the only way of lifting the remains is by encasing them in a metal cage and filling the hull with a polythurene foam and then floating it as a whole block.

San Francisco Maritime Museum is understood to have raised the funds to move the vessel using this technique.

The steel hull is only held together by the remains of the wooden sheathing applied in 1882.

The main deck and most of the between decks have rotted away and the major cross beams have either broken or are incapable of carrying the weight of a man.

The hull has split at the centre-point.

The engine(s) were removed in 1882 - possibly in Liverpool. Mr. Karl Kortum of the San Francisco Maritime Museum has copies of the original engine designs and some fitting plans.

At one time Kortum suggested to the National Maritime Museum, in Greenwich, that Britain should attempt to recover 'Great Britain'. I understand, he was told that the cost would be quite beyond United Kingdom means.

I suggest Mr. Adley gets in touch with Kortum.

Folios 1, 2, 3 and 5 may be of some help. Obviously when I wrote in folio 5 that Great Britain was "still in remarkably good condition" I was not thinking of a moving job.

Ownership - Crown wreck.

CO Protector not yet approached: *time did not allow.*

The draft article attached might interest the enquirer.

S.I.

C.S.
10.1.68

C.S.

16

Most interesting.

As Mrs Birkitt is about to go on local leave, I wonder whether you would be good enough to follow up (13) with his information?

AA

Protection is due here at 7 a.m. on Saturday 20th - any help?

to 19/1/68

Memoranda for 'Great Britain' file.

From the "London Times" Nov. 20. 1967

NEWS OF PRESERVATION

From Mr. G. P. B. Naish

Sir.—Mr. Corlett's letter (November 11) about the fate of Brunel's famous pioneer iron steamship the Great Britain, abandoned in the Falkland Islands, prompts me to report certain steps taken on behalf of this society.

Mr. Graham Farr wrote an interesting history of the ship which was published in *The Mariner's Mirror*, Volume 36, 1950. Then the ship was reported in a very bad way, beached and holed at Sparrow Cove, Fort William. Recently there has been a rumour that the hulk has been purchased and will be towed to San Francisco for preservation. If true, this is splendid news.

Meanwhile a local member has been contacted by the society and asked for a report on the present state of the ship and if possible to compile a photographic record of the hull which can be preserved in the archives of the National Maritime Museum.

Yours faithfully,

G. P. B. NAISH, Honorary Secretary,
The Society for Nautical Research,
National Maritime Museum, Greenwich,
S.E.10, Nov. 15.

S

12/1/68

18
22/1

Shipwrights Office,
H.M.S. Protector,

20th. January, 1968.

Having had cause to visit the Steamship 'Great Britain', now laying in Sparrow Cove, I have the honour to report on her general condition and the feasibility of towing her to England for restoration.

X
Firstly, the vessel will not float independently. Her original steel plates have been sheathed with timber, but corrosion has taken place to such an extent that the fastenings are no longer capable of holding the ship together, even if a plan was evolved to fill the hull with buoyancy bags or a buoyant material. Slabs of scale up to over 1" thick are apparent everywhere over the hull and it must be assumed, therefore, that probably three quarters of the original hull plating thickness has been eaten away.

The main strength members, i.e. transverse and longitudinal framing, deck beams, vertical keel and rider plate are also severely corroded and, in some places, holed, therefore making it extremely doubtful of her ability to be towed with safety. Even a plan to introduce a special 'strong point' for towing would meet with extreme difficulty as the connections to the existing hull could not be guaranteed strengthwise without extensive local re-construction at these connection points.

The wood decking would require complete renewal to guarantee near-watertightness and safety of towing crew and it is possible that the remaining masts would become unshipped even in a moderate seaway.

A great depth of water exists inside the hull at present. It is doubtful if all of this can be attributed to rain. Underwater repairs would probably, then, be necessary, and the water removed to eliminate the loss of stability due to a free surface effect. To increase stability further it is considered that a solid ballast should be introduced low down in the ship to compensate for the loss of the engine weight.

This report may seem unduly pessimistic but prime considerations such as expense, personnel safety and possible disaster must be weighed against historical interest, and the writer feels that the balance must be against the success of the project.

X

I have the honour to remain, Sir,

Your obedient servant,

R.S. Warden

Shipwright Lieutenant R.S. Warden,
Royal Navy.



A very clear statement of his position

22/1/68

19
Hms Protector



60/1/22/1

H.S.

- I fear that any thought of
- towing Great Britain over any distance should be forgotten. The only course as I see it would be to save whatever timbers can
- be dismantled and rebuild
- a copy of the original - An extremely expensive but admirable sentiment.

As I have wanted to see
Captain personally. H.S.
20 Jan. 60/1/16

p.a.
W
2/1/1

21st January 1968.

My dear Lord Mayor,

The Great Britain.

Since arriving in the Islands on January 16th I have talked with Mr W.A.Thomson Esq, the Colonial Secretary, and with Mr John Smith a leading authority on Falkland Island wrecks, concerning the present condition of the "Gret Britain" and the plans which are being discussed by an interested American group for towing her up to San Francisco.

State of the ~~xxix~~ Ship. She has settled rather deeply on a shingly beach with numerous holes in her bottom and a broken back.

The plan for salvaging her is to build a frame round her and fill the whole interior with a "poly-foam" of some kind which would turn her into a floating cork, in effect, and so capable of being towed whether upside down or not.

All personnel and material would have to be imported.

Resources for moving the "G.B." These all derive from one very wealthy U.S. citizen who is not only fanatically intent on obtaining her for the Maritime Museum in San Francisco but has also unearthed a great deal of subsidiary information about her career including the original plans for her engines.

We are also informed that a silver plaque has already been placed on the berth in San Fran cisco where they hope that the "Great Britain" will eventually come to rest.

All this adds up to heavy guns for Bristol to take on and it may be that the present economic situation would make it impossible to do so, but no formal decision has yet been taken either way; such discussion as there has been has taken the form of frindly conversation.

At the least, one would hope, a friendly Civic Link might be formed in the future between Bristol and San Francisco, But that is your department, my Lord Mayor, so I will not venture further!

I have the permission of the Colonial Secretary who is in closer touch with these matters than anyone else, to say that he would be glad to answer any further enquiries.

(By Airmail.- W.A.Thomson Esq., The Colonial Secretary, Falkland Islands.)

I hope to be returning to Britain bythe end of March, But my movements will be rather erraticx until then. (Address - Westfield, The Lynch, Winscombe, Som.)

Hoping that your term of Office continues to be successful,
and with all good wishes to yourself,
Yours sincerely,

A. L. Blake

20
21

22nd January

68.

Dear Sir,

13 His Excellency The Governor has asked me to follow up his letter of the 4th January about the Great Britain.

In the second paragraph of your enquiry you say that everything depends quite simply on whether the Great Britain will float or could be made to float. By courtesy of the Royal Navy the following report, made on the 20th January, seems to provide the answer you require:

"Firstly, the vessel will not float independently. Her original steel plates have been sheathed with timber, but corrosion has taken place to such an extent that the fastenings are no longer capable of holding the ship together, even if a plan was evolved to fill the hull with buoyancy bags or a buoyant material. Slabs of scale up to over 1" thick are apparent everywhere over the hull and it must be assumed, therefore, that probably three quarters of the original hull plating thickness has been eaten away.

The main strength members, i.e. transverse and longitudinal framing, deck beams, vertical keel and rider plate are also severely corroded and, in some places, holed, therefore making it extremely doubtful of her ability to be towed with safety. Even a plan to introduce a special 'strong point' for towing would meet with extreme difficulty as the connections to the existing hull could not be guaranteed strengthwise without extensive local reconstruction at these connection points.

The wood decking would require complete renewal to guarantee near-watertightness and safety of towing crew and it is possible that the remaining masts would become unshipped even in a moderate seaway.

A great depth of water exists inside the hull at present. It is doubtful if all of this can be attributed to rain. Underwater repairs would probably, then, be necessary, and the water removed to eliminate the loss of stability due to a free surface effect. To increase stability further it is considered that a solid ballast should be introduced low down in the ship to compensate for the loss of the engine weight.

This report may seem unduly pessimistic but prime considerations such as expense, personnel safety and possible disaster must be weighed against historical interest, and the writer feels that the balance must be against the success of the project."

I understand that the San Francisco Maritime Museum believe the only way to lift the remains is by encasing them in a metal cage and filling the hull with a polythurene foam. Our guess is that a million pounds is the figure required to lift, move, and begin restoration.

I suggest you get in touch with Mr. Karl Kortum, of the San Francisco Maritime Museum who possesses what are possibly the only complete set of details and plans available.

Yours faithfully,

Robert J. Adley Esq.,
G.U.S. Export International Ltd.,
Glen House,
200 Tottenham Court Road,
LONDON, W.1.

(W.H. THOMPSON)
COLONIAL SECRETARY

Cor

"Blacketts",

Larch Avenue,

Sunningdale,

Berks.



16th January, 1968.

Sir Cosmo D.P.T. Haskard, K.C.M.G., M.B.E.,
Governor,
Government House,
Port Stanley,
FALKLAND ISLANDS.

W
S/2

Dear Sir Cosmo,

Thank you very much indeed for your letter of the 4th January, received yesterday morning. It is indeed extremely kind of you to undertake the work of obtaining an accurate report on the condition of the "Great Britain".

There seems to be some confusion over the actual ownership of the "Great Britain". Subsequent to my letter to you, it has been reported that the "Great Britain" had already been bought, by the Pacific Bridge Company of San Francisco. This information, however, appears to be premature. I have enlisted the aid of Mr. Peter Mills, Member of Parliament for Torrington, in our efforts. He has tabled a Question in the House of Commons, suggesting that the Government should assist the National Maritime Museum in the recovery of the "Great Britain".

In the meantime, we are planning to hold an Inaugural Meeting in Brunel House, Bristol, on February 3rd, the objective of which will be formally to set up a Brunel Society. Perhaps you would care to become an Honorary Member, especially as one of the objectives of the new Society will be the return of the "Great Britain" to Bristol.

With best wishes.

Yours sincerely,

Robert J. Adley
Robert J. Adley.

Reply 23

6th February, 1968.

Dear Mr. Adley,

22

Your letter of the 16th January addressed to Sir Cosmo Haskard (who is temporarily absent from the Colony) appears to have crossed with mine which left here on the 22nd January.

21

I can assure you that there is no confusion over the ownership of the 'Great Britain' which is still undeniably a Crown wreck.

I would be doing you a wrong if I encouraged you to believe that the hulk is something which a few enthusiasts might float away and restore. In my last letter I gave a figure of a million pounds as a possible figure. Since writing that my thoughts have tended towards something very much larger.

When Sir Cosmo Haskard returns to the Colony I will pass him your invitation to become an Honourary Member of the Brunel Society.

Yours sincerely,

(W.H. THOMPSON)
COLONIAL SECRETARY

Robert J. Adley Esq.,
"Blacketts",
Larch Avenue,
Bunningdale,
BERKS.

EG

Bu. 26.2.68
= = 68.

(H.E.'s return)

Robert J. Adley

24
6/6

Ascot 22764

Blacketts,
Larch Avenue,
Sunningdale,
Berkshire

12th February, 1968.

Mr. W.H. Thompson,
Colonial Secretary,
Colonial Secretary's Office,
Stanley, FALKLAND ISLANDS.



W
23/2

Dear Mr. Thompson,

Thank you very much indeed for the detailed report included in your letter of the 22nd January. This is, as you say, somewhat discouraging. However, a Brunel Society has now formally come into existence. We have the backing of a number of prominent people, including Members of Parliament and representatives of Bristol University, Bristol Museum and Brunel University.

There are two points which I should like to make, and on which your guidance would be most appreciated. Firstly, do I presume that the figure of £1 million mentioned in your letter has been costed to take into account labour charges at normal commercial rates? If so, what proportion of this figure is represented by labour, and what proportion by material. Any breakdown which you are able to provide would be most appreciated.

Secondly, have we established the actual ownership of the "Great Britain"? This seems vital if we are to proceed with any plans at all, such as, for instance, obtaining pieces of the "Great Britain" for return to this country. Again your advice on the fact of ownership would be appreciated.

Once again, my thanks to the Royal Navy and to His Excellency the Governor and to yourself for the trouble you are taking. If it be any consolation to you, the Falkland Islands are much in our thoughts these days!

Yours sincerely,

Kiv - last para 23.

21st February

68

Dear Mr. Adley,

Thank you for your letter of February 12th.

In my first letter I said my guess was that a sum of one million pounds might be involved and in my further letter of the 6th of February my thoughts tended towards something larger.

I must make it clear that nothing has been costed. We have neither the staff nor the expertise to tackle such a job. The only way to get a near answer is for the Brunel Society to send a salvage expert out to have a look at what remains of the "Great Britain".

From a personal viewpoint, I am opposed to moving pieces of the vessel if the Americans can take her away and make a good job of the reconditioning. Wherever "Great Britain" comes to rest she should be kept as intact as possible. If the Americans lose interest, taking bits away then becomes a different matter.

I again confirm that the vessel is a Crown wreck.

It is nice to know that the Falkland Islands are much in your thoughts. Believe me this splendid little British (old fashioned type British) Colony needs a lot of support these days. We view the future with a great deal of apprehension. The entire population has but one wish to stay British.

Yours sincerely,

(W. H. Thompson)
COLONIAL SECRETARY.

Reply at 27.

Mr. Robert J. Adley,
"Blacketts",
Larch Avenue,
Sunningdale,
BERKS.

AR.

K14 - last para 23

14th March,

68.

Dear Mr. Denham,

I have just read a cutting from the Folkestone and Hythe Herald for January 6th, 1968, headed "The Fate of the Great Britain".

I am sending you, by sea mail, an extract from the Falkland Islands Journal for 1968, from which you will see that the vessel is not in the West Indies, but here in the Falkland Islands.

Incidentally the hulk has not been 'discovered'. She (if that is the correct term for a hulk) was never lost, and shipping enthusiasts have never lost sight of her.

Yours sincerely

(W. H. THOMPSON)
COLONIAL SECRETARY

Mr. D. Denham,
Seabrook Road,
Hythe,
KENT.

AA.



"Blacketts",
Larch Avenue,
Sunningdale,
Berkshire.

Your Ref: 2382

13th March, 1968.

Mr. W.H. Thompson,
Colonial Secretary,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS.

W!
25/3

Dear Mr. Thompson,

^{25.}
Thank you for your letter of the 21st February. I appreciate your remarks on the estimated costs of restoring the "Great Britain", and well appreciate that you yourself would not be able to undertake the detailed costing.

The Brunel Society has in fact received offers of professional assistance from people who might well be able to carry out the necessary survey. Included amongst these offers is one from a Royal Navy Shipwright Lieutenant, who was in charge of H.M.S. Protector's diving team. We are calling a private Meeting in Bristol on May 4th to see whether there is any serious possibility of putting up a team of people to undertake such a task.

I do agree with you that it would be far better for San Francisco to have the ship, "Great Britain", rather than to allow her to rot or to be 'dессicated!' However, as she is a Crown wreck, and as the Brunel Society has only just been formed, please give us time.

Finally, in wishing 'God speed' to the Falkland Islands, I should tell you that I am the Prospective Parliamentary Candidate (Conservative), for Bristol North-East, a seat which the Conservative Party lost last time. As such, you have my staunchest support. I have just heard with considerable apprehension the rumours concerning the British Government's

Bu. 13.4.68.

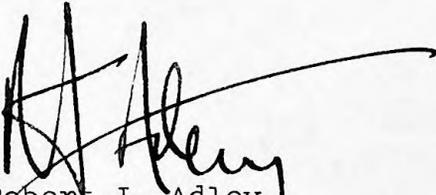
/continued . . .

Mr. W.H. Thompson.

13.3.68.

contact with the Argentine Government. You may consider me as enlisted amongst the ranks of your supporters.

Yours sincerely,



Robert J. Adley.

Cs. In appropriate file please Sir.

*Great Britain
file*

28

11/4

// April 1968

Due to my temporary absence from the Colony, Mr Thompson has corresponded with you on the subject of the Great Britain and he has given you all the facts at our disposal.

It is very encouraging that you have taken such an interest in the future of the ship; however, as you can see, the difficulties of moving her would be formidable.

Thank you very much indeed for your kind invitation to become an honorary member of the recently formed Brunel Society. I am indeed honoured by the suggestion. I think however I should mention that my period of service in the Falkland Islands comes to an end next year and thereafter I expect to be living in Ireland. I wonder therefore if you would prefer to consider one of the prominent permanent residents of the Falkland Islands for this honour. If so, I could provide you with a suitable name.

Once again, very many thanks for showing such interest in our affairs in the Falkland Islands.

Ms

R.J. Adley Esq.,
Blacketts,
Larch Avenue,
Sunningdale,
Berks

Copy: A.G. Barton Esq., C.B.E.

(A.O.O.)

I was on the point of suggesting you by name but on second thoughts I felt that in all fairness you should not be invited to do so unless you were forewarned.

(NOTE. I continued in manuscript to outline his background to his correspondence).

R.G.

47, Blandford Avenue,
Castle Bromwich,
Birmingham.36.
England.

4th April, 1968.

The Governor,
Falkland Islands.

Sir,

I recently learned with great interest that Brunel's steam-ship "The Great Britain" is beached on Sparrow Cove on your Islands. I am an admirer of Brunel and his numerous achievements and would be very pleased if you could tell me where I could obtain photographs of his ship.

I would like to thank you for your anticipated co-operation and enclose herewith a stamped addressed envelope.

Yours faithfully,

E. Akerman

E.A. AKERMAN.



CS.

Pa.

c/c
Send
attached with
completeness
check.
27/4

30



COMMONWEALTH OFFICE,
Curtis Green Building,
London, S.W.1.

9th

April, 1968.

Dear Sir Cosmo,

I attach a copy of a letter about the Great Britain which is self explanatory.

I see that there is a short article in last month's edition of the Falkland Islands Review giving a ~~short~~ history of the Great Britain. I should be grateful if you could let me have your comments on this letter and particularly your views as to the ownership of the remains of the ship in time for us to pass this on to Greenhill before the meeting on the 4th May.



A. St. J. Surr

A. St. J. Surr

Sir Cosmo Haskard, K.C.M.G.,
H.B.E.,

Stanley,
Falkland Islands.

*CS. Please see me
in 6/5 re a brief
telegram to London*

reply 33

CA 4/5-

1st copy to Mr Suggs, + enter

MWH
874



RECEIVED
ARCHIVE
8 APR 1968
AAF21/LL

300 (1)

NATIONAL MARITIME MUSEUM
GREENWICH, LONDON SE 10
TELEPHONE 01-858 4422

5th April, 1968.

From the Director: Basil Greenhill CMG

My dear Chris,

I am writing to you officially to say that this morning I attended a meeting held in the offices of the Falkland Islands Company to discuss the future of the steamship Great Britain, which as you probably know lies as a hull in the Islands.

The Great Britain is of considerable historic interest, and there have been various moves afoot which may result in her being preserved either in England or, much more likely, in America.

The purpose of my present enquiry is to ask if it is possible to ascertain the present legal ownership of the vessel. The Falkland Islands Company believe that as they have abandoned her she is now Crown property as a wreck, but this point needs clarification, if possible before a meeting in Bristol on May 4th, at which representatives of the American Museum which is interested in her will be attending.

Good

I recognise that this particular enquiry may not appropriately be addressed to your Department, but I should be most grateful in this case if you could pass it on to those who are responsible for liaison with the Falkland Islands administration.

Yours ever,

Basil

Basil Greenhill

Christopher Diggines Esq.,
Head of American Department,
Foreign Office,
Downing Street,
LONDON, S.W.1.

CS
4/17/68

M. Atkinson

Basil Greenhill

DECODE.

W 871- 31

TELEGRAM SENT.

From GOVERNOR to ^{SECRETARY OF STATE}~~MINISTRY OF OVERSEAS DEVELOPMENT~~

Despatched : 7/5/68

Time : a.m.

Received .

Time :

No. 100

30
For Sugg your letter 9th April Great Britain Crown wreck writing.

P/L



30
32
27/5

COMMONWEALTH OFFICE,
Curtis Green Building,
LONDON S.W.1.

(YC 21/10)

22 April, 1968.

Dear Jimmy

ab

a

I am sending you a copy of a letter I have received from a Mr. Allardyce about the "Great Britain" and a copy of my reply to him, which are, I think, self-explanatory.

Possibly you might care to pass this enquiry on to someone locally who might correspond with Allardyce. I wrote to Sir Cosmo in the last mail enclosing a letter from the Maritime Museum about this ship.

John

(A. St. J. Sugg)

W. H. Thompson, Esq., M.B.E.,
Colonial Secretary,
Falkland Islands.

See 34

Ack / Transfer to Co. b

3

GERARD ALLARDYCE,

45, Rother Crescent,
Gossops Green,
Crawley,
Sussex.

Sunday 7th April.

Dear Sir,

The main purpose of this letter is to find out what preparartions have been made as to the salvage of the "Great Britain" Brunel's ship now beached ~~at~~ the falkland Islands. Please will you be so kind as to inform me of the proposals, as I wish to write a book "Lost ship of the Empire." on this very subject.

yours Sincerely,

G. Allardyce.

see 31

Cs. for filing and BU on 6/6/68 plan 33

WJ

28/5

11 May 1968

Would you please refer to your letter of 9th April about the Great Britain. You enclosed a copy of a letter dated 5th April from the Director of the National Maritime Museum. Your letter reached me after the meeting on 4th May and I telegraphed to you on 7th May that the Great Britain is a Crown wreck.

I shall not have time before the mail closes to give you the full picture about the Great Britain but suffice it to say that I should be very surprised if anyone, American or British, could move her, except at enormous expense.

However, the correspondence is interesting and I shall write more fully by the next mail.

WJ

A. St.J. Sugg Esq., C.M.G.,
Commonwealth Office.

BU. 5. 6. 68.
(for main file)

23th May

63

Dear Sir,

32/b
Mr. Sugg, of the Commonwealth Office, has asked me to reply to your enquiry of the 7th April concerning the 'Great Britain'.

It is very doubtful whether the 'Great Britain' can, in fact, be salvaged. The vessel appears to have a large split amidships and many of her internal supports and girders cannot support a man.

Only a very well backed and extremely versatile salvage team could tackle the job. Raising the vessel is one thing; floating her another. The hull is but a shell without fittings, engines or equipment.

As far as the Government of the Falkland Islands is concerned the vessel is a Crown Wreck, vested in the Commissioner for Wrecks. No offer has been made for the hull and no agreements of any kind entered into.

A representative of the San Francisco Maritime Museum has visited the Falkland Islands and has seen the remains. No representative of any United Kingdom organisation has, as yet, seen the ship.

I hope the enclosed pamphlet will interest you.

Mr. John Smith of Brandon Road, Stanley, Falkland Islands is probably the best person to contact about the Great Britain.

Yours faithfully,

(W. H. THOMPSON)
COLONIAL SECRETARY

Mr. G. Allardyce,
45 Rother Crescent,
Gossops Green,
Crawley,
Sussex.

FA

P.A.

35

CS for filing please

W
3/16

30 May 1968

33

On 11th May I wrote saying that by the next mail (which leaves here on 31st May) I would write more fully about the Great Britain. I am sorry to say that preoccupation with other matters has meant that my good intentions have gone by the board. You shall have something after the forthcoming six-week gap; I am sorry that I have not been able to keep up to schedule. The Great Britain, however, is not likely to shift in the mean time.

W

A. St.J. Sugg Esq., C.M.G.

CS in filing please

36

30 May 1968

DL
3/15

In my letter of 11th April about the Great Britain, I suggested that you might care to consider one of the prominent permanent residents of the Falkland Islands for honorary membership of the Brunel Society.

Should you wish to proceed in the matter, I would mention the name of Mr Arthur Grenfell Barton, C.B.E., J.P., the senior unofficial member of Executive Council in the Colony.

Mr Barton is at present taking a holiday in England and his address, should you be interested, is Druern, Orchard Dell, West Chiltington, Pulborough, Sussex.

Mr Barton was born in England but has lived his whole working life in the Falkland Islands, managing two large farms and subsequently becoming Colonial Manager of the Falkland Islands Company. He is fully conversant with the history of the Great Britain since she came to these waters.

LS

R.J. Adley Esq.,
Blacketts,
Larch Avenue,
Sunningdale,
Berks



47 Blandford Avenue,
Castle Bromwich,
Birmingham 36,
ENGLAND.

19th June, 1968.

Colonial Secretary,
Port Stanley,
Falkland Islands.

W *26/7*
2/8

Dear Sir,

I would like to thank you for your reply to my letter of 4th April 1968, concerning the S.S. Great Britain.

The literature and photographs are extremely interesting and once again I would like to thank you for your very kind help in obtaining them for me.

Yours sincerely,

E Akerman

E.A.AKERMAN.

38

Ascot 22764

*Cd pl BU on file
LW 2/8
46 S*

Blacketts,
Larch Avenue,
Sunningdale,
Berkshire

18th June, 1968.

Sir Cosmo Haskard,
Governor,
Government House,
FALKLAND ISLANDS.



Dear Sir Cosmo

36.

Thank you very much for your letter of the 30th May. I have, as you suggest, made contact with Mr. Arthur Grenfell Barton, and am looking forward to meeting him shortly.

Progress is being made with the "Great Britain" Project. We had a meeting recently in Bristol, attended by the President of the Pacific Bridge and Engineering Co. of San Francisco, and a number of interested parties in this country, including the Director of the National Maritime Museum, a partner in a well-known firm of Naval Architects, and the man in charge until recently of HMS Protector's Diving Team. Resulting from this Meeting, an "SS. Great Britain Project" Team has been established.

One of the Project Team's first actions has been to commission a series of photographs of the "Great Britain", and these have now been received from a well-known photographer on the Falkland Islands. We have also received a commercial quotation for towing the "Great Britain" back to this country, should a survey indicate this to be feasible. We are in touch with the Chilean Navy about the possibility of the provision of a suitable Surveyor (for obvious reasons we did not approach the Argentine Navy!)

../. .

Sir Cosmo Haskard.

18.6.68.

Since we have started seriously to examine the Project, all the indications are that, if it is feasible, the cost would be considerably less than £1,000,000. This is not my view but the view of those who are in a position to make a reasoned assessment.

Once again, my thanks to you for all your help, and who knows, we might yet meet in a triumphal procession up the River Avon!

Sincerely
R. A. Adley

Governor,
Falkland Is.



With the compliments of
COMMONWEALTH OFFICE



LONDON, S.W.1.

17 July 1968

2. I am copying this to...

FOREIGN OFFICE, S.W.1.

16 July, 1968.



I enclose copies of some papers about the proposed salvage from the Falkland Islands of Brunel's S.S. Great Britain. I should be grateful for any comments you may have on these, and in particular on paragraph 3(c) of the Ministry of Defence brief of 18 June. Mr. Pollitt of that Ministry tells me that this sub-paragraph reflects the outcome of the Navy's recent exchanges with the Arguayans about the status of the "Olythus".

2. On 15 July the following report appeared in The Times: "Chilean naval experts are to try to refloat and tow home one of Britain's first large iron steamships, the Great Britain, which went aground in the Falklands in 1846 while taking emigrants to Australia. The vessel was designed by Brunel, and the offer to salvage her has been made to the Brunel Society in Bristol". I should be grateful for any comments Chancery, Santiago may have on this.

3. I am copying this letter to Captain Van Someren, who may wish to show it to the Chancery, Buenos Aires.

(N. W. Atkinson)

Copies to:

Captain G. D. Van Someren, Buenos Aires. (with enclosures)

Chancery, Santiago. (with enclosures)

A. St J Suggs, Esq., C.M.G., Gibraltar and South Atlantic Department (without enclosures)

C. J. Pollitt, Esq., Ministry of Defence. (without enclosures)

K. P. K. Burns, Esq.,
MONTEVIDEO.



6/6. 40

COMMONWEALTH OFFICE,
Curtis Green Building,
LONDON S.W.1.

TC 21/10

16 July, 1968.

Dear Sir Cosmo.

A
S-1

I attach a copy of a letter from the N.O.S., together with the papers referred to in the letter which are, I think, self-explanatory.

I understand from Fellitt that the O.C. Marines will probably have told you about this already, but I thought you might like to have more of the background.

A. St. J. Sugg

(A. St. J. Sugg)

Sir Cosmo Baskard, K.C.M.G., N.E.S.,
STANLEY,
Falkland Islands.

CS pt BU on file

LN 2/8

A



NAVAL HOME DIVISION
MINISTRY OF DEFENCE
Main Building, Whitehall, LONDON S.W.1
Telephone: WHITEhall 7022, ext. 7099

Our reference: N/HO/650/4/68
Your reference:



17th July 1968

Dear St John-Sugg,

THE SS GREAT BRITAIN

You may have seen mention in the press of this historic vessel which is now a beached hulk in the Falkland Islands. A small group of enthusiasts hope to salvage the hulk and bring her back to this country and I enclose a copy of a brief which was prepared recently for the Under Secretary of State for the Royal Navy and which will give you some idea of the background to the proposed salvage.

2. We are contacting you now because it emerged from the meeting for which the above brief was prepared that Dr Corlett, the marine architect, was planning a BBC-sponsored trip to the Falkland Islands arriving there on about 24th August. We are aware that the Islands are a sensitive area at the moment and we felt the Governor would wish to know that Dr Corlett and, possibly, a camera crew were about to descend on him. For our part we intend to offer the would-be salvors a helping hand from the Royal Marines and the loan of any useful equipment we may have on the island.

3. I am copying this letter to Atkinson of the Foreign Office since he may care to comment on the problem of Montevideo dry-dock the use of which Gould-Adams and Corlett are still anxious to secure.

Yours sincerely,

C.J. Pollitt

* The only way he could get here at that date is by 78216 - due 27th. What does Darwin passage have reveal please?

(C.J. POLLITT)

20/8 *Noting. S.*

A. St John-Sugg Esq
Gibraltar and South Atlantic Division
Commonwealth Office
Curtis Green Building
Embankment
S.W.1

The info. on sending you direct a copy of this reply.

Cdr Hghen DNW -

LOOSE MINUTE

Reference: A/HQ/650/4/67

PS/US of S (RA)

Copies to: Sec/Controller
DNOT
DID & R (DMS)
CGRM

THE GREAT BRITAIN

I attach a brief for US of S (ad.)'s meeting with
Mr Gould-Adams, as requested.

C. J. Pollitt
(C. J. POLLITT)
For HEAD OF HOME (H)
Telephone: 01-930-7022 Ext 7099
3rd July 1968

LOOSE MINUTE

D!

BRIEF FOR US of S(RN)'s MEETING WITH MR RICHARD GOOLD-ADAMS
ON 4th JULY 1968

Background

1. A small group of enthusiasts wish to salvage, restore and display Brunel's nineteenth century iron cargo vessel the SS GREAT BRITAIN which is currently beached in the Falkland Islands. The group is led by Dr Corlett (a marine architect) and Mr Richard Goold-Adams the Chairman of the Institute for Strategic Studies. They are supported by the Society for Nautical Research and the recently formed Brunel Society, they have interested the BBC in the project and there have already been several small items about GREAT BRITAIN in the national press.
2. An American group led by a Mr Swigert are also interested in the GREAT BRITAIN. Mr Swigert is an extremely wealthy man and, unlike the Corlett/Goold-Adams team, there seems little doubt that he can raise the necessary funds for what will probably be a very expensive venture. Swigert has apparently agreed to let the British group have first refusal, and only if the latter fail to raise the necessary finance and support will he take the ship to the United States.

The Ship

3. The GREAT BRITAIN was designed by Isambard Kingdom Brunel and was launched by the Prince Consort in 1843. At 3600 tons she was by far the largest screw-driven ironclad of her day, so large in fact that she was imprisoned in her dock for more than a year after the launch while the gate was widened to allow her to pass out.
4. The ship served in various roles until 1882 when her engines were removed and she was converted into a sailing vessel. She was subsequently damaged in a storm in the Falkland Islands and was afterwards used as a storage hulk at Port Stanley, in which capacity she served until the 1920s. Since then she has been beached in Sparrow's Cove.
5. Detailed information on her present condition is not available, but her iron hull is believed to be in good condition. Nevertheless a full-scale salvage operation would be necessary to put her in towable condition. Two wayports have been blown in the hull to prevent her floating off and it is known that the upper deck is rotten and the masts are in a precarious condition. Provision against these and other defects will be necessary before the hulk can be moved. A dry-docking will certainly be an early requirement if she is to be restored.
6. If Dr Corlett attends the meeting he can be expected to be very knowledgeable on the technicalities of the proposed salvage, although in the opinion of our Chief Salvage Officer some of his judgements are unduly optimistic and tend to minimize the very real unknowns (which will persist until a proper technical survey of the hulk is undertaken).

The position of the Navy Department

7. The remoteness of the hulk means that there is really very little the Navy department can do to help. The appropriate divisions have been consulted and their advice is as follows:-
 - a. No salvage vessel or officer qualified to undertake a technical survey of GREAT BRITAIN will be in the vicinity of the Falkland Islands in the foreseeable future. Nor could a vessel be specially detailed to go out there without the sacrifice of existing operational commitments.
 - b. The Navy has no equipment on the island that would be of significant use in an operation of this kind.

/c.

c. Even if a vessel could be sent it would have to be charged for at the full non-Exchequer customer rate. (The cost of the tow alone, excluding the cost of the crew is estimated at roughly £40,000. This makes no allowance for the cost of preparing the hulk for tow and making her float, operations that would probably be much more expensive than the tow itself.)

d. In fact the only forces the Navy regularly deploys to the Falklands are the survey vessel HMS ENDURANCE and a detachment of Royal Marines (current strength 1 officer and 34 men). ENDURANCE has no salvage or towing capacity and therefore all we have been able to offer Mr Goold-Adams is a small amount of relatively unskilled manpower in the form of the Royal Marines.

Previous meetings

8. Mr Goold-Adams met US of S(RN) on 27th April this year. On 12th June Goold-Adams and Corlett attended a further meeting, chaired by Head of Home(N) at which the GREAT BRITAIN idea was discussed at length and in considerable detail. A copy of the report of this meeting is attached as annex A to this brief, and it will be seen that Mr Goold-Adams remained convinced that "something could be done". His latest letter (annex B) reflects this view. The background to the points raised in this letter (none of which are new) is as follows:-

a. The Royal Marine detachment With regards the tasks suggested it is difficult to see how the Royal Marines could be of much use with the technical survey (Goold-Adams' point a). They could probably assist in making the masts safe (point b) and to some extent in preparing GREAT BRITAIN for tow (point c), but all of this would be subject to the detachments' operational duties and it is suggested that Mr Goold-Adams should be disabused of any idea he may have of securing a large labour force for three months or more. His next step should be to get in touch with the OCRM through Governor of the Falkland Islands. The latter is being warned that such an approach may be expected.

b. Loan of a qualified RN Salvage Officer As has already been explained to Mr Goold-Adams there will be no such officer in the area in the foreseeable future. Nor do our plans allow for any "surplus" salvage ships, personnel or equipment that could be sent to the Islands.

c. Montivedeo dry-dock A request of this sort would properly go through diplomatic rather than naval channels, particularly as the RN attaché accredited to our Montivedeo Embassy is in fact based at Buenos Aires. Even if a specifically "naval" approach were practicable, recent experience with the Uruguayans indicates that it would not increase the chances of a favourable reception.

General

9. It is suggested that it may also be worth making the general point that, at best, RN assistance could only have a marginal effect on the success of the project. Home (N) understands that at least some of the supporters of the scheme in this country already accept this, and are proceeding on the assumption that all the necessary technical advice and support will have to come from commercial sources. Unlike WARRIOR, BELFAST and other ship preservation schemes with which the Navy Department is involved, GREAT BRITAIN never flew the white ensign. Furthermore, as Mr Goold-Adams himself has said, the restoration of GREAT BRITAIN now seems assured; the only question of substance is whether she goes to the United States with Mr Swigert or comes to this country.

ANNEX A.

Reference.....N/HO/450/4/68.....

PS/US of S (RN)

Copies: Sec/Controller
DNOT (Atten. Commander Neate)
DGD & M (D: S)

Following your note of 21st May I got in touch with Mr Goold-Adams and arranged an informal meeting with him and Dr E.C. Corlett.

2. The meeting was held on Wednesday 12th June and apart from Goold-Adams, Corlett and myself, our Chief Salvage Officer and a representative of DNOT were present.

3. I opened the meeting by explaining that the prospects for naval assistance with the GREAT BRITAIN project were fairly bleak. No naval officer competent to undertake a proper technical survey of the hulk would be in the Falkland Islands in the foreseeable future; the Navy had no salvage equipment in the vicinity and no suitable vessel could be detailed to the Falkland Islands without sacrificing operational commitments. Even if a vessel were to become available we would have to charge at the full non-Exchequer customer rate. Virtually the only help we could offer was a small amount of unskilled manpower in the form of the Royal Marine detachment on the Islands.

4. We then proceeded to discuss Dr Corlett's memorandum point-by-point and to examine some photographs of the hulk that he had brought with him. After the meeting Mr Flett, our Chief Salvage Officer, expressed the opinion that Dr Corlett's view of some of the technical aspects of salvage had seemed more optimistic than was justified by the very limited evidence available.

5. At the close of the meeting I reiterated the unlikelihood of any substantial naval assistance being available, but Mr Goold-Adams evidently remained convinced that "something could be done" and he expressed his intention of seeking a further meeting with US of S (RN). He again mentioned his personal friendship with S of S and clearly intends to play this card for what it is worth.

6. Details of the few facilities we do have in the Falkland Islands are given in the papers tabbed 'A' and 'B' earlier in this docket.

W.P. Corlett

in the absence of HEAD OF HOME DIVISION (NAVAL)
01-930-7022 Ext: 2183
18 June 1968.

BR/CCB.10.

ANNEX B.

I will call
for brief to
come that
later

4th July 3.15 - Meeting

FLAT 110
25 PORCHESTER PLACE
LONDON, W.2
TELEPHONE 262-5933

26 June 1968

Maurice Foley Esq M.P.
Parliamentary Under-Secretary for the Royal Navy,
Ministry of Defence,
Whitehall,
S.W.1.

M. Powell

P. xpk

Dear Foley,

S.S. "Great Britain"

See
28/6

In preparation for our meeting on July 4th and following discussions which Dr Corlett and I recently had in the Department, I append below the most specific of the several possible ways in which we hope that the Navy might be enabled to help with the project of getting the "Great Britain" back to this country from the Falkland Islands. This list is, as I am sure you will understand, in the nature of a skeleton request since we did not receive the impression from our discussions in the Department that there was anything much that the Navy could do for us. Naturally this was rather disappointing but of course we recognise the difficulties.

1. We did understand that the detachment of Royal Marines in the islands could lend some assistance, and, if this is the case, we would be enormously grateful to have a number of able-bodied men available on the site to help, for instance, (a) with the initial technical survey of the ship's condition, which we hope to be able to organize now on July 23 to 25 approx; (b) with temporary rigging which we hope to put up to hold the masts in place, even if the ship cannot be moved at an early date, since there is some danger of their crashing down and causing severe damage; and (c) if and when the commercial salvage vessel which we now believe we should be able to dispatch to the Falklands is on site for probably ~~about~~ ^{about} three months preparing the vessel for towing.

2. We would value very highly indeed the possible loan of a qualified RN salvage officer to take charge of the operation, with if possible one or two assistants, but working in control of the actual proceedings of the salvage team.

3. If the "Great Britain" had to be put into a dry dock before the long tow to the UK, we would hope to get her into the Uruguayan naval dock at Montevideo. As this is only occasionally available to civilian ships - we understand - it would help greatly if the request for its use could come through RN channels.

I much look forward to seeing you again and telling ^{you} how matters are proceeding. Dr Corlett may just possibly have to go abroad before the 4th July, but he will be present with us if he possibly can.

Yours sincerely

Richard Gould-Adams

Richard Gould-Adams

Sir Cosmo Haskard,
K.C.M.G., M.B.E.,

Restricted

The Governor,



Falkland Islands

With the compliments of
COMMONWEALTH OFFICE

GERMANY AND SOUTH ATLANTIC

[Our ref. 4C 21/10]

14.8.68
LONDON, S.W.1.

CS. for you
file
LN 29/8



E/15 41



21/9

BRITISH EMBASSY
SANTIAGO

26 July, 1968

*ln 28/8
S. 12/8*

S.S. Great Britain

Please refer to your letter of 16 July about the proposed salvage of this vessel.

2. Our first intimation of any such scheme came via an L.P.S. despatch of late June (the original has been destroyed so I cannot provide the exact date). The despatch reported Mr. Eric Gadd, Vice-President of the Brunel Society as being delighted by an offer of the Chilean Navy to help in getting the ship back to the U.K. Mr. Gadd seemed full of information about the supposed offer.

3. Naturally enough we put out this story and it found its way into the Chilean press causing considerable interest. I suppose the Times story was picked up via the agencies from this release. Not knowing anything more than was contained in the L.P.S. story, I referred enquirers to the Navy P.R.O. Neither then nor later did he or the Chilean Navy show knowledge of this reported interest.

4. It would seem Mr. Gadd holds the key to the mystery!

5. I am sending copies of this letter to Burns in Montevideo, Captain Van Someren in Buenos Aires, St. J. Sugg in Gibraltar and South Atlantic Department and Pollitt in the Ministry of Defence.

Reply at 42

(R. A. Neilson)

M.W. Atkinson, Esq.,
American Department,
Foreign Office,
London, S.W.1.

E/16

21/7

30 July, 1968.

CA 28/8

S.S. Great Britain.

(14)

Your letter of 16 July about the project to salvage this vessel.

2. The only comments which we feel qualified to offer relate to the docking facilities available in this part of the world should it turn out to be necessary to put the Great Britain into dry dock in order to make her fit for towing to the United Kingdom. It is, by the way, a longish and frequently rough haul - 1200 odd miles - from Stanley to Montevideo. But those concerned have presumably taken this into account, and may draw comfort from the fact that an only slightly less elderly and dilapidated lady, an iron sailing ship called the Fennia, has been reposing in the anteport here for several months now, having been brought from the Falklands by an ocean-going tug en route to some floating museum in the United States.

3. Mr. Gould-Adams' letter of 26 June refers to "the Uruguayan Naval dock". There are in fact two docks in Montevideo which prima facie could cope with a vessel of the size of the Great Britain - the Dique Nacional, which comes under the authority of the Commander of the Naval Arsenal and which gives priority to Uruguayan naval vessels, but also accepts, and generally lives on, commercial work, and the floating dock operated by Messrs Regusci and Voulminct. In each case the limiting factors would be the length of the queue and the fact that, so we are informed because of silting, any vessel drawing more than 11 - 12 feet might experience difficulty in entering and leaving.

4. We would be happy to make enquiries both about the present and anticipated commitments of these two docks and their current rates, but if behind Mr. Gould-Adams' suggestion that the Navy dock would be the answer, there lurks the thought that it might be made available cheaply, one has to say that this consideration should be disregarded. Its commercial use produces much needed revenue for the penniless Uruguayan Navy and we could not in the circumstances

reasonably /

M.W. Atkinson, Esq.,
American Department,
Foreign Office,
London S.W.1.

RESTRICTED

reasonably as for it to be made available at less than normal commercial rates. It would moreover seem prudent, before coming to any decision, to investigate the comparative costs of docking here and in Buenos Aires - where there are a number of dry and floating docks of varying sizes.

5. I should add that we do not understand the references in the Ministry of Defence brief and your letter to the Olynthus and all that. It is true that the Uruguayans take a different view from us of the status of Royal Fleet Auxiliaries, but this has no bearing on the present issue, nor should it be taken as implying any coolness on the part of the Uruguayans, whether naval or civil, towards the Royal Navy. On the contrary, if the Dique Nacional still at the end appears the obvious answer, we could certainly have a go at persuading the Uruguayan naval authorities to give the Great Britain some degree of priority, and I am sure that they would do their best to help.

6. I am sending copies of this letter to the Naval Attaché in Buenos Aires (whose comments are incorporated in it) and to the Chancery at Santiago. I also include additional copies for the Commonwealth Office and Ministry of Defence (Navy).

(K.F.X. Burns)

Restricted

28 August, 1968.

Thank you for your letter YC 21/10 of 19th July about the Great Britain, enclosing a copy of a letter dated 11th July from the Ministry of Defence and other papers forwarded to you by Pollitt.

2 I am sorry that I have been so tardy in following up your original enquiry.

3 You are conversant with the history of the ship but I think it worth making the following points which would influence any attempt to move the vessel from her present position.

4 The hulk of the Great Britain is a Crown wreck vested in the Commissioner for Wrecks. The hulk could not be taken away from the Falkland Islands without the agreement of the Governor in Council. She has become something of a landmark in the Falklands and has appeared on the £1 value of the definitive issue of stamps of 1952.

5 No offer has been made for the hulk and no agreements have been entered into. A representative of the San Fransisco Maritime Museum, Mr Kortum, visited the hulk in January 1966 followed a year later by Mr Swigert who is the American millionaire enthusiast who provides finances for the Museum's more spectacular acquisitions. No representative of any United Kingdom organisation has as yet visited the ship.

6 I enclose a copy of a report dated 20th January 1968 by Shipwright Lieutenant R.S. Warden, R.N., Shipwright Officer of H.M.S. Protector, regarding the physical condition of the hulk.

7 I also enclose a photograph taken in January 1965 which gives some idea of the advanced stage of deterioration of the ship.

/Incidentally

A.St.J. Sugg, Esq., C.M.G.,
Enclosures

See 70.

C.S. One letter in incoming mail. When filed, please send file to Capt. Clough.

*W 25/8
24/8.*

Incidentally, Dr Corlett and his camera crew do not appear to have made bookings by R.M.S. Darwin to visit the Falkland Islands this year.

I am not certain whether you have a copy of the Falkland Island Journal for 1968 which was produced by Thompson. I enclose a copy of an article from it for your records.

U6

20th January, 1968.

Having had cause to visit the Steamship 'Great Britain', now laying in Sparrow Cove, I have the honour to report on her general condition and the feasibility of towing her to England for restoration.

Firstly, the vessel will not float independently. Her original steel plates have been sheathed with timber, but corrosion has taken place to such an extent that the fastenings are no longer capable of holding the ship together, even if a plan was evolved to fill the hull with buoyancy bags or a buoyant material. Slabs of scale up to over 1" thick are apparent everywhere over the hull and it must be assumed, therefore, that probably three quarters of the original hull plating thickness has been eaten away.

The main strength members, i.e. transverse and longitudinal framing, deck beams, vertical keel and rider plate are also severely corroded and, in some places, holed, therefore making it extremely doubtful of her ability to be towed with safety. Even a plan to introduce a special 'strong point' for towing would meet with extreme difficulty as the connections to the existing hull could not be guaranteed strengthwise without extensive local re-construction at these connection points.

The wood decking would require complete renewal to guarantee near-watertightness and safety of towing crew and it is possible that the remaining masts would become unshipped even in a moderate seaway.

A great depth of water exists inside the hull at present. It is doubtful if all of this can be attributed to rain. Undewater repairs would probably, then, be necessary, and the water removed to eliminate the loss of stability due to a free surface effect. To increase stability further it is considered that a solid ballast should be introduced low down in the ship to compensate for the loss of the engine weight.

This report may seem unduly pessimistic but prime considerations such as expense, personnel safety and possible disaster must be weighed against historical interest, and the writer feels that the balance must be against the success of the project.

I have the honour to remain, Sir,
Your obedient servant,

(signed) R.S. Warden,
Shipwright Lieutenant R.S. Warden,
Royal Navy.

43.

Captain Delough,

To read up this file pl.

(see Governor's note on folio 42).

§

for C.S.

29. 8. 68.

44

Seen by Capt. Delough.

2. 9. 68.

151

Ascot 22764

cd

NFAN

Blacketts,
Larch Avenue,
Sunningdale,
Berkshire

26th August, 1968.

lh

18/9

Sir Cosmo Haskard,
Governor,
Government House,
FALKLAND ISLANDS.

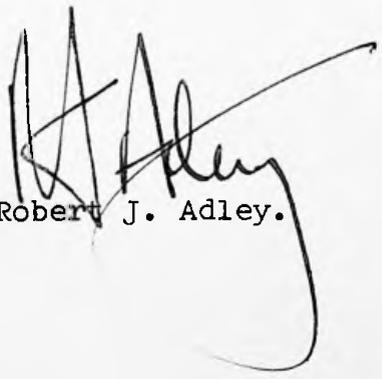
Dear Sir Cosmo,

Just a note to advise you that an SS. GREAT BRITAIN PROJECT Committee has been formed. The objective is to examine the possibilities of salvaging the GREAT BRITAIN.

This note is simply to advise you that a Press Conference will be held on September 16th, at which the plans of the Project Team will be announced. We shall, of course, keep you informed of our progress, in the hope that we have your blessing.

With best wishes.

Yours sincerely,


Robert J. Adley.



Pa



With the compliments of
COMMONWEALTH OFFICE
GIBRALTAR AND SOUTH ATLANTIC

(our ref. 4C 21/10)

9.9.68
LONDON, S.W.1.

Mr. Atkinson

10 : I have spoken again on the telephone to Mr. Gould-Adams. I gave him the substance of the letter from Montevideo at (8) and I have also sent him an extract of paragraphs 2 to 4, since he said it would be helpful to have it in writing.

2. The present position is that the sponsors of the British project to salvage the "Great Britain" and bring her home to Britain have still not raised anything like the necessary funds. They estimate the cost at at least \$150,000 (which I think is probably an under-estimate). They are holding a press conference on 16 September which they hope will bring in additional funds and make clear exactly what their plans are in view of the various misleading reports which have appeared in the Press. Mr. Gould-Adams does not wish me to do anything further until after the press conference, when the prospects should become clearer.



G.E. Diggins
American Department
K.C.S.
Int. FO 136
5 September, 1968

cc. Mr. Sugg, Gibraltar and South Atlantic
Department

recd. with comps from Parliamentary Under-Sec. of
State (R.N.)

Office of



3rd September, 1968.

Dr. Owen is at present away from the office. But he has asked me to write on his behalf to you about our facilities in the Falkland Islands and about the possibility of securing dry dock facilities at Montevideo.

We have examined the list of equipment you sent us with your letter of 14th July and I am sorry to say that, with the exception of some rope, we are unlikely to be able to help. I should explain that both the Hovercraft Unit and the Royal Marine detachment have only the lightest of equipment while H.M.S. ENDURANCE is only at Port Stanley for a few days in each year.

Nevertheless we are informing the commanding officers of the three units that Mr. Corlett is going to the Islands and we have asked them to assist him in every possible way, subject, of course, to their official duties. Should it be that we have ropes or other equipment that is of use to you I am afraid that the financial rules prescribe that we must charge for any items that we cannot recover for further Service use. I imagine, however, that there would be little if any equipment that you would wish to retain beyond its immediate and temporary application.

So far as a dry dock is concerned I understand that there are two at Montevideo, the Dique Nacional under the authority of the Commander of the Naval Arsenal, and a floating dock operated by Messrs. Lagusci and Voulminot. The former does undertake commercial work although priority is given to Uruguayan naval vessels. In each case the limiting factors would be the length of the quay and the fact that silting has made it difficult for vessels drawing more than 11-12 feet to enter and leave. H.M. Embassy Montevideo are willing to make enquiries on behalf of the GREAT BRITAIN but they point out that if the Dique Nacional could be made available it would inevitably be at the normal commercial rates. In these circumstances it might perhaps be prudent to investigate the comparative costs of Montevideo and Buenos Aires where there are a number of docks of various sizes. However there may well be political difficulties in dealing with the Argentinians. I understand that you have already been in touch with the American Department of the Foreign Office and I urge you pursue the docking aspects further with them.

L. S. McDONALD

Private Secretary

R. Gould-Adams, Esq.

46



WA
3/10

Commonwealth Office
London, S.W.1.

25th September, 1968

YC 21/10

Dear Sir Cosmo.

Thank you very much for your letter of 28 August about the GREAT BRITAIN and the enclosed report which were most helpful.

Considerable interest has been aroused here about the proposal to salvage this wreck and I enclose a copy of a letter from Goold-Adam to Chris Diggins about this together with a copy of the Times article referred to and which mentions Goold-Adams and the part he is playing in this. I thought these papers would be of interest to you.

Yours faithfully
goh



(A. ST. J. SUGG)
GIBRALTAR AND SOUTH ATLANTIC
DEPARTMENT

Sir Cosmo Haskard, K.C.M.G., M.B.E.,
Stanley,
Falkland Islands.

47



Still sedate and displaying her surprisingly modern lines, the ss. Great Britain lies in solitary retirement in Sparrow Cove, near Port Stanley, Falkland Islands.

Brunel's great ship may return to Britain

By MICHAEL BAILY, Shipping Correspondent

Brunel's Great Britain, once the largest ship in the world and for the past 35 years a hulk on the remote shores of the Falkland Islands, may be brought back to Britain next year and put on permanent show at her birthplace, Jefferies Dock, Bristol.

But a committee formed to organize the project and raise funds (an estimated £150,000 to patch up the ship and tow her 7,000 miles) said yesterday that it would be a race against time.

A United States group, keen to have the Great Britain as a tourist attraction, has agreed to await the outcome of the British moves.

The second of three great ships — the others were the Great Western and the Great Eastern — designed by the great Victorian engineer Isambard Kingdom Brunel, the Great Britain was described by Dr. Euan Corlett, the naval architect, in a letter to *The Times* last year, as "the forefather of all modern ships".

Launched in 1843, she was the first ocean-going iron ship, and the first with screw propulsion.

The fact that she was built of iron rather than wood or steel, and that her structure is three times as thick as it need be, no doubt accounts for her extraordinary survival after two shipwrecks and 125 years in salt water in a condition in which her repair and return across the ocean is considered feasible.

Mr. Richard Gould Adams, chairman of the organizing committee, said in London yesterday that an appeal would be launched

shortly and he was confident support from the public, from shipping and shipbuilding industries, and eventually from Government, which had expressed interest and invited the committee to "get the ball rolling".

As the Great Britain was a Crown wreck there would be question of purchase price, as Admiralty tugs were used to tow her home, the £150,000 estimate could be halved. The final cost of restoring her to original condition (without engines) could be £2 depending on the amount of voluntary help. They hope to start work this winter and have established in Bristol within a few years.

With her six masts, single funnels and 1,000 h.p. engines, the Great Britain made her maiden voyage to New York in August, 1845, crossing in 15 days.

The appeal fund is being handled by the Society for Industrial Research, and donations should be sent to the honorary treasurer, Mr. E. C. D. Custance, Bank, 15 The Village, Black London, S.E.3.

AAF21/1

present + send 2 copies
to Mr Suggs
MWA
23/9

Mr. [unclear]
CO. [unclear]
or to the
[unclear]
23/9

FLAT 110
25 PORCHESTER PLACE
LONDON, W.2
TELEPHONE 262-5933

18 September 1968

C.E. Liggines Esq
American Department
Foreign Office
S.W.1.

RECEIVED IN
ARCHIVES No 18
23 SEP 1968

Dear Mr Liggines,

Thank you very much for your two letters - of September 5 & 13.

You have no doubt seen that we have now had a first go at getting publicity for the "Great Britain" project, and that to-day The Times came out and said in a leader exactly what we have most wanted said. So the scheme is launched and we shall be keeping it rolling from now on.

I am most grateful to you for the information contained in your first letter about the dry-docking facilities, or lack of them, in Montevideo. As I think I mentioned to you on the phone we are not at present desirous of pressing these enquiries any further, at least for the moment. But I will of course keep in touch with you to let you know how plans progress.

With regard to the interesting report dated 20 January 1968 by Lieutenant Warden about the condition of the "Great Britain" contained in your second letter, we had in fact heard about this when Mr W.H. Thompson, Colonial Secretary in the Falkland Islands, sent a copy to one of the early enthusiasts about the "Great Britain" Mr Robert Adley, now one of our committee, when the latter had written to the Governor direct asking him to become a member of the then newly forming Brunel Society (which, I gather, Sir Cosmo Haskard declined to do, on the grounds that he was only a temporary "Falkland Islander"). What is new is the standing of Lieutenant Warden. We did not know who had written the report, only that it emanated from a naval officer. All this was a long time before our scheme really got going and I and a number of others appeared on the scene. I mention all this because I think it will help you to assess the validity of one or two comments, which I would now like to make about the report - whose general conclusions we fairly forcibly repudiate.

1. Warden refers to the "steel plates" of the ship. In fact she has none. She is constructed of iron, which has quite different, and much better, anti-corrosion qualities than steel. Warden says it must be assumed that three quarters of the original hull plating thickness has been worn away. This is a major assumption which not only begs the question but is not borne out by extensive professional photographing which we have had done. Moreover, the thickness built into the "Great Britain" was three times what would be regarded as necessary to-day; consequently she can afford greater corrosion.

2. Warden speaks of the ship not floating independently. Of course not, since she had two holes blown in her stern deliberately in order to beach her.

3. No one expects the wooden deck to have anything left in the way of strength or watertightness. We plan to give the ship overall buoyancy by inserting rubber floatation tanks inside the hull. His point about the masts, while true enough, makes no odds since they would be taken out for the voyage, as the very first step of all.

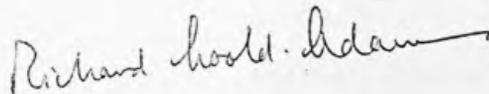
4. His point about more than rainwater in the hull indicates that he knows nothing of the background, since the facts are that the sea-water flows in and out through the holes in the stern with every tide.

5. His point about ballast, while equally no doubt valid in sense, is also left rather in the air by virtue of the fact that the ship sailed the seas for the last three years of her life without engines anyway.

As I say, I mention all this, so that you will understand that we reserve our position about the state of the ship until we have had a qualified naval architect or engineer carry out our survey. We are grateful for any comments such as these of Warden's, but we have come to know that they must sometimes be taken with a pinch of salt.

I look forward to our keeping in touch and meeting in due course. Meanwhile you will no doubt let the Governor know officially what is happening here about the salvage effort, and I will, upon hearing from you if you feel that that would be a help, write a line myself to him. My understanding of his views, from what I have heard from Falkland Islands sources, is that he is doubtful whether the ship ought to be moved at all, even if it can be - which I think he rather thinks it cannot be. This is fully understandable, and we all appreciate that some opposition to the scheme will be aroused. But my own answer to the local point of view is that, no matter what we in this country may or may not achieve, a very determined effort will be made from the United States, if we fail. By that I mean that sufficient technical and financial resources will be put into it from San Francisco to move the "Great Britain", even if she has to do the whole trip in a floating dry dock. The only thing that could prevent that happening would be for the Crown, through the agency of the Governor, to decline to release the vessel. If it is to be released at all, we feel it would be better to do so for removal to Britain than to America. Anyway I do greatly hope that this question will not arise, and that a sufficiently widespread movement of opinion will take place in this country along the lines of the views expressed this morning by The Times, for the idea of a return to Britain to be acceptable all round.

Yours sincerely



Richard Gould-Adams

C.S. for Secretariat file please.

47

I have not kept a copy

2 October, 1968.

ls
3/10
W. J. S. J.

Thank you for your letter ⁴⁶YC 21/10 of 25th September about the Great Britain.

Thank you too for sending me a copy of The Times article and Gould-Adams' letter of 18th September to Diggines. The same mail also brought copies of I.S. McDonald's letter of 3rd September to Gould-Adams and Diggines' minute of 5th September to Atkinson.

While I do not wish to sound too unenthusiastic about the removal of the Great Britain my own views remain as in my letter of 28th August.

ls

See 49.

A.St.J. Sugg, Esq., C.M.C.

P. 9

*CS. please see on file.
I must reply by next
mail.*



FLAT 110
25 PORCHESTER PLACE
LONDON, W. 2
TELEPHONE 262 - 5933

*S. J. M.
9/11*

26th October 1968

H.E. Sir Cosmo Haskard KCMG MBE
Government House
Stanley
Falkland Islands.

Dear Sir Cosmo,

SS "Great Britain"

As I think you know, I have been in touch with the Foreign Office and Commonwealth Relations Office on behalf of the Committee which was formed during the summer here, in order to try to salvage and bring back to this country, and then restore, the old "Great Britain". And it is at their suggestion that I am now writing direct to you, following the passage of various letters and telephone calls between them and myself during the past two or three months. This notably took place on the basis of the letter in which you confirmed the status of the vessel as a Crown wreck. I want in particular to let you know where we have got to, and very briefly what we are attempting to do.

It was on September 16th that we announced our existence and intentions and received quite wide coverage in the national and provincial press. The "we" in question is a committee of seven (of whom one is Mr Swigert, the American, of whom you know), which was formed in May, when a meeting was held in the City Museum in Bristol of everyone who was known to have expressed interest in the fate of the ship. Our publicity secured a good deal of fairly general support, including the leading article in The Times on 18 September, a copy of which I enclose, though I expect you will already have seen it. Unsolicited by ourselves, it expresses lucidly what we feel.

Our relationship with the American group in San Francisco, of whom I know you have met both Karl Kortum, the Director of the San Francisco Maritime Museum, and William Swigert, is that they are holding off for the time being while we see whether a practical effort can be made from this country. They express a clear opinion that the "Great Britain" ought, if at all possible, to be brought back here rather than the United States; but they are determined that, if in the present circumstances of this country, it proves unfeasible

Reply at 49.

to mount a salvage effort, for financial or any other reasons, they will secure the ship for the United States. I appreciate that they cannot do that if you are unwilling, as Governor in Council, to release her. And I also know that there is some feeling in the Falklands against the ship being moved anyway, for sentimental and allied reasons which I certainly understand and sympathize with. But what those of us who are interested in this project naturally feel is that, in view of the immense and historic importance of this particular vessel as the first proper ocean-going steamship ever built, and of course a major step forward in naval architecture as an iron ship too, it would be wrong not to attempt to prevent her inevitable final decay and destruction, if she remains as she is. It seems almost incredible that she should in fact still be as extant as she is. And our hope from Britain at least is that, if restoration is to prove possible and acceptable at all, it should be done here and not in the United States. A curious chance is that the original dock in Bristol in which the "Great Britain" was built and launched in 1843 by the Prince Consort, happens to be going to be available; it has lain derelict for some years, and now, if and when it is disposed of, the Bristol Port Authority have undertaken to see that it is preserved and, if required, made available as the basis of the "Great Britain" museum.

As to the condition of the ship and our future plans, the position is this. We know perfectly well that there are two views about the feasibility of salvage; and this of course is also in part a question of the amount of money that would be needed to move her, according to the degree of decay. But from a considerable amount of evidence which we have collected, and including long recent discussions with our American friends in San Francisco, we believe that she can be moved, provided complete independent buoyancy can be provided. We have discussed this with the technical experts in Dunlop's, and our plan is to instal 200 per cent extra buoyancy inside the hull with rubber bag-tanks, now a recognized and constantly improving method of modern salvage.

However, we cannot proceed with the type of large-scale fund-raising required without having a properly qualified and definitive survey by a naval architect in whom we would have full confidence. And our immediate aim therefore is to get Dr Ewan Corlett, who is such a person and is a member of the committee, physically to the Falklands, to carry out the survey. As you will of course know, this presents very considerable practical difficulties. There was a scheme in August whereby the BBC were trying to charter a flying boat and take Dr Corlett with them. But it fell through owing to the difficulty of finding a suitable flying boat as well as the cost.

Our specific plan at present therefore is to make the trip by sea during January. A Chilean ship, the MS "Aguiles", is on charter to Houlder Brothers, associated with Furness Withy, for

this season's tourist visit to Antarctica, and she is due at Fox Bay on January 13th from Punta Arenas, reaching Stanley on January 15th. This provides an exceptional connection with the "Darwin's" sailing from Stanley on January 18th. We are in negotiation with the charterers' New York agents, who control the bookings, to secure a passage one way only from Punta Arenas to the Falklands for Dr Corlett. We have a reservation in the "Darwin" for the sailing of the 18th. If this fails as a method of getting there - and I am fairly hopeful that it will not fail - Dr Corlett will be coming on the normal "Darwin" round voyage after that one i.e. arriving in Stanley on 29 January and leaving on 21 February. He is personally a very busy man (at the moment he is in Australia and New Zealand) and if it were finally to prove impossible for him to be away for so long, a member of his staff would come. So, one way or another we are determined to conduct the survey.

The only other point which I should mention is that we are also in touch with the Admiralty and with the Minister of Defence, Mr Healey. Officially there is an expressed desire to help, but a limitation of what in fact could be made available. But I am informed from the Admiralty that our request for any help which the detachment of Royal Marines at Stanley could give has been willingly granted, and that their Commanding Officer has in fact been asked to do what he can. I am in addition in touch with Denis Healey, who I have known for many years, over any question of the Government dispatching senior officials or a Minister to the Falklands at the present juncture, and I understand that if such an event occurred and if it were possible for transport to be provided for our naval architect at the same time, this would be done.

As for myself, my wife and I are going to Antarctica on the "Aquila", both for its own sake and partly to have this unusual opportunity of having a deeply interested, though unprofessional look at the "Great Britain". We are accordingly due in Stanley on January 15th in any case, and I very much look forward, if I may, to the possibility that we should have the pleasure of meeting you at that time.

I am sending this letter by the hand of one of the Directors of the Falklands Islands Company. I very much hope that it will reach you at a fairly early date. I would be most grateful to hear from you, and to know what your own reactions are to its contents in their various aspects. If you wanted a personal word with anyone in the Falklands about me, I much enjoyed meeting Mr A.G. Barton when he was here recently, and he would be able to tell you of our discussions at that time.

Yours sincerely

Richard Goold-Adams

Richard Goold-Adams

THE GREAT BRITAIN

The attempt to bring back to Bristol Brunel's famous ship the Great Britain deserves success. It is a ship of great historic interest and properly restored could become the nucleus of a valuable maritime museum. When the Great Britain was launched in 1843 it was not only the largest ship in the world but also the first iron ocean going ship. Although Brunel had originally designed her as a paddle steamer he redesigned the ship during construction for screw propulsion and this played a crucial part in persuading the Admiralty to adopt the propeller in naval construction. After a career in which the Great Britain maintained a regular service between Britain and Australia she was eventually driven aground off Cape Horn in 1886.

For the past thirty-five years the ship has lain neglected near Port Stanley in the Falkland Islands, but now a committee has been formed with the aim of returning the vessel to Britain and preserving it. The initial cost of removal alone, estimated at £150,000, is certainly heavy, but it would be sad if the United States (where there is the prospect of an alternative bid) should become the accepted show-place for Britain's most historic ships.

The time has passed in Britain when only ancient country homes were thought to be worth preserving and it is now accepted that outstanding examples of

Britain's industrial development, particularly from the Industrial Revolution, should be retained also. It was as part of this policy that the Ministry of Public Building and Works took into guardianship last week the derelict Bryntail Mine in Montgomeryshire, which was one of the earliest lead mines in Britain.

The same kind of arguments apply equally to ships which have played an undoubted part in British history. Here it is fortunate that two of the most important nineteenth-century ships still survive. The Great Britain remains remarkably intact and is judged able to stand up to the long journey to Britain; while the Warrior, which was Britain's first iron-hulled warship, is now at Pembroke Dock.

It would be an imaginative act on the part of the Government if they were now to offer the services of a naval tug for the Great Britain's long journey from the Falklands. The committee organizing the appeal have shown a sturdy and welcome independence in their efforts to bring the ship back, but nevertheless they are likely to need every penny they can raise if the ship is to be adequately restored. Once the ship is restored there is no reason why it should not form the basis of a maritime museum either at Bristol or alternatively in part of a disused naval dockyard, some of which also contain outstanding examples of architecture.

The Times 18 September 1968.

Not quite accurate, a case.

Based on a commercial quotation. All restoration costs would be in addition. The total might be £1 million.

15 November, 1968.

48.

Thank you very much for your long and interesting letter of 26th October about the Great Britain. I am grateful to you for taking the trouble to put me so fully in the picture regarding the intentions of your committee and the possibility of moving the ship to Bristol.

In the Colony the likelihood of the Great Britain being moved from her present resting place at Sparrow Cove has hitherto appeared so remote that little serious thought has been given to the question. As you say, the immediate aim would seem to be to have a properly qualified and definitive survey by a naval architect.

I gather that there is a possibility that Dr Corlett will arrive here in Endurance on 23rd of this month, in which case he will be very welcome to carry out a detailed examination. Once he has made his report the next step will be clearer.

We have heard that the Aquiles may not after all be calling at the Falklands in January, which is a pity. It would have been pleasant to meet you and Mrs Gould-Adams and for you to have the opportunity to have a look at the Great Britain.

Meanwhile I look forward to meeting Dr Corlett and hearing from him his opinion on the vessel. We shall certainly give him every assistance in making his survey.

Again many thanks for writing so fully.

WA

R. Gould-Adams, Esq.,
Flat 110,
25, Porchester Place,
London, W.2.

Copy to A.St.J. Sugg, Esq., C.M.G.

C.S. for GB file. S.W. 16/11
No copy retained at GA
WA
15/11

for Secretariat file

50

15th November, 1968.

S. W. M.

46.

47 Further to your letter YC 21/10 of 25th September and my reply of 2nd October, I enclose for your information a copy of a 49 letter of today's date I have sent to Mr Richard Goold-Adams in reply to a long letter from him on the subject of the Great Britain.

WA

A. St.J. Sugg, Esq., C.M.G.

251

ROUTINE 282045Z
FROM ENDURANCE
TO NOMAD

UNCLASSIFIED RTT FOR COLSEC STANLEY.

ATTENTION MR THOMPSON COLSEC.

RATHER DISTURBED TO SEE M.F.V. ALONGSIDE PROTECTOR 3 ALONGSIDE GREAT
BRITAIN. VIEW CURRENT INTEREST GREAT BRITAIN APPREHENSIVE SPATE
SOUVENIR HUNTERS STRIPPING BLOCKS LIGHT BOXES OTHER FITTINGS LEAD ETC.
GRATEFUL IF TODAY'S VISITOR CHECKED AND SHIP PROTECTED. MY REGARDS
AND BEST WISHES. SIGNED CORLETT

UNCLASSIFIED

RX 28/1748R D.V. WRIGHT CPL(S)

DIST: COLSEC OCRM LOG

28 NOV 1968

TIME 282115Z
FROM HONAD
TO ENDURANCE

UNCLASSIFIED RTM FOR CORLETT FROM THOMPSON.

THANK YOU YOUR MESSAGE.

WILL INVESTIGATE.

BE ASSURED WE WILL DO OUR BEST TO DISCOURAGE SOUVENIR HUNTERS

UNCLASSIFIED

TX 28/2119Z (1819R) D.V. WRIGHT CPL(S)

INFO: COLSEC OCRM LOG

CS
for Great Britain
file please
LN
30/11
W
2/11

ROUTINE 291156Z
GOVERNOR FAULKLAND ISLANDS
TO ENDURANCE

UNCLASSIFIED RTT FOR DOCTOR CORLETT.

I AM VERY SORRY THAT CIRCUMSTANCES YESTERDAY MADE IT IMPOSSIBLE FOR US TO MEET BUT I HAVE HAD A FULL REPORT FROM MR THOMPSON REGARDING YOUR CONVERSATION WITH HIM. I LOOK FORWARD TO SEEING YOUR REPORT

REGARDS HASKARD

UNCLASSIFIED

TX 29/0904R D.V. WRIGHT CPL(S)
H.E. GOV F.I. OCRM LOG

R
1.5.1
79 NOV 1968

CS please 80 on file etc final 54

Ascot 22764

13th November, 1968.

Blacketts,
Larch Avenue,
Sunningdale,
Berkshire

Sir Cosmo Haskard,
Governor,
Government House,
FALKLAND ISLANDS.

Dear Sir Cosmo,

Following my letter ⁴⁵ to you of the 26th August, the Press Conference has now been held, and great additional interest has been generated in the GREAT BRITAIN.

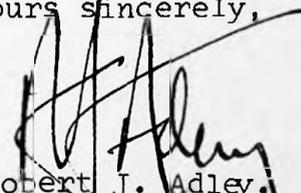
Following the Press Conference, the S.S. GREAT BRITAIN PROJECT COMMITTEE have been preparing plans for a visit to the Falkland Islands of one of our team, Dr. Corlett, a qualified Naval Architect, to undertake a full Survey. You will, of course, know that these plans have reached fruition.

I hope that Dr. Corlett will be able to explain to you in person the progress we have made so far. I do hope we may count on the blessing of the majority of the Falkland Islanders in what is a monumental task.

May I hope also that our Project has helped in riveting attention on the Falkland Islands and on your current difficulties with Argentina. Perhaps the loss of the GREAT BRITAIN might turn out to be the price to be paid for the reawakening of staunch British Governmental support for your cause!

With best wishes.

Yours sincerely,


Robert J. Adley.

K.G.

55

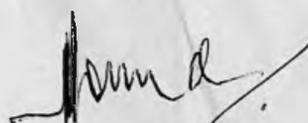
EXTRACT FROM
MINUTES OF EXECUTIVE COUNCIL MEETING NO 12/68 HELD ON 29TH AND 30TH
NOVEMBER 1968

2382

8. REMOVAL OF "GREAT BRITAIN".

Council noted that Dr Corlett, the naval architect who had recently surveyed the vessel, had reported favourably on the physical possibility of raising the hulk and removing it to the United Kingdom, but thought that

much would depend on the availability of funds to finance the project.


Clerk of Council

CS
to Great Britain Falkland
Islands
file pl.
19/12
WI



With the compliments of

FOREIGN AND COMMONWEALTH
OFFICE

25.11.68,
LONDON, S.W.1

2382

AGRICULTURE, FISHERIES
AND FOOD

Calves (Export)

Mr. Buchanan-Smith asked the Minister of Agriculture, Fisheries and Food (1) if he is aware that the number of calves exported from this country in recent weeks is nearly four times greater than earlier estimates made by his Department; and, in view of public concern, if he will take action in this matter;

(2) if he will have discussions with the Belgian Government to ascertain more precisely the number of calves imported into Belgium from this country since 1st September, 1968;

(3) what action he has taken to ascertain more accurately the number of calves exported in recent weeks, other than obtaining information from his veterinary officers.

Mr. Cedwyn Hughes: The information available to me about the number of

25 16

MBFR 1968 Written Answers 162

calves exported is obtained from my port veterinary officers and I have no reason to doubt the figures. A recent Press report that Belgian information on calf imports into that country was greatly at variance with our figures has been investigated with the help of the Belgian authorities. The official Belgian figure for the total number of calves imported from Great Britain in 1968 up to 2nd November is 10,562. Our returns show a total of 10,757 for the same period. I am currently reviewing all the implications of this trade.

MINISTRY OF DEFENCE

S.S. "Great Britain"

Mr. G. Campbell asked the Secretary of State for Defence whether, on the basis of the results of the qualified technical survey showing that the Brunel ship, the s.s. "Great Britain", now lying at Sparrow Cove in the Falkland Islands, can be moved, he will give an undertaking that Her Majesty's Government will consider ways and means of giving assistance, in view of the importance of the ship as the first ocean-going propeller-driven vessel and a crucial British contribution to the development of naval architecture.

Dr. David Owen: Subject to public money accountability and operational requirements we have agreed to help this venture in any way we can. This help will certainly include some assistance from units in the Falkland Islands and we are at present investigating whether we can assist a marine architect to make the trip to the Falkland Islands in order to conduct a survey on the spot.

NATIONAL FINANCE

National Debt (Servicing)

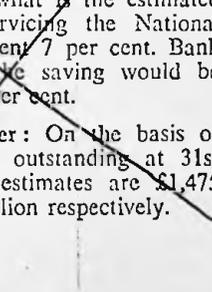
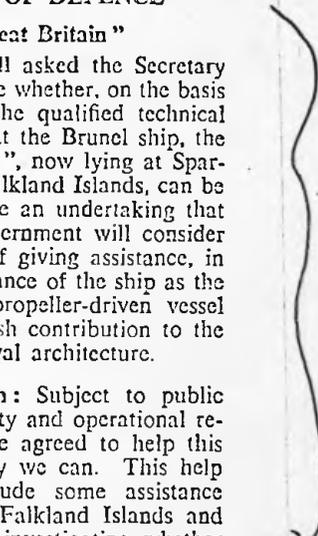
Mr. C. Osborne asked the Chancellor of the Exchequer what is the estimated annual cost of servicing the National Debt with the present 7 per cent. Bank Rate; and what the saving would be with the rate at 5 per cent.

Mr. Harold Lever: On the basis of the National Debt outstanding at 31st March, 1968, the estimates are \$1,475 million and £50 million respectively.

7 November.

162⁰⁰

772



56

4

11 January, 1969.

Thank you very much for your letter of 13th November on the subject of the Great Britain. There has certainly been much interest for the project in the press in recent months.

Dr Corlett's visit coincided with that of Lord Chalfont and this unfortunately meant that I saw very little of Dr Corlett. I was, however, able to introduce him, during a sherry party here, to Mr Richard Hills and Mr Christian Bundes, who together run the Sparrow Cove farm on lease from this Government. Dr Corlett was thus able to meet, at the very beginning of his stay, two of the men who have a particular interest in the Great Britain.

I had arranged to meet Dr Corlett on the day he was due to leave Stanley in H.M.S. Endurance but unfortunately meetings with the Minister continued almost up to the time of sailing and I was not able to have the talk with Dr Corlett that I had looked forward to. Mr Thompson, however, was able to have a discussion with him and we now look forward to seeing Dr Corlett's report.

We had hoped that Mr and Mrs Gould-Adams might be calling at Stanley in the Chilean ship Aquiles, but in November we heard that the Falklands were to be omitted from her itinerary. A few days ago, rather to my surprise, we heard that after all she was coming but this morning further news has been received which makes it look unlikely that she will visit the Colony.

la

R.J. Adley, Esq.,
Blacketts,
Larch Avenue,
Sunningdale,
Berkshire.

In Secretariat file

la

Kingfont Ltd

FINANCE · EXPORT ADMINISTRATION

DIRECTORS:
W.F. NIGHTINGALE, F.C.A., M.I.E.V. (MANAGING)
L.J. STEVENS

Cables: REPLACE · LONDON



139 TOOLEY STREET
LONDON BRIDGE, S.E.1
TELEPHONE: HOP 4151

OUR REF:
LAH/BH

DATE
19th December, 1968

wh per

Colonial Secretary's Office,
Stanley,
Falkland Islands.



Attention of - W. H. Thompson, Esq.

Dear Mr. Thompson,

I am in receipt of your letter of 27th ultimo and thank you for the reprint of the article sent under separate cover which appeared in the 1968 edition of the Falkland Island Journal on the 'Great Britain'.

I am glad I mentioned my interest to you and you were able to send me the article in question and I was pleased to receive your observations in your letter. I wondered after writing on 7th ultimo whether my letter had been worded insensitively in that I had mentioned the hopes of bringing the ship back to this country without considering the sentiments of the Islanders; but so long as the move is successful and the ship restored I think it would be agreed that it is better for her to lie in Bristol restored, than lie in Sparrow Cove as a hulk.

Whilst thanking you again for your kindness in this respect and with the Compliments of the Season, I remain,

Yours sincerely,

L. A. Haslett

wh

S.S. GREAT BRITAIN PROJECT



W! pa 3/1

"GREAT BRITAIN" CAN BE SALVAGED, SURVEY SHOWS

Plans to bring back to this country Brunel's famous ship, the S.S. "Great Britain", have reached a new stage. This is announced by the Chairman of the S.S. Great Britain Project, Mr. Richard Goold-Adams, following the Committee's receipt of a technical report on the state of the hull by one of its members, Dr. Ewan Corlett, the naval architect.

Dr. Corlett has spent four days aboard the "Great Britain", which lies beached in Sparrow Cove, in the Falkland Islands. He was able to carry out the fully qualified survey which the Committee had been waiting for before it could make any further plans. Although the lengthy survey itself is not being published, a summary of its findings is now being issued as a separate report and is attached.

This survey was made possible by help from the Government. During the autumn, Mr. Goold-Adams was in negotiation with the Ministry of Defence, and when H.M.S. Endurance left Montevideo for the Falkland Islands on November 19, the Admiralty provided a passage for a representative of the S.S. Great Britain Project Committee. Dr. Corlett received active and enthusiastic help from members of the ship's company of H.M.S. Endurance and was able to achieve far more in the time available than he could possibly have done alone.

The Committee wish to express their keen appreciation of this official help, which followed a statement on November 7 by Dr. David Owen, M.P., Parliamentary Under Secretary for the Royal Navy, in answer to a question by Mr. Gordon Campbell, M.P., in which the Minister said:

"Subject to public money accountability and operational requirements, we have agreed to help this venture in any way we can

The survey emphasises that salvage of the "Great Britain" is a practical operation. The general condition of the ship, considering everything, was found to be better than had been expected, except

for the crack which had been known to exist in the plating on the starboard side and which proved to be worse. The surrounding metal is, however, quite sound enough for repairs to be made, and an overall scheme of salvage has been prepared.

In the light of these developments, it is now clear that everything depends on raising enough money to commission a salvage team and vessel, if possible next summer, to go out to the Falklands, to spend some two months there preparing the "Great Britain" for sea, and to tow her home.

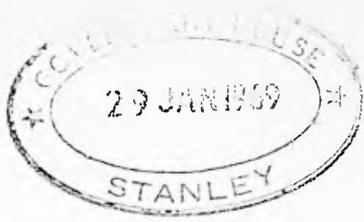
At present, the plan is to take her to Bristol, but appropriate arrangements have yet to be completed for her reception there. In order to undertake these and other tasks, it is intended to widen the membership of the Committee of the S.S. Great Britain Project, and to create an appeal organisation.

The existing Committee wish to thank all those who have responded to the original opening appeal for funds last September, but they feel that it cannot be stressed too strongly that the position is now quite different from what it was then. Today we know for certain what could only be hoped for before, namely that salvage of this unique and historic vessel - the first ocean-going, propeller-driven ship - is a practical proposition.

Two consequences follow. One is that any money put up now can be applied in full knowledge of the possibilities. It is no longer like "backing an outsider". The other is that a really serious effort is going to be needed to raise the initial £150,000 required to get the ship back from the Falkland Islands.

A start has been made, but it is no more than a start and members of the Committee hope that anyone who may feel interested enough to consider contributing in any substantial way, either with finance, services or their company's products, will get in touch with the organisers. This can be done either through the Chairman, Mr. Richard Goold-Adams, c/o Adrian Ball & Associates Ltd., 113/114 Fleet Street E.C.4. (or, if by telephone, to 01-262-5933): or, in the case of donations, by sending cheques directly to the Hon. Treasurer (made out to "The Society for Nautical Research", marked "Great Britain Account") who is: Mr. E.C.D. Custance DSC, Manager, Lloyds Bank, 15 The Village, Blackheath, London SE3.

January 7 1969



Flat 110,
25, Porchester Place,
London, W. 2.

17th January, 1969.

Dear Sir Cosmo,

I am afraid I have been rather slow in acknowledging your letter of November 15th, but I was most grateful to you for it. Since then, of course, you have had the whole saga of the visit by H.M.S. "Endurance" and Dr. Corlett's survey of the ship.

His verdict is that the "Great Britain" can be salvaged and it is on that basis that we are going ahead in this country to try to raise the money. For your information, I enclose a summary of his survey.

Your letter was the first intimation that I had that the "Aquiles" might not after all be calling at the Falklands this month. When I received it I got in touch with the organisers and, after a long delay in any reply from New York, we found that they still could not say whether she was going to call or not. In view of this and of other commitments here, my wife and I very regretfully cancelled our passage. I hope that she did not visit you after all!

I look forward to our meeting one way or another in due course.

Yours sincerely
Richard Gould-Adams

Richard Gould-Adams,
Chairman of the s.s. "Great
Britain" project.

H.E. Sir Cosmo Haskard K.C.M.G.,
Government House,
FALKLAND ISLANDS.

Enc.

c/c file
As plan B on file
W1
LA 30/1

Mail from 59

20 February, 1969.

60

Many thanks for your letter of 17th January which arrived by the last inward mail.

I was most interested to read the summary of Dr Corlett's survey of the Great Britain. He certainly made a very thorough study of the ship. I shall be very interested to hear, in due time, more about the progress of your appeal.

We were sorry Aquiles did not, in the end, call here during her southern tour. Perhaps we shall have the pleasure of seeing you down here on some other occasion.

MA

R. Gould-Adams, Esq.,
Flat 110,
25, Porchester Place,
London, W.2.

1

2382

19. ATTITUDE TOWARDS REQUEST FOR REMOVAL OF "GREAT
BRITAIN"

Council advised that if the hulk could be successfully preserved and maintained in the Colony it would not be wise to dispose of her. It was thought however that the cost of such an undertaking would be prohibitive; in which case it would be prudent to consider the possibility of permitting her to be removed.


Clerk of Council

ga

FSR.
M/19/5

DECODE.

U.S. The Great Britain file is kept in 63
Secretariat. This particular telegram
had better go into your safe custody

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 14/5/69

Time:

Received: 15/5/69 Time: 1000

No. 63

CONFIDENTIAL

Addressed Governor Falkland Islands telegram number 63 of 14th May repeated Montevideo.

From Sugg.

"Great Britain". Greenhill of the Greenwich Maritime Museum tells me that he has had trouble with Karl Kortum of the San Francisco Maritime Museum (your letter of 28th August 1968) and Scott Newhall Editor of the San Francisco Chronical over the paddle tug Reliant which both museums wanted.

2. Apparently Kortum and Newhall attempted last weekend to buy and sail this ship to the continent from a shipyard in the United Kingdom by falsely stating that they were acting on behalf of Greenwich Museum who had arranged to buy the ship. Having failed in their attempt, they threatened Greenhill with adverse publicity and said they would make difficulties over British efforts in respect of the "Great Britain" (Greenhill believes this man may well attempt to obtain the "Great Britain" by some ploy). *The Great Britain is a Crown wreck and can not be moved without Government*

3. This seems a most extraordinary story but I thought you should be aware of it. Letter follows.

Cypher: SJS

authority - if indeed it is physically possible to move her at all.

14/5/69

*Blu 20/6
M/30/5*

DRAFT

64

CONFIDENTIAL

Ref: EM (69)?

May, 1969

File No: 2382

EXECUTIVE COUNCIL

THE "GREAT BRITAIN"

Memorandum by the Colonial Secretary

Previous References: EM 12 (68) 8
EM 3 (69) 19

Members will recall that in EM (69) 3rd Meeting, Minute 19, they advised that if the hulk of the "Great Britain" could be preserved and maintained locally it would be unwise for her to be disposed of but that, as it was likely that the cost of such a local operation would be prohibitive, prudence suggested the possibility of permitting her to be moved should be considered.

2. Members will wish to note that confidential advice has been received from British sources, as yet in summary form only, that certain American interests might conceivably endeavour to obtain possession of the hulk by subterfuge. However unlikely and impracticable such an attempt may appear it is advisable that Members should be apprised of the possibility.

3. In view of the unlikelihood of an attempt such as that referred to in the preceding paragraph occurring it is intended to await further and fuller information from Britain before contemplating action to alert local security and other elements in connection with the matter.

(J. A. JONES)

May, 1969.

CS. to you
lw
9/6/69

CONFIDENTIAL

Gen. Office
FR 9/11/69

BU 24/6

20TH AND 27TH MAY 1969.

2382

21. REMOVAL OF "GREAT BRITAIN"

Council took note of a recent attempt to obtain false possession of a valuable hulk in Britain by persons who might be interested in acquiring the "Great Britain".

Clerk of Council

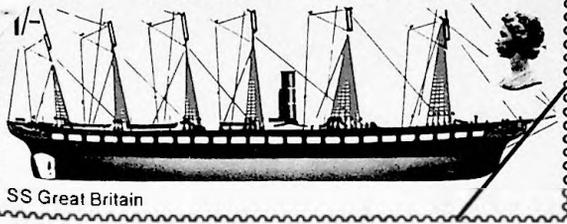
SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1

Project: To bring back from the other side of the world, recondition, and put on display the most historic modern ship in the world.

Chairman: Richard Goold-Adams
Consultant Naval Architect: Dr. E.C.B. Corlett
Treasurer: E.C.D. Custance D.S.C. (Lloyds Bank)
General Secretary:
Wing Commander D. Fitzgerald Lombard

With the technical co-operation of The National Maritime Museum.



"Stamp issued by the Post Office in 1969 in the famous ships series"



As from: Highfield House
Binley
Near Andover
Hampshire

64
4/6
65

H.E. Sir Cosmo Haskard K.C.M.G.
Government House
Falkland Islands.

23 May 1969

Dear Sir Cosmo,

I am enclosing a copy of the appeal brochure which we are sending out next week - just under 5000 of them in fact - as I feel it will indicate to you the stage we have reached. As you will notice, we have received a Message from Prince Philip, which we very much appreciate and which will be a great help. It also means that this is a serious British effort that must be made to succeed if it possibly can.

The fund which we have started keeps on receiving small sums of money, but with this brochure we are trying to test the market in a major way. If all goes well, we aim to have a second round in the autumn.

On other fronts a good deal has been happening. We are negotiating with a British salvage company on a meaningful basis, whereby they hope to come up with a firm proposition for a contract by the end of July. This will involve a number of firms providing their products free, from which they will draw commercial advantage by means of prestige advertising. They will thus also have a stake in the Project being successful.

As to destination, a site just below Tower Bridge on the Thames is now possible as part of the development of the St Katharine Dock area by the GLC. We are going to associate ourselves, if possible, with the general plans for this area. It is of course next door to the Tower which has nearly 3 million visitors a year. Bristol is still in the running, however, and the one thing that is certain is that, if the "Great Britain" is moved, she will in the first instance go into the Bristol dockyard of Charles Hill and Sons, who are keen to work on her at minimum cost. But the GLC would like to have her eventually.

*reply
660*

Our American friends in San Francisco, who have pooled their information about the ship with us, are I think still very happy that a British effort should have time to be put to the test. But it is this year and next, and if we succeed the earliest for actually moving the ship would be JAN/APRIL, 1970.

Yours sincerely

Richard Goold-Adams

Richard Goold-Adams

19 June, 1969.

66

65
Thank you for your letter of 23rd May enclosing a copy of your appeal brochure for the Great Britain. You will be interested to know that extensive extracts from the brochure were read out during last week's Friday Newsletter from the Stanley broadcasting station.

I must say that I think you have produced a splendid brochure and I am sure that it will create a great deal of interest.

66

R. Goold-Adams, Esq.
Highfield House,
Binley,
Near Andover,
Hampshire.

CS. All for Secretariat file please.

Gen. Office. For Great Britain file, & submission to me, pl.
17/6/69

67

ACS

You may be interested in p.p. 65 and 66 herein and the brochure.

2. I suggest you arrange so to B.U. the file that you can have it by you at the next Exco Meeting as Members may be interested to see the brochure which could be passed round during the tea interval. I see no need for the matter even to be mentioned informally in the Meeting.



(J. A. JONES)

COLONIAL SECRETARY

27 June, 1969.

2382

SC

BW Xco 10.7.69

Restricted



With the compliments of

FOREIGN AND COMMONWEALTH
OFFICE

Gibraltar & South Atlantic
Dept

63.
Our telegram No. 63 of 14.5.69
refers.

LONDON, S.W.1

19.5.69.

RU to AC's
as at p. 67
13/6

Chief Clerk

Iske in "Great Britain" file & tabent.

68

*Please return
in post for 17/11*



*CS. Please discuss
LH
13/6/69*

NATIONAL MARITIME MUSEUM
GREENWICH, LONDON SE 10
TELEPHONE 01-858 4422

CONFIDENTIAL

From the Director: Basil Greenhill G.M.C.

14th May, 1969.

RECEIVED IN
REGISTRY No. 17
16 MAY 1969
HG F 21/1

My dear Sugg,

This Museum has for some time been planning a major development which involves the reconstruction of our largest single gallery to incorporate a large display on the development of the steamship. We have been negotiating with the Seaham Harbour Dock Company, who are the present owners, for the purchase of the steam tug Reliant, built in 1908, and a good example of a side lever steam paddle vessel representative of vessels of a much earlier period.

We began our negotiations with the Seaham Harbour authorities nearly two years ago, and had reached an understanding with them last December when we were approached by the San Francisco Maritime Museum, who said that they were also interested in acquiring this tug and suggested that we should release our claims in it to them, and take in its place a vessel of similar type lying derelict on the Tyne. They suggested that they would be ready to consider assisting to meet any difference in cost which might fall upon the Museum.

We examined this second vessel and obtained estimates from firms both for the building of the Seaham Harbour tug into the Museum display and for the restoration of the tug on the Tyne and its incorporation in the Museum. Because the use of the latter vessel would have involved very considerable additional expense and would have presented a far more difficult problem the Trustees decided to abide by their original decision and purchase the tug from the Seaham Harbour authorities. The San Francisco Maritime Museum was informed of this decision some weeks ago.

Last Saturday an attempt was made by two people employed by the San Francisco Maritime Museum who represented themselves as our agents to remove the tug from Seaham Harbour and to tow it to Holland. This attempt was foiled by the vigilance of the Seaham Harbour authorities and the local police

Since last Saturday Mr. Karl Kortum, Director of the San Francisco Maritime Museum, and one of the trustees of that Museum, Mr. Scott Newhall, the Executive Editor of the San Francisco Chronicle, who were both in England over the weekend, have threatened a member of the staff of this Museum and also one of the trustees, on the telephone with a "smear" campaign in the press if the trustees did not surrender the Reliant to the San Francisco Maritime Museum. The trustees of course have not done so, and arrangements

John Sugg, Esq.,
Gibraltar and South Atlantic Department,
Foreign and Commonwealth Office,
Downing Street,
LONDON, W.1.

/have

GOVERNMENT HOUSE
12 JUN 1969
STANLEY

have now been made for the Reliant to be towed to London.

You will recollect that the San Francisco Maritime Museum has shown a good deal of interest in acquiring the Great Britain from the Falkland Islands, and Mr. Karl Kortum himself has visited the hulk. I think it is not impossible on the experience of last weekend that an attempt may now be made by the San Francisco group to obtain the Great Britain by illicit means in the way they attempted to obtain the Seaham Harbour tug. They might, for instance, charter a salvage tug from Montevideo and represent to the local authorities in the Falkland Islands that they are serving the British group who are interested in the salvage and restoration of the Great Britain.

In these circumstances you may wish to consider whether the local authorities in the Falkland Islands should be warned to be on the alert for this possibility.

Yours ever,

Basil Greenhill.

Basil Greenhill

Thames home likely for Brunel ship

BRISTOL, the city where the Steamship Great Britain, 5,000 tons, the first propeller-driven ocean-going ship was built, is giving little support to a scheme to salvage it and bring it back from the Falkland Islands as a tourist attraction. There is a possibility that its final resting place will be on the Thames in London.

Mr. Richard Gould-Adams, chairman of the "SS Great Britain Project," said: "Bristol is not likely to get it unless it shows more enthusiasm. Other authorities are definitely interested, particularly the Greater London Council."

The vessel, designed by Brunel in 1843, was the first large ship to be built of iron. Her sailing career ended at Port Stanley in the Falklands in 1880 after battling through a violent storm round Cape Horn. Now, little more than a hulk after being used as a store for wool and coal, she lies beached in Sparrow Cove.

This week 5,000 brochures are being sent out by the Project aimed at raising £75,000 to save the vessel. They include a message supporting the campaign from the Duke of Edinburgh.

He writes: "The transition from sailing ships to power-driven ships was the most profound in thousands of years in maritime history. Nothing quite like that revolution will ever be seen again. The Great Britain represents a vital stage in that revolution and is therefore of immense interest to future generations."

★

Neither civic leaders nor prominent business interests in Bristol have so far shown much interest in the Great Britain. The most ardent campaigners have been the Brunel Society, who maintain it would not be a financial burden.

Mr. Eric Gadd, vice-chairman of the Society and one of the originators of the plan to get the ship for the city, said: "There has been considerable apathy there but signs are now a little more encouraging."

Mr. Gadd, a printer, is free car stickers with the "Bring back the SS Great Britain to Bristol," in an attempt to focus attention.

Mr. Gould-Adams said that despite a crack in the starboard side, a survey showed that the ship could be floated and towed across the Atlantic. Repair work would probably be completed in a Bristol shipyard and by then a permanent home will have been decided upon.

Besides Bristol and London other places for a home are Liverpool, from where it is sailed, Portsmouth and Exeter. A group of Americans has suggested San Francisco, but for many Britons, says the Project's brochure, "this would be the equivalent of selling HMS Victory to Washington."

BU Exco 12.7.69

(Sep. 67)

fa

70.

10/21/10/169

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 22.8.69 Time : 1927 Received : 22.8.69 Time :

PRIORITY

NO 107.

42

The Great Britain in Haskard's letter to Sugg of 28th August mention is made of the commissioner for wrecks we have no trace of Falkland Islands legislation dealing with wrecks and should be grateful for information about this legislation or confirmation that none exists by 27th August if possible

Stewart

Rsc

Pl. See HG's letter at p 42 (para 4) and x/ on 34.

Can you refer me to any legislation pl?

F/L : ARA

Intld H.L.B.

Col. Sec.

No local legislation.

The English Merchant Shipping Acts apply.

22.8.69

OVER.

Reply at 71.

I would mention for your information that under the provisions of section 523 of the Merchant Shipping Act 1894, Her Majesty and Her Royal successors are entitled to all unclaimed wrecks found in any part of Her Majesty's dominions.

H. B.
25-VIII-69.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 25.8.69 Time: Received: Time:

PRIORITY

NO. 120. Your telegram 107 Great Britain. No local
legislation. British Merchant Shipping Acts apply

Jones

P/L : ARA

71.

70.

9/23/9

Gibraltar and South Atlantic Department,

Foreign and Commonwealth Office

London S.W.1



(HGF 21/1)

27 August, 1969



You spoke to me last week about the "Great Britain" and asked me to confirm that the Governor of the Falkland Islands had authority to transfer ownership of this ship.

2. The position is understood to be that unclaimed wrecks, which according to the information furnished, the "Great Britain" now is, found in any part of Her Majesty's Dominions vest in the Crown by Section 523 of the Merchant Shipping Act of 1894. The power to deal with Crown property other than land has not been delegated to the Governor but the Governor could dispose of this wreck if so instructed by the Secretary of State. The Governor must however consult the Islands' Executive Council about exercising this power but need not act in accordance with their advice. The foregoing means in practice that, if you wish to acquire this wreck, your approach should be made in the first instance to the Governor who, after consulting his Executive Council, would advise the Secretary of State about it. The Secretary of State would then, if he saw fit, issue the necessary instructions.

3. The Governor, Sir Cosmo Haskard, who is home on leave at present, will be in London between 12 and 25 September and again for a few days before he leaves to return to the Falklands on 11 October and he would I think be pleased to see you if you thought this would be worthwhile. If you wished to do this, possibly you would let me know and I would find out from Sir Cosmo possible dates. I would then get in touch with you again and arrange a meeting.

(A. St. J. Sugg)

R. Goold-Adams, Esq.,
Highfield House,
Binley,
Nr. Andover,
Hampshire.

P
12

The following is an extract from a telegram received on 8th October from the London press.

"PROJECT LAUNCHED TO RETURN TO UNITED KINGDOM "SS GREAT BRITAIN" WHICH HAS LAIN DERELICT IN FALKLAND ISLANDS SINCE NINETEENTHIRTIES STOP SEVEN THOUSAND-MILE TOW BY HULL FIRM WILL BE ONE OF LONGEST IN MARITIME HISTORY LASTING ABOUT FIVE MONTHS PRESS CONFERENCE TOLD."

File Ref. 2382
10th October, 1969
/JML

~~DRAFT~~

EXECUTIVE COUNCIL

"GREAT BRITAIN"

Memorandum by the Colonial Secretary.

← Previous Reference: Executive Council Meeting No. 3/69, Minute 19/10

Executive Council Meeting No. 6/69 Minute 21

Ed. We spoke y'day and you are going to depend draft slightly i.v.o. papers I have sent you. Please let me see how additions being done. 22/10

Members will recall the announcement made at ^atheir recent Council meeting of the formation of an appeal project for salvaging the "Great Britain" and returning her to the United Kingdom for rehabilitation and preservation. A copy of the appeal committee's brochure was circulated to Members at the meeting in question.

2. It appears to be beyond argument that the cost of successful preservation and maintenance of the hulk in the Colony would be prohibitive as well as impracticable and there appears to have been, since the news of the appeal committee was received, a tacit acceptance that the "Great Britain" would in due course be removed to the United Kingdom. ?

3. The "Great Britain" is, as Members are aware, a crown wreck. ~~and the legal position resulting from this is that,~~ Under Section 523 of the British Merchant Shipping Act of 1894, the power to deal with crown property other than land has not been delegated to the Governor. This power can only be ~~exercised~~ exercised by the Secretary of State who would, of course, not exercise it without first receiving the advice of ~~the~~ Executive Council conveyed through the Governor.

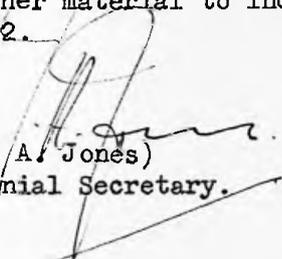
4. The apparent progress of the appeal project can perhaps be measured from the following quotation from a recent news bulletin received from official British sources:

"PROJECT LAUNCHED TO RETURN TO UNITED KINGDOM "SS GREAT BRITAIN" WHICH HAS LAIN DELELICT IN FALKLAND ISLANDS SINCE NINETEENTHIRTIES STOP SEVEN THOUSAND-MILE TOW BY HULL FIRM WILL BE ONE OF LONGEST IN MARITIME HISTORY LASTING ABOUT FIVE MONTHS ~~PRESS CONFERENCE TOLD~~"

5. Council is invited to note the position.

Your Excellency

will wish to see the draft Executive Council Memorandum (presented as an action Memorandum but so designed as to enable its being transmagnified into an Information Memorandum with the minimum trouble) on the "Great Britain" recovery/rehabilitation project at p.74 which incorporates the extract at p. 73 and which was prepared with the possibility in view that you might have further material to incorporate in it as foreshadowed in paragraph 3 of p. 72.


(J. A. Jones)
Colonial Secretary.

File Reference 2382
13th October, 1969.
/JML

Y. F.

"Great Britain" stamp design selection committee

It looks, should the U.K. based Project Committee's plans work out as intended, as if our proposed "Great Britain" Commemorative Issue should catch the market most opportunely.

2. Postmaster has suggested to me that it might be to our advantage to appoint a design selection committee for this issue. As the idea is Mr Morrison's it is best that he should elaborate it to you personally. In my view it has sound sense behind it. If, among the many preoccupations which will beset you during the first few weeks after your return here you can manage to fit in a short discussion with Mr Morrison of this matter it should be useful.

14 October, 1969.

(J. A. Jones)
ACTING GOVERNOR

*Addendum. See also minute on previous p. coming draft
Exec. memorandum.*

C.S. I agree that we should have a design committee for this particular issue. Reference should be made at EX Co.

U 21/10

I imagine you have a separate file for the G.B. Stamp issue.

DECODE.

J 17/10

77

12382

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 17/10/69

Time:

Received: 17/10/69 Time: .

No. 129

RESTRICTED

For Haskard from Sugg Great Britain.

Goold-Adams tells me he has heard indirectly from John Smith that fittings are being removed from this wreck. He understands all the brass port hole frames have gone and some of the lead piping. He would be most grateful if efforts could be made to recover at least one port hole frame and to prevent further loss.

Cypher : SJS

CS Has Inspector Peck any news?

*lw
21/10*

Note
John Smith
to see me
5.15 pm
Wednesday 12/11/69

Steamship Great Britain

1. I should like this item to be put down for the forthcoming meeting of Ex.Co.
2. Soon after my arrival in London I asked for specific advice regarding the ownership of the Great Britain and this/is clearly stated/*advice* in the attached letter HGF 21/1 of 27th August from Mr Sugg to Mr Goold-Adams.
3. I attach for appropriate filing Mr Goold-Adams' reply to that letter dated 31st August, his letter to me of the same date and Mr Sugg's letter HGF 21/1 of 2nd September to me.
4. I duly wrote on 6th September to Mr Goold-Adams suggesting a meeting on 12th September and I attach his reply of 9th September.
5. The meeting duly took place and I found my doubts regarding the moving of the Great Britain were, to a certain extent, allayed. Mr Goold-Adams is an extremely interesting person to talk to and appears to have quite altruistic motives for wishing to see the Great Britain brought back to England. Who's Who indicates that he was Assistant Editor of the "Economist" from 1947 to 1955 and is chairman of The Institute for Strategic Studies. He has a number of business interests and is the son of a former Governor of Queensland.
6. I made the point very clearly that Falkland Islands opinion would be affronted by any assumption that the Great Britain was just there for the taking. The ship has been part of the Falkland Islands scene throughout the lifetime of all middle aged people in the Islands and I thought it extremely important that any public pronouncements in the United Kingdom should acknowledge this fact. I also made it clear that I thought if the ship were indeed to be moved, permission having been duly obtained, some substantial commemoration of her erstwhile presence here would be appropriate, for example a museum building.
7. Mr Sugg's letter BGM 21/1 of 18th September to Mr Goold-Adams indicates the wording which seemed appropriate to any public statement by Goold-Adams.
8. The next paper in order of date is Mr Goold-Adams' letter to me dated 5th October from which you will see that the United Towing Company Limited of Hull are sending out a preliminary reconnaissance party of three by the next voyage of Darwin. This seems an entirely sensible move.
9. *(Mr G-A)* Immediately following that letter comes the letter of 7th October addressed to yourself which he handed to me at my second meeting with him which took place on 7th October. I purposely asked him to address correspondence to the Colonial Secretary rather than to me personally. His letter to you enclosed ~~four~~ documents which are attached and ends with a request to know whether the application by the "S.S. Great Britain Fund of the Society for Nautical Research" can be granted. This is the matter which must now come to Ex.Co. *Please let me see minute made when matter was discussed in Ex.Co.*
10. You will notice that the first three paragraphs of the second page of the press announcement of 2nd October, 1969, are of particular interest to the Falkland Islands. My suggestion that the Colony might be presented with a museum has been scaled down to "a suitable addition to the Falkland Islands Museum in Stanley which might become known for instance as the Great Britain Room".

11. Mr and Mrs Goold-Adams are travelling in the tourist ship Lindblad Explorer due at Fox Bay on 11th January and leaving from Stanley on the evening of 13th January. I have invited them to stay and suggested that it would be helpful if he were to broadcast in Visitors' Book. He welcomed the suggestion and mentioned that in fact he has done quite a lot of broadcasting.

? better to
interview

12. The last paper in this batch is a note handed to me by Mr Goold-Adams regarding his visit to the Falkland Islands. I explained that the aircraft do not normally fly on a Sunday and he accepted the position but if we were able to make special arrangements I am certain that this would be in our interest to do so. Perhaps you would have a word with me about this.

Charter?
p. DCA

CA
21/10/67

80

Visit of Mr and Mrs R. Goold-Adams to the Falkland Islands
January 1970

Travelling on M/S Lindblad Explorer

1. Sails from Montevideo 8 am Thursday January 8.
2. Due at Fox Bay Sunday " 11.
 ship goes on to West Point Island
 same day (Mr Roddy Napier)
 Visits Carcass Island (Mr Bertrand) Monday January 12
 Arrives Stanley early on Tuesday January 13
3. Sails from Stanley in the late evening Tuesday January 13
 Ship visits Beauchene Island Wednesday January 14
 Sails that evening for Antarctica.

Mr Goold-Adams would thus like to hire a local aircraft to fly his wife and himself from Fox Bay to Stanley on the morning of Sunday January 11th, the time to coincide with the arrival of the Lindblad Explorer at Fox Bay.

He would then have something over 48 hours in Stanley to visit the "Great Britain" and to meet people.

Survey Summary
January 1969.

S.S. GREAT BRITAIN PROJECT 81

S.S. GREAT BRITAIN : SUMMARY OF SURVEY REPORT

Thanks to help from the Government, it was possible for Dr. Ewan Corlett, of the firm of naval architects, Burness, Corlett & Partners, to visit the Falkland Islands in H.M.S. Endurance during November, 1968, and to carry out a full technical survey of the state of the "Great Britain". "Endurance" left Montevideo on November 19 and arrived at Stanley, the capital of the Falkland Islands, on November 24. That afternoon and on each of the following three days, that is on November 24 - 27 inclusive, Dr. Corlett was able to cross the $3\frac{1}{2}$ miles of water to Sparrow Cove, where the "Great Britain" lies beached, and to spend a total of some 35 hours on the ship. He was always accompanied by three or four volunteers from "Endurance" and usually by more. They were of enormous assistance to him and, in fact, made it possible to conduct a far more exhaustive survey than could have been undertaken by one man alone.

The general conclusion of the survey is that salvage of the "Great Britain" is entirely feasible. The ship is in surprisingly good condition considering her extreme age - 125 years - and the fact that she has been abandoned to the mercy of wind and water for the last 30 years, being used as no more than a storage hulk for 50 years before that. While the state of her metal is better than had been expected, the extent of the crack which was known to exist in her starboard side proved to be somewhat worse. This can, however, be rectified without excessive expenditure of time and effort, and a method for strapping it together has been devised.

From the point of view of floating off and removal, the hull is in a better position than had been thought. Water deep enough for a salvage vessel drawing 16 feet or so runs right up to the stern, and the beach slopes quite quickly away from the port side.

A number of holes exist in the "Great Britain", some of them man-made when she was beached. Repairs should not present a serious problem, and the whole task of salvage should be within the competence of an efficient tug and crew. They would need to spend some two or three months on the site, preparing the ship for the long ocean tow to the United Kingdom.

POSITION OF THE "GREAT BRITAIN"

Turning in somewhat more detail to various aspects of the general conclusion, the first is how the ship lies. She is on a sloping bed of hard sand and small stones with some build-up on the starboard side and some erosion on the port, particularly at the stern. There is no sinkage into silt. If the ship were made watertight and pumped out, she would float immediately. She could then be drawn out stern first.

The scouring caused by the tide, however, has had two effects. While one is to make the task of eventual removal easier, the other has unfortunately been to start the crack in the starboard side, by allowing the aft section of the hull to tend to sag to stern and to port, from the door cut in the top of the side when the ship was used for wool storage. At the top of the crack the gap is now 7 inches and there is a difference of levels of 5 inches. In effect, the "Great Britain" is digging her own grave, and, if nothing were done, the crack would open with gathering speed until the ship split in two. Although this will not happen just yet, there may not be more than about five years before there is a considerable risk of it happening in bad weather.

UNDERWATER CONDITION

The diving survey was deliberately made on the ebb tide when water leaving the hull might be expected to stir up sediment. Little was observed, and examination of the hull underneath, where this was possible, showed it to be sound and solid. The whole ship rocks gently when a sea is running. The forward part of the vessel is surrounded by kelp (seaweed) and an area would need to be cut and cleared before a full length diving inspection could be undertaken.

There are a number of holes in the hull through which water pours with the tide. The main ones appear to be those made deliberately when the ship was beached. These are 7 in number near the stern, measuring from 5 to 48 inches by 18 to 20 inches, and they are at the 16 to 18 foot level above the keel, that is between low and high tide levels. They can be quite easily repaired. There is another small hole at the 12 foot level of no significance on the starboard side forward. There appear to be no other holes at, or below, the water line, though this cannot be absolutely certain at this stage owing to lack of access to the flat part of the bottom. Water also enters and leaves through the lower end of the crack, which is under water, but which ceases at tank top level.

The rudder of the "Great Britain", which was used at the time of the beaching in 1937, has now rusted solid hard over to port, that is at about 35 degrees. This would need either to be freed or cut out before towing. The propeller aperture has been plated in, presumably on conversion to a purely sailing ship in 1882. The bilge keels are intact. The forefoot and stern frame are both clear of the bottom. A heavy incrustation of mussels and marine growth covers the whole of the underwater portion of the hull. The original bowsprit has broken off and lies embedded in the dense kelp.

STRUCTURAL CONDITION

Spot checks of the plating were made all over the ship above the waterline with an ultra-sonic thickness tester, which is a sophisticated and accurate instrument. In general, once the thick layers of rust and scale had been removed, clean white iron surfaces were exposed. The thickness of the metal mostly varies between a quarter and a half inch, except in one or two places where it has eroded through. As the bulk of the plating was originally $9/16$ th to $5/8$ th inches thick, the tester showed that there has thus been a wastage of some 40 to 50 per cent in places. What is left, however, is substantial, and in those parts where the plating is depended upon for flotation there is about $3/8$ th of an inch of iron, which is fully adequate.

The holes in the plating, where they exist, can readily be patched up, owing to the good quality of the iron nearby. These holes, in fact, appear to be due as much as anything to the unequal quality of the original plates used, and they are not surprising in view of the fact that plate manufacture in 1843 was by no means quality controlled. In general, the best quality material appears to have been used lower down and the poorer higher up. It is thus the considered view of expert opinion that, although no plate thickness measurements could be taken below the waterline, deterioration there should be less than above it. This should be the case to a greater degree than if the ship had been built at a later period, when steel would have been used instead of iron. In particular, the plating behind the wood sheathing does not show any noticeable deterioration at all. Generally, plates measuring 6 foot by 28 to 30 inches were used, which of course were small. The plating is clinker-laid, the plates being laid inside the plate above at the top edge and outside the plate below at the bottom. This was a method which went out of use not long after the "Great Britain" was built.

TRANSVERSE STRUCTURE

Copies of the manuscript lines of the ship were obtained from the City Museum, Bristol, and a thorough examination was made of the main members of the vessel. A certain amount of testing of frames was undertaken, with no more than 20% of general wastage being observed. Where certain frames have wasted badly in patches, probably due to faulty material originally, local reinforcement may be advisable; but this will not amount to much since frame spacing is very close, particularly amidships - the opposite of modern practice. The main web frames are $3/5$ th of an inch thick and very strong.

LONGITUDINALS

When the "Great Britain" was used for storing wool, afloat in Stanley harbour, two entry or way ports were unfortunately cut at sheerstrake/weatherdeck level on the starboard side, one nearly amidships and one further aft. To-day, therefore, while the bottom structure of the ship is still very strong longitudinally (so far as is known the "Great Britain" was the first ship to have a double bottom) the upper levels are not so good. Brunel, her builder, placed undue reliance according to modern knowledge on the combination of wood and iron, not allowing enough for their wide differences of elasticity. Consequently, where he relied on the ship's heavy gunwale construction and thick wood weather deck, with its iron tie plates, the structure to-day has become more flexible. A good deal, though not all, of the wooden deck is rotten. It is these factors, combined with the scouring by the tide to starboard at the stern, which have led to the relative hogging of the ship, in the vicinity of the crack. Fortunately, however, the condition of the metal is such that, once strapped together, the two sides of the crack will hold.

BULKHEADS

The "Great Britain" was the first with watertight bulkheads and comprehensive pumping arrangements. To-day, the state of the bulkheads varies considerably, but the ones fore and aft of the original engine room are definitely usable after repairs have been made where cargo doors were cut when the ship was converted to cargo-carrying and sail only.

MASTS

The lower masts remain and date from 1853 and are completely sound. The foremast and main mast weigh about twenty tons each and all three are fine, unique, examples of their types. Although there is virtually no danger of their falling, they should be lifted out before the ship is moved from her present berth. The upper deck's transverse structure is fully strong enough to righ sheerlegs to hoist the masts out.

DECKS

These can be divided into six areas. Aft, where 50% of the weatherdeck is sound. Forward at the sides, where none of it is. Forward at the centre, where it is thick and good. The three lower decks and forecastle where the wood seems all right. The forecastle head and the upper deck in the poop where the wood is totally destroyed. And certain of the interior decking where the wood lining has been removed but the metal underneath is sound.

WOOD SHEATHING

This is in excellent condition and provides additional strength to the hull. Some of its external copper sheathing remains, though completely oxydised.

FITTINGS

A number of fittings remain on the ship, which, together with those available either in Stanley or elsewhere, would enable faithful reconstruction to be undertaken as well as providing some original material. A careful search could undoubtedly produce more.

SALVAGE AND THE TOW HOME

In order to close the crack on the starboard side before strapping it together with steel plates, the stern section of the ship could be made watertight, pumped out, cleared of silt and, by judicious use of the tide, floated up. By means of winching from the shore, any fractional adjustment of the lateral angle that might be necessary could also be taken in hand. Since the port side of the ship remains intact as well as the double bottom, it is considered that, although this operation adds significantly to the amount of work to be done before the ship leaves Sparrow Cove and is not entirely without hazard, it is practical and feasible. At present an estimated 430 tons weight in the stern produces a moment aft of 35,500 tons ft. By pumping out and fitting two extra bag tanks for buoyancy, a lifting moment of about 74,000 tons ft could be produced, at low tide.

Once wholly afloat, the ship could be pulled out stern first, drawing some 10 to 11 feet of water. Rubber bag tanks would then be inserted down inside the hull, of a sufficient total capacity to give a wide margin of extra buoyancy. Thus, if the ship leaked badly or shipped water at sea, she would remain afloat, even though waterlogged. The weight of the ship by itself would be 900 tons, and detailed plans have been drawn up to insert some 30 bag tanks giving an aggregate buoyancy of 1500 tons. In fact, the weatherdeck would have some cheap lumber nailed down on it, over which thick polythene sheeting would be similarly fastened.

For towing, strong attachment points could be welded into the structure, and it is reckoned that the ship would be quite strong enough to be towed safely at from 6 to 10 knots depending on the weather.

January 1969

First of the Greats

GRAHAM NORTON on a triumph of technology inspiring many today.

BEACHED IN A SHALLOW AND DESERTED cove in the Falkland Islands lies one of the most significant ships ever built in the British Isles—Isambard Kingdom Brunel's *Great Britain*. She has lain there for 36 years, after serving as a depot—a motionless hulk—for the wool gathered from the sheep of the Falklands for 50 years. For it was one day in 1886 that she came to the Falklands, limping into the harbour of the little capital, Port Stanley, after a terrible battering rounding the Horn.

It would have surprised Brunel if he could have seen her then. She appeared as a large and graceful clipper, her sides seemingly of wood. Yet Brunel had built her as the first great ship to be made of iron. That was one stupendous technological breakthrough. There was also another. She was powered by steam, and driven not, as were the other steamships of her time, by paddles, but by a single giant screw, a form of propulsion as yet little tried, except in the fertile mind of the man who built her.

Brunel was recognized by his Victorian contemporaries as the universal engineering genius that he was, a recognition which the Britain of today, with its increasing interest in the Victorian industrial past, is once more realizing.

Demonic energy

The monuments that Brunel put up are all around us, in daily use by millions. He created the Great Western Railway. He surveyed the railroad, laid the track, built the bridges and graceful viaducts, dug the tunnels of that permanent way, so smooth and gentle in its gradients that they called it "Brunel's billiard table". He built Paddington station and the Royal Albert bridge, spanning the Tamar at Saltash, which joins Cornwall to England. He spanned the gorge of the Avon with the Clifton suspension bridge. He tunneled the Thames. He built docks at Bristol, Plymouth, and in Wales. And he built three great ships, the *Great Western*, *Great Britain*, and *Great Eastern*.

As the railway age dawned in the 1830s, so did the creative imagination of businessmen and engineers soar. And none flew so high as Brunel's. In 1835 the Bill supporting the Great Western Railway passed through Parliament, and he was to be unceasingly occupied in building the largest single network in the United Kingdom. Yet within 18 months he had arranged the formation of yet another company, the Great Western Steam-Ship Co, to develop ocean steam navigation.

Brunel did not want the line from London to Bristol to end there. His steamships had one end in view—Paddington to New York! It was a bold vision. After a few pioneering trips, the Atlantic continued to be crossed by sailing vessels. It was considered doubtful if steam vessels could ever carry enough coal, plus cargo and passengers, to make a transatlantic service

an economic proposition. Brunel did his calculations. He found:

"The resistance of vessels in the water does not increase in direct proportion to their tonnage. This is easily explained; the tonnage increases as the cubes of their dimensions, while the resistance increases about as their squares; so that a vessel of double the tonnage of another, capable of containing an engine of twice the power, does not really meet with double the resistance. Speed therefore will be greater with a large vessel, or the proportionate power of the engine and the consumption of fuel may be reduced."

Unique ship

Nothing could be more to Brunel's liking. It was an incentive to boldness, to build larger than anyone had ever built before. No engines as large as the *Great Western's* had ever before gone to sea. She was made of wood, was on the Atlantic run between 1838 and 1846, and served the West India Mail Steam Packet Co before being broken up in 1857.

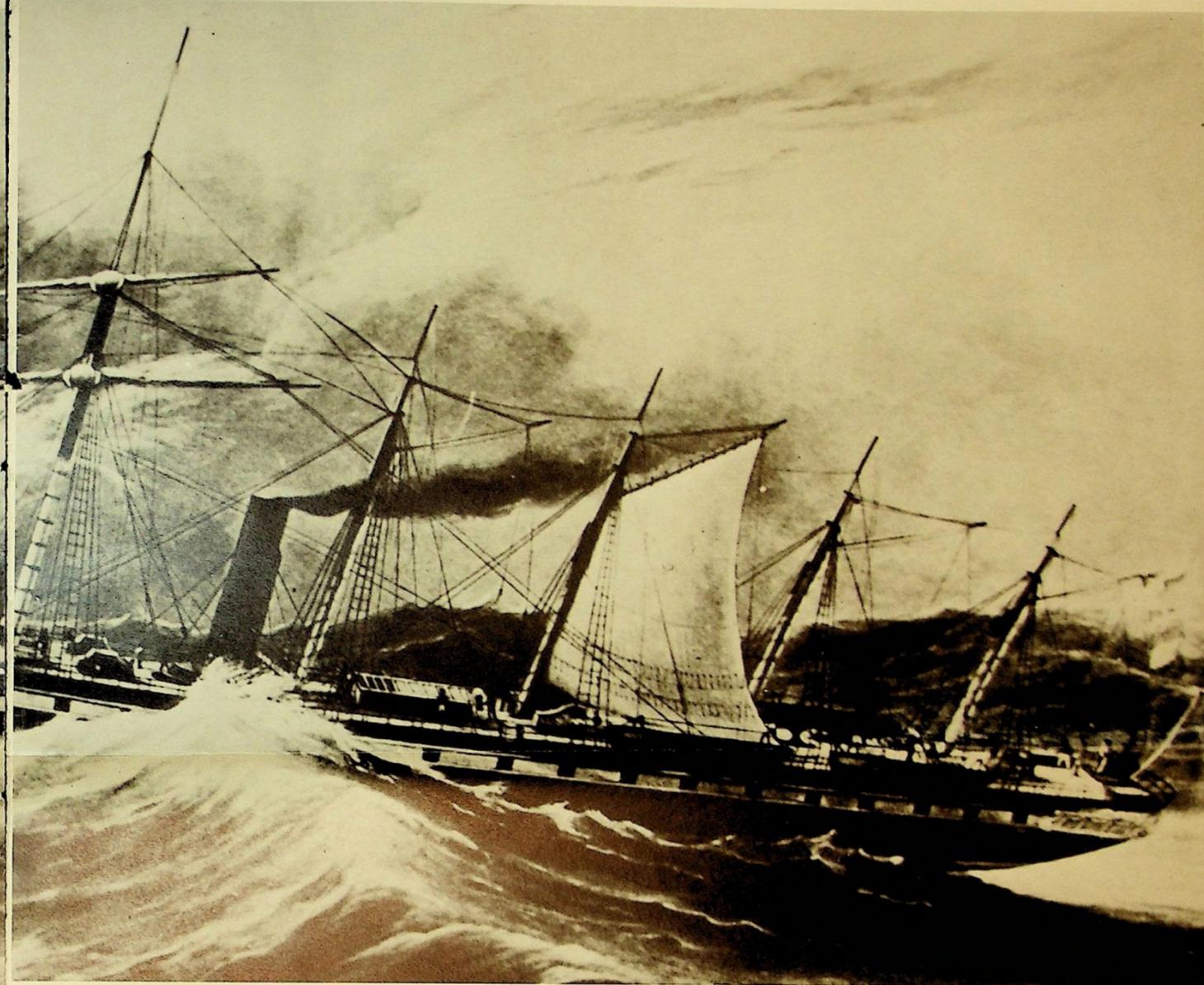
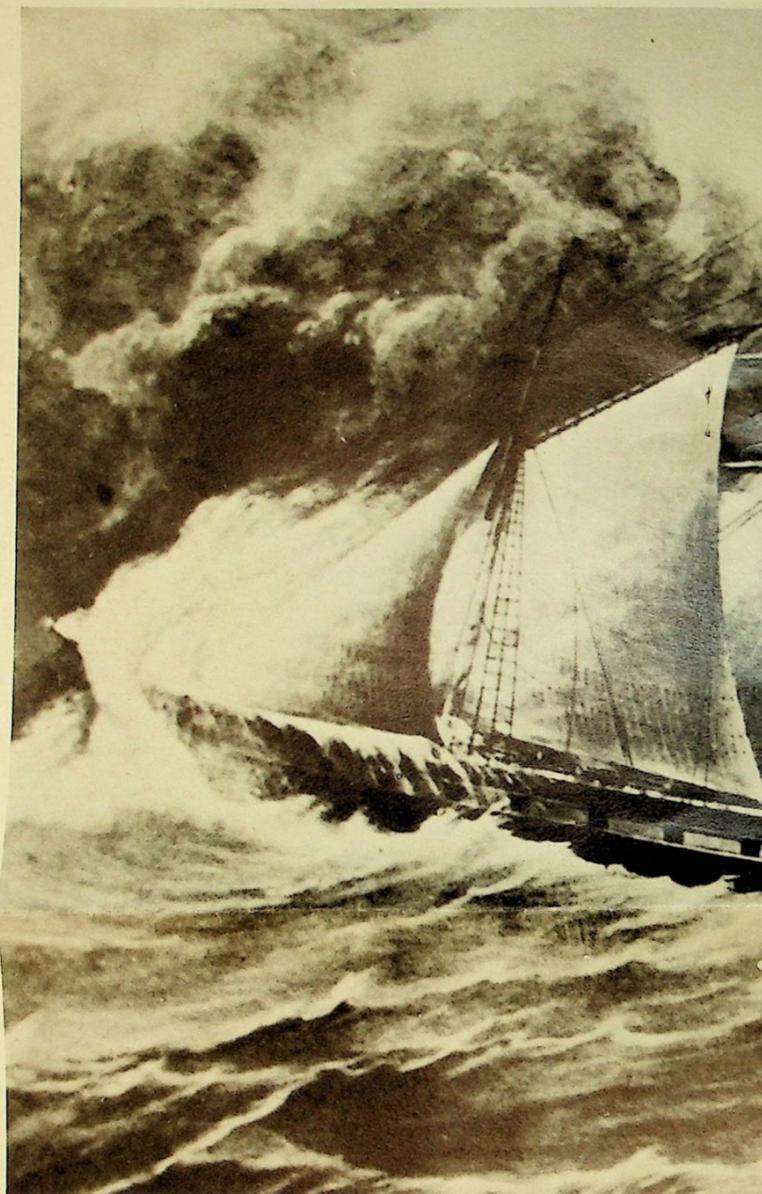
But the *Great Western* was merely a first essay in shipbuilding by Brunel. It was in the *Great Britain* that his inventive genius took over, to make her a vessel of unique importance in the whole subsequent history of marine construction.

The Illustrated London News of July 15, 1843, had no doubts whatever of what the "stupendous steamship to be launched at Bristol on Wednesday next" meant:

"She is of unparalleled vastness, her actual tonnage being some hundreds of tons more than that of any ship ever built, which circumstance, conjoined with her peculiarities of material and construction, must render her completion an important event in the records of engineering and mechanical skill."

Originally she was to be built of wood, and much of this had been bought—then Brunel made calculations, hired a small iron steamboat, took a trip in it to Antwerp, and said: Iron. So iron it was, curiously arranged, the plates overlapping in clinker-built fashion. And each time he revised his plans he made her bigger, until finally she was to be 3,443 tons burden. An interesting example of "technological fall-out" occurred over the building of her engines. At first, conventional side paddles were to be used. For such a ship the size of the main paddle shaft would need to be enormous, quite beyond existing technology. To overcome this James Nasmyth designed his steam hammer, which soon became general in the great engineering workshops of Victorian Britain.

But Brunel's quick brain had already moved on. A Mr Francis Smith had patented a screw propeller, built a vessel, the *Archimedes*, and installed this means of propulsion. The ship was tested by Guppy, a fellow director of the Great Western Steam-Ship Co, and together with Brunel the gamble was taken—the



Reproduced by courtesy of DR E. C. B. CORLETT

Great Britain should be a screw ship.

The launching was tremendous. Prince Albert came to Bristol to perform the ceremony. She did not slide down the ways. A special dry dock was built to construct her, and she floated off as the water was let in. There was a great breakfast banquet, at which the flights of fancy of the American Ambassador's speech reflect the poetry that the Victorians saw in their industrial triumphs:

"... Sir, let us leave magic to the nursery: give me the magic of the mechanical arts—(Cheers.) Consider, Sir, that science has but waved her wand over the iron mine, and that beautiful structure has started up ready to launch on the waves—(Cheers.)"

The *Great Britain* was to restore to British shipyards the primacy that they had lost to New England. After the Napoleonic wars, British ship design stagnated. Merchantmen were full bottomed, fat bellied, slow, and poor sailers. But during the Royal Naval blockade of American ports the Yankees had evolved, as a means of slipping past the blockade, a ship design which was to culminate in the superb clippers of the mid-nineteenth century. The lines of the new ships were

long and fine, and they were heavily rigged. They used the plentiful American softwood, and they outsailed the British on the North Atlantic run.

Brunel showed Britain how to regain its supremacy, hitting back with those very weapons in which she was strongest—the new industrial technology of steam and iron. His design was a graceful thing—very like those clippers, which explains why the last voyages of the *Great Britain*, from 1882 onwards, were as a sailing ship, with her engines removed. Brunel gave her six masts, and, again to quote a contemporary account in the *ILN*: a funnel "of immense diameter, but very short; only one of the masts is a permanent erection—the second from the bowsprit. It is much thicker than the others, and is meant to carry a square-sail and top-sails. The other masts... work upon a swivel on deck, they can all be struck in a gale of wind with the greatest ease, and without hampering the deck, thus leaving almost a naked hull for the wind to whistle over."

She was elegant, she was practical, she sailed to London, averaging 12½ knots in severe weather, and she was inspected by the Queen. She left Liverpool on her maiden voyage to New York on August

26, 1845, and she made the passage out in 14 days and 21 hours. Other innovations in her construction included the fitting of five watertight bulkheads, with power operated bilge pumps. There was a watertight double bottom, and an electric log remotely indicating speed and distance run. At one swoop Britannia again ruled the mercantile waves, and for 50 years British shipyards and ocean liners were to be unchallenged.

Next year came tragedy. On September 22, 1846, she ran aground at Dundrum Bay on the north-east coast of Ireland, on her way to America with a record number—180—of passengers on board. There were those who wished to write her off as a total loss. Not so Brunel. His reports show his clear personal attachment to the ship. To those who would abandon her he wrote "... really how she can be talked of in the way she has been I cannot understand. It is positively cruel". He set to work, and the following August she was floated off. But the *Great Western Steam-Ship Co* had to be wound up, and Brunel's direct association with his creation ceased. He died in 1859. Meanwhile, the *Great Britain*, refitted after her Irish experience

with two funnels and four masts—Brunel had previously re-rigged her with five—began a long career on the Australian route, carrying emigrants and goods to Melbourne, and also seeing active service as a troopship during the Crimean War and the Indian Mutiny. Her average for the voyage to Australia was 58 days, and she made her last trip to Melbourne in 1875. After being laid up at Birkenhead she was rigged entirely for sail, her iron hull was sheathed in wood, for reasons which are still obscure, and she ended up in that remote Falkland Islands cove.

She has survived, with her basic hull structure still sound, for 126 years. But now, in that cove, natural forces are at work which are bound in five years to destroy her. A survey was carried out on her by a noted naval architect, Dr Ewan Corlett, in November 1968. He reported that she is on a sloping bed of hard sand, and the scouring of the tide has set up an unequal strain on the aft portion of the ship. A small crack has begun amidships on the starboard side, at a weak point where a door was cut into the side when she was used for wool storage. Little by little the sand will be scoured farther away, the strain will increase, the crack

will widen, and inevitably the magnificent old hull will break.

Can anything be done to save her? And is she worth saving? The Duke of Edinburgh, for one, thinks she is. An "SS *Great Britain*" Project has been set up, under the general auspices of the Society for Nautical Research. The chairman of the organizing committee, Richard Goold-Adams, says that action is needed fast: "it must be next year or not at all".

What the committee have in mind is to tow the *Great Britain* back to Britain—in itself a remarkable feat, as it would be one of the longest ocean tows ever undertaken. Probably something between £75,000 and £150,000 would be required for this. Then, repaired, and reconstructed, she would go on show.

This would be a highly expensive undertaking. And there are all kinds of problems—for example, which *Great Britain* would be restored? Brunel's original conception? His re-rigged version? Or the ship that took emigrants to Australia? Nothing remains of his remarkable engines—are they to be reconstructed? Why spend all this money on a single battered hulk, when there is so much else on which the total cost—perhaps

£1 million—could be spent, even in the field of the preservation of Victorian industrial relics?

Mr Goold-Adams and his committee would argue that this ship is unique, not only in its innovations but in what it should mean to Britain, both historically and as an inspiration to the kind of patriotism we now badly need—of bold, decisive action in technology and commerce. The saga of its coming home would arouse the country, rather as Sir Francis Chichester's voyage did. It has not yet been decided where, if the funds are found, she should lie. The dock built for her construction still exists in Bristol. She may, however, be better able to earn her keep from visitors' contributions by going to a London dock. Portsmouth has expressed an interest. But if the British don't get her, if the fundraising which will be attempted over the next year is unsuccessful, then San Francisco might. The maritime museum there is keenly interested, feels that she must be preserved, and can get millions of dollars to do it. It is thought, however, that her rightful home is here, where Brunel built her. We have now to see if the country will rise to the challenge.

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Copy of Press Announcement
2 October 1969.

S.S. GREAT BRITAIN PROJECT 82

Not for publication, please, until 3 pm on Thursday, October 2, 1969

'ENGLISHMAN' TO TOW THE 'GREAT BRITAIN' HOME- BRUNEL SHIP TO COMPLETE VOYAGE AFTER 84 YEARS

The Chairman of the SS 'Great Britain' Project, Mr Richard Goold-Adams, has great pleasure in announcing that arrangements have been made for an expedition to leave the United Kingdom early in 1970 to salvage and tow home from the Falkland Islands Brunel's historic SS 'Great Britain', the first propeller-driven ocean-going vessel.

The despatch of this challenging expedition has been made possible by the extreme generosity of Mr Jack Hayward, who has undertaken to finance the return of the ship to her homeland - to complete, in fact, Voyage 47 which was begun in 1886 but never completed owing to damage sustained in a storm off Cape Horn. Earlier this year, Mr Hayward was instrumental in saving Lundy Island for the nation when he gave £150,000 for its purchase by The National Trust.

Detailed planning is now in progress with the United Towing Company Limited of Hull who will be sending out their tug, the 'Englishman' for one of the longest tows in maritime history. No final estimate of cost has yet been possible, since much will depend on the time required.

Considerable reductions are hoped for in any final figure by virtue of contributions that may be made by British firms whose products will be used. The Shell Group have already promised a substantial supply of bunkering fuel free, and the Firth Cleveland group of companies will supply wire rope.

Preliminary estimates made by Mr Antony Wilbraham, Managing Director of United Towing, and his staff indicate that the cost is likely to run within the limits which were forecast by the SS 'Great Britain' Project a year ago, namely £100,000 - £150,000. A most generous gesture has been made by United Towing in not charging administrative overheads.

Enquiries: Adrian Ball & Associates Limited
113-114 Fleet Street London EC4
Telephone 01-583 7619/7200

A very important part in the whole project will be played by the people who live in the Falkland Islands. At present the hull of the 'Great Britain', beached since 1937 in Sparrow Cove three miles out of Stanley, the capital, is a treasured local landmark regarded with affection and pride.

The Falkland Islanders, who are intensely loyal to the British Crown, are being asked to make their own very special contribution to what is now becoming a national undertaking in Britain, namely by giving this unique ship back to the mother country, in order that she may be reconstructed and put on public display here as a memorial to the great Victorian age of British industrial development.

The ship is officially a Crown wreck and can be released only by the Governor of the Falkland Islands acting in consultation with his Executive Council. Mr Goold-Adams has had detailed discussions with His Excellency the Governor, Sir Cosmo Haskard, and a formal application will be made to him during October. It is anticipated that the SS "Great Britain" Project will donate a suitable addition to the Falkland Islands Museum in Stanley, which might become known, for instance, as the "Great Britain Room".

The precise date for the tug to leave Britain has not yet been fixed, but it is hoped that this can be during January. The whole operation is expected to take something over five months, which would mean that it might be possible for the 'Great Britain' to arrive in the United Kingdom next summer.

In the first instance, the intention is to take her to Bristol and put her in the No. 2 dry dock operated by Charles Hill & Sons Ltd, who will do reconstruction work at minimum cost. This was the original Wapping Dock in which she was built in 1843. The 'Great Britain's' ultimate destination after reconditioning has not yet been determined: it is likely to be Bristol, London or Portsmouth.

A critical factor in any plans to move the ship will be the weather both in the Falkland Islands and in the South and North Atlantic during the long tow home. If, therefore, the departure of the expedition cannot be made at quite such short notice as January, it may have to be delayed until later in the year.

A further factor in bringing the date forward, however, will be the degree of possible help from the Admiralty. Time could undoubtedly be saved in this unprecedented venture if an Admiralty lifting vessel could be towed out from this country and used for work alongside the 'Great Britain' in preparing her for sea. A request has been made for this to be considered. Already the Project has had great help, support and encouragement from the Admiralty.

Mr Goold-Adams comments: "It is wonderful to know that, thanks to the patriotic efforts of so many people and organisations in this country, the 'Great Britain' has been saved from going to America and will be returning to her rightful home from the other side of the world."

October 2 1969

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SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1

Project: To bring back from the other side of the world, recondition, and put on display the most historic modern ship in the world.

Chairman: Richard Goold-Adams
Consultant Naval Architect: Dr. E.C.B. Corlett
Treasurer: E.C.D. Custance D.S.C. (Lloyds Bank)
General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.

SS Great Britain

"Stamp issued by the Post Office in 1969 in the famous ships series"

J.A. Jones Esq OBE
Colonial Secretary
Falkland Islands.

7th October 1969

Dear Mr Jones,

As you will have heard this organisation was formed last year in order to salvage and restore the ss "Great Britain" as a permanent memorial in the United Kingdom to the great Victorian age of British industrial development. Our Committee plans to open the ship to the public here after reconstruction, like HMS "Victory", except that we feel that we have a more important ship to deal with and there are also greater possibilities with this larger vessel.

You will also probably have heard that the necessary funds for the salvage and tow home, which may amount to some £150,000, have been raised through the generosity of Mr Jack Hayward. The emphasis of our fund-raising campaign is now therefore switching to money for the reconstruction.

Following the professional survey of the "Great Britain" carried out last year on our behalf and with the help of the Admiralty, when the naval architect, Dr E.C.B. Corlett, visited the Falklands on board HMS "Endurance", a three-man reconnaissance party is due to arrive in Stanley on the ss "Darwin" on October 27th from the United Towing Company Ltd of Hull, Yorkshire, the company which would contract with us for the work. Their aim is to make certain that, in spite of the many obvious and considerable difficulties, the recovery and towing of the ship is a practicable proposition from the technical point of view. If all goes well, their company would then plan to send out a tug in the first half of next year. It would come with sufficient material and skilled manpower to do repair work on the "Great Britain" for some two months before attempting to tow her to sea.

I have spoken at length with His Excellency the Governor and with the Commonwealth Office, and I appreciate that the "Great Britain" is not only a Crown wreck which could be released to us only by the Governor in Council, but also an object of affection and pride to the people of the Falkland Islands. It is in full recognition therefore of what I am asking that I now put forward to you this formal request that the ship be released to us.

Members of the Project

- Robert Adley
- Lord Aldenham
- Gordon Campbell MP
- Maldwin Drummond
- Grahame Farr
- Rear Admiral Morgan Giles MP
- John Hill
- Richard Hill
- Earl Jellicoe
- Peter Kirk MP
- Karl Kortum (USA)
- Lord Mancroft
- C. H. Miller
- Lt Cmdr George Naish
- John Newhall (USA)
- C. Rolt
- John Smith MP
- John Smith (Falkland Islands)
- Scott
- Lord Strathcona
- William Swigert Jr. (USA)
- S. A. Urry
- Commander Alan Villiers
- Eric Weiss

Executive Committee

- Richard Goold-Adams
(CHAIRMAN)
- E. C. B. Corlett Ph.D.
- E. C. D. Custance D.S.C.
- D. Fitzgerald-Lombard
- Lord Strathcona
- Robert Adley
- George Naish

If people in the Falklands could know, however, how much value and increasing importance is being attached in Britain to the remains of this former masterpiece of British initiative, skill and engineering daring, I feel that they would wish to help us preserve the ship for posterity in a way that cannot be done where she now lies. This is therefore the basis of our request to you.

The official title of the body to which the ship would be released is "The ss 'Great Britain' Fund of the Society for Nautical Research". The Society is a long established and well-known charity, and our "ss 'Great Britain' Fund" has been recognised by the Charity Commissioners as a separate but associated organisation coming under the general auspices of the Society. The Honorary Treasurer of the Society, Mr E.C.D. Custance of Lloyds Bank, is also our Honorary Treasurer.

Please could you let me know as soon as you conveniently can whether this application can be granted, or indeed whether you need more information from us. I enclose for your information certain documents we have issued, which may help to complete the picture, including the appeal brochure, issued in June, and which gives the text of the Message of support sent to us earlier this year by His Royal Highness the Duke of Edinburgh.

Yours sincerely



Richard Goold-Adams
Chairman, ss "Great Britain" Project

HIGHFIELD HOUSE
BINLEY
NEAR ANDOVER
HAMPSHIRE
ST. MARY BOURNE 328

85
Sunday
5 Oct 19.

Dear Haskard,

Just a line to let you know that I will to-morrow compose a post to you, care of Sir Robert Stanley, both the formal application to Mr Jones as Colonial Secretary for the release of the ships and a note of my own dates etc in the Falklands in January.

I will be in London from to-morrow evening through the week at my flat - Flat 110, 25 Portchester Place, W.2. Tel. 262-5933. I will ring you up to see when we might just meet before your departure.

Meanwhile you will have seen perhaps that the backing I have secured is by the multi-millionaire, Mr Jack Hayward.

So it does look as if a serious British expedition will now take place. However the company concerned, United Towing Co Ltd of Nelson Street, Hull, are sending out a preliminary recon party of 3 by the Darwin just after you i.e. from Montevideo on Oct 23, and no doubt you will come across them. I have met the men concerned - a Captain Garrod, Dennis Spence & Grundy - and they are a knowledgeable team. We have also got various bits of Admiralty help, which I can tell you about.

I put an extensive plug for the Falkland Islanders in our press hand-out and although nothing got reported here I hope it will have percolated to Stanley. I will send you a copy.

With kind regards - and I hope you had good weather in Ireland.

Yours sincerely

Richard Hoold-Adams

Gibraltar and South Atlantic Department

BGM 21/1

18 September 1969

I am writing to you again about the "Great Britain".

Sir Cosmo Haskard was here this week and told me of your talk with him. He discussed with ~~me~~ the sort of wording that you might use in making an announcement about the ship, and we agreed that the following would seem to be suitable:

"Now that our plans are taking shape in such a form that we have reasonable hope of going ahead with this project, it is our intention to make formal application to the appropriate authorities to secure the transfer of ownership of the vessel to the Society for Nautical Research."

(Notes for answering supplementary questions from the press)

The "Great Britain" is an unclaimed wreck and ownership is vested in the Crown.

I understand that an approach should first be made to the Governor of the Falkland Islands who after consulting the Executive Council of the Colony, would advise the Secretary of State about it.'

I hope this will be of assistance to you, and that you are successful in raising the necessary funds to get the ship to the U.K.

(A. St.J. Sugg)

R. Goold-Adams, Esq.,
Highfield House,
Binley,
nr. Andover.
Hants.

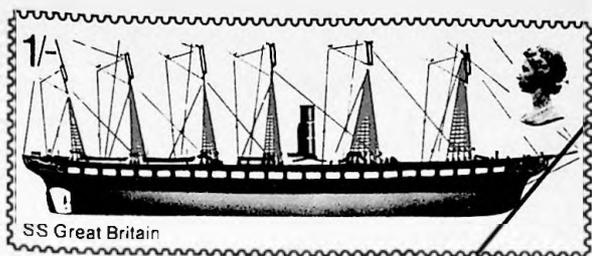
SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1

Project: To bring back
from the other side of the world,
recondition, and put on display
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General Secretary:
Wing Commander D. Fitzgerald Lombard

With the technical co-operation of The National Maritime Museum.



"Stamp issued by the Post Office in 1969 in the famous ships series"

9 September 1969

From: Flat 110
25 Dorchester Place
W.2.

01-262-5933

Dear Sir Cosmo,

I was delighted to receive your letter from Banting just before I left Highfield this morning, though I am sorry you cannot manage lunch on this occasion. But I will very much

look forward to seeing you at the Travellers at 3pm

on Friday (12th). I did my utmost with this message to Sir Robert Stanley.

In case anything happened to upset your plans, I will be at Highfield House overnight on Thursday - Tel: 026-473-326 (St Mary Bourne 326). But I hope not to hear!

Yours sincerely

Richard Goold-Adams



Foreign and Commonwealth Office
London S.W.1

HGF 21/1

2 September, 1969

Dear Cosmo.

I enclose a letter for you which I have received from Goold-Adams. I also enclose a copy of a letter I wrote to him following a telephone conversation and a copy of a letter he wrote to me. These letters do

I think give you the background of his letter to you. I hope that you do not mind my suggesting a meeting but it might save you trouble in the long run.

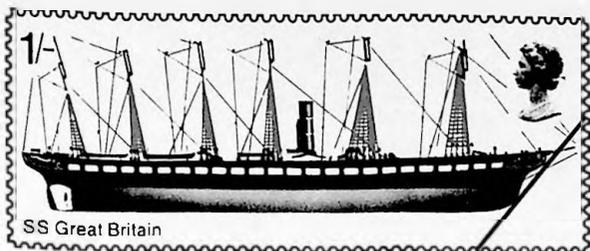
If you would like to see Goold-Adams and would let me know, I will arrange a meeting, otherwise you might like to contact him direct.

I have sent a copy of my letter to Goold-Adams to Jones.

(A. St. J. Sugg)
Gibraltar & South Atlantic Department

See 93.

Sir Cosmo Haskard, K.C.M.G., M.B.E.,
Tragariff,
Bantry,
Co. Cork, Ireland.



"Stamp issued by the Post Office in 1969 in the famous ships series"

89 SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1

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General Secretary:
Wing Commander D. Fitzgerald Lombard

With the technical co-operation of The National Maritime Museum.

As from: Highfield House,
Binley,
Near Andover,
Hampshire.

Telephone: St. Mary Bourne 326.
026.473 326.

31st 28th August, 1969.

Sir Cosmo Haskard, K.C.M.G.,
C/o A. St.J. Sugg, Esq., C.M.G.,
Commonwealth Relations Office,
Downing Street,
London, S.W. 1.

Dear Sir Cosmo,

Both Mr. Sugg and the Falkland Islands Company have told me that you are here on leave, and I understand that you are expecting to be in London between September 12th and 25th.

I would enormously like to have the pleasure of meeting you while you are here, if you can possibly manage it. Although based here in Hampshire I also have a flat in London and would be able to come up at any time to see you. Most unfortunately however I am going over to the continent at lunch time on Monday, September 15th for about a week, and so it would only be possible for us to meet during the first two or three days that you will be here. Could we arrange provisionally that you should lunch with me on Friday, September 12th, at the Travellers' Club at 1 p.m.?

Substantial developments are taking place in our campaign.

Yours sincerely

Richard Goold-Adams

Richard Goold-Adams.

P.S. The telephone number of my London flat is 262 5933, but this country address is the best to use in the first instance.

*3.30 pm
Friday 12th*

HIGHFIELD HOUSE
BINLEY
NEAR ANDOVER
HAMPSHIRE

31st August 1969

ST. MARY BOURNE 328
026.473.526

(London number,
also for messages:
262.5933)

A. St J. Sugg Esq CMG
Gibraltar and South Atlantic Dept
Foreign and Commonwealth Office
S.W.1.

Dear Mr Sugg,

ss "Great Britain"

Thank you so much for your most helpful letter of August 27th. In the light of what you say it does seem that we can count (a) on acquiring the "Great Britain" subject of course to the Governor's consultation with the Falkland Islands' Executive Council and to the Secretary of State's ruling; and (b) on nobody else acquiring the ship over our heads without reference de facto to you. I anticipate making our formal approach in the foreseeable future.

I enclose a letter to Sir Cosmo Haskard, which I have written in response both to your own news about his movements and to word from the Falkland Islands Co. I would very, very much like to have an opportunity of seeing him before he goes back; and I think that, in view of the stage we have reached in our operations (which I cannot at this moment make public, but which nevertheless means, in my view, that a British expedition to salvage the ship will be in the Falklands early next year), it would be of value to all parties that we should so meet. I have suggested his lunching with me at the Travellers. But if he cannot I would enormously like to come to meet him on that Friday, Sep 12. If not, I could meet him in the early October period. Or I would put myself out to try to make it in the earlier September period at some other point. Or would he in fact be in London after all before Sep 12? I greatly look forward to hearing from you, or from him direct.

Yours sincerely

Richard Gould Adams
Richard Gould Adams

*cc Home Secy & General
13/12*

Gibraltar and South Atlantic Department

Foreign and Commonwealth Office
London S.W.1



(HGF 21/1)

27 August, 1969

You spoke to me last week about the "Great Britain" and asked me to confirm that the Governor of the Falkland Islands had authority to transfer ownership of this ship.

2. The position is understood to be that unclaimed wrecks, which according to the information furnished, the "Great Britain" now is, found in any part of Her Majesty's Dominions vest in the Crown by Section 523 of the Merchant Shipping Act of 1894. The power to deal with Crown property other than land has not been delegated to the Governor but the Governor could dispose of this wreck if so instructed by the Secretary of State. The Governor must however consult the Islands' Executive Council about exercising this power but need not act in accordance with their advice. The foregoing means in practice that, if you wish to acquire this wreck, your approach should be made in the first instance to the Governor who, after consulting his Executive Council, would advise the Secretary of State about it. The Secretary of State would then, if he saw fit, issue the necessary instructions.

3. The Governor, Sir Cosmo Haskard, who is home on leave at present, will be in London between 12 and 25 September and again for a few days before he leaves to return to the Falklands on 11 October and he would I think be pleased to see you if you thought this would be worthwhile. If you wished to do this, possibly you would let me know and I would find out from Sir Cosmo possible dates. I would then get in touch with you again and arrange a meeting.

(A. St. J. Sugg)

R. Goold-Adams, Esq.,
Highfield House,
Binley,
Nr. Andover,
Hampshire.

"GREAT BRITAIN"

92

Memorandum by the Colonial Secretary

Previous Reference: Executive Council Meeting No. 3/69, Minute 19
Executive Council Meeting No. 6/69 Minute 21

Members will recall the announcement made at a recent Council meeting of the formation of an appeal project for salvaging the "Great Britain" and returning her to the United Kingdom for rehabilitation and preservation. A copy of the appeal committee's brochure was circulated to Members at the meeting in question.

2. It appears to be the fact that both the practical task and the cost of successful preservation and maintenance of the hulk in the Colony would be prohibitive. Increasing value and importance is being attached in Britain to the remains of this former masterpiece of British initiative, skill and engineering and the Committee sponsoring the project for recovery, restoration and preservation in Britain seeks the concurrence of the Colony in its plans.

3. The "Great Britain" is as members are aware a crown wreck. Under section 523 of the British Merchant Shipping Act of 1894 the power to deal with crown property other than land has not been delegated to the Governor. This power can only be exercised by the Secretary of State who would not exercise it without first receiving the advice of the Governor-in-Council. The body sponsoring the "Great Britain" project now formally seeks the agreement of the Colony Government for the release to them of the hulk.

4. The official title of the body to which the ship would be released is "The s.s. 'Great Britain' Fund of the Society for Nautical Research." The Society is a long established and well-known charity and its s.s. "Great Britain" Fund has been recognised by the British Charity Commissioners as a separate but associated organisation coming under the general auspices of the Society.

5. The Project have emphasised that the Colony is being asked to make its own very special contribution to what is becoming a national undertaking in Britain, namely by giving this unique ship back to the mother country so that she may be reconstructed and put on public display as a memorial to the great Victorian Age of British industrial development. On its part the Project hopes to donate a suitable addition to the Falkland Islands museum in Stanley which might be known as the "Great Britain Room". Additionally it may be thought that the Project could reasonably be asked to agree to some arrangement by which native born Falkland Islanders would have free admission to view the ship in Britain after her restoration.

6. Council is invited to advise

- (i) that the "Great Britain" hulk be released by the Secretary of State to the "s.s. 'Great Britain' Fund for the Society of Nautical Research;
- (ii) to note the proposal that the Society be asked to consider concessionary arrangements for native born Falkland Islanders to visit the ship when they are in Britain,
and to note
- (iii) the Society's proposal for adding a room to the Stanley Museum.

J. A. Jones
Colonial Secretary.

92 (a)

EXTRACT FROM MINUTES 12/69 HELD ON 27th, 28th, 29th,
30th & 31st OCTOBER 1969.

2382 19. GREAT BRITAIN (Memo 94/69)

The Governor informed Members that during his recent leave he had met Mr. Goold-Adams who is the prime mover behind the British project for salvaging, renovating and putting on display the "Great Britain" in Bristol or some other British port. Mr. Goold-Adams would be visiting the Colony on the first "Lindblad Explorer" visit in 1970. The Governor said that he was satisfied that Mr. Goold-Adams' motives were altruistic. A three-man team from the United Towing Company Ltd. of Hull, which was expected would carry out the salvage and towing operation, was arriving on the next "Darwin" to carry out an inspection and make a report on the feasibility of the towing operation.

While Members expressed regret at the thought of the "Great Britain" being removed from the Colony after so many years, there was general agreement that for her to remain where she was would certainly result in her disintegration. In these circumstances and provided a reasonable guarantee for the success of the salvage and towing operation could be given, it was considered that the right course would be for the Governor in Council to recommend to the Secretary of State that the hulk should be released to the ss "Great Britain" Fund of the Society for Nautical Research.

Members noted that a suggestion had been made that in consideration of the Colony Government's action in this matter the Society would be prepared to donate a room for the museum. An alternative suggestion was made in Council that the Society should provide the Colony with a swimming pool.

Council advised that:

- (1) provided the results from the towing company's reports were that there is a reasonable prospect of ss "Great Britain" reaching her destination the Secretary of State should be advised to release her;
- (2) that at the same time the Society should be asked to consider the possibility of providing the Colony with a swimming pool in preference to a wing for the museum;
- (3) that a proposal for concessionary arrangements for native born Falkland Islanders to visit the ship when they are in Britain should also be pursued.

CLERK OF COUNCIL.

DECODE.

TELEGRAM SENT.

CS

92.

10/11

From GOVERNOR to SECRETARY OF STATE

Despatched: 10/11/69

Time:

Received:

Time

No. 164

RESTRICTED

Your letter HGF 21/1 of 2nd September. Steamship Great Britain.

Executive Council is inclined to advise that ship be released to Society for Nautical Research but doubts exist as to whether towing operation would succeed in which case ship might be lost both to Falkland Islands and to United Kingdom. Towing company representatives were understandably reticent while here as they have to report to their employers. Executive Council would like to know contents of report before advising on release of Crown wreck.

2. Grateful above passed to Goold-Adams.

Cypher : SJS

MEMORANDUM

94

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

6th November 19 69

From Colonial Secretary

To Assistant Colonial Secretary

Stanley, Falkland Islands.

SUBJECT :- "Great Britain"

The Executive Council's advice at its 12th meeting upon memorandum 94/69 was that it was likely that a favourable answer would be returned to the Society's request for the release of the "Great Britain" hulk provided the assurances could be obtained from the towing company, whose representatives are at present visiting Stanley to investigate the problem, that there is a reasonable prospect of the hulk being salvaged and successfully towed to Britain.

2. I have mentioned this matter to the Harbourmaster and asked him, particularly in view of my impending visit to South Georgia, to keep in touch with the towing company's representatives and to endeavour to obtain at least orally if nothing else is possible, their expert assessment of the chances of successful salvage and tow before they leave. Please let me know the possibilities on my return from South Georgia.

(J. A. Jones)
Colonial Secretary.

Hm.

Re. see attached minute from C.S. Wagon pl. Record the towing company's representatives' views in brief so that I can advise C.S. in his Report from S. Gorgan on or about 16th November.

8.11.69 #

A. C. S.

A meeting with the towing company's representatives was held at Government House on Thursday the 6th. - Col. Sec. and myself were present. Very little was learned however because the representatives were very reluctant to express their views before reporting to their headquarters. The following three facts were established:

- 1. The task is far greater than anticipated by the interested parties in Britain.
- 2. It would be impossible to complete the project in the time period at present suggested.
- 3. Given sufficient funds practically any salvage operation is possible.

11.11.69

S/c on file + ltr to C.S. in Nov.

11.11.69

Bus 19.11.69

96
6th November

From Colonial Secretary

To Assistant Colonial Secretary

"Great Britain"

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(J. A. Jones)
Colonial Secretary.

File Note.

Council was informed that it was understood although there was as yet no final confirmation of this that the Hull Towing Company experts who examined the "Great Britain" hulk had concluded that its state was such that the funds which it had been envisaged would be adequate to finance her salvage and removal to Britain were likely to be quite inadequate.

J. A. Jones

9th December, 1969

File Reference 2382

JML

97 (1)

2382

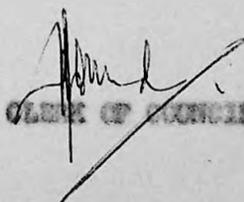
4.

"GREAT BRITAIN"

It was noted that a telegram had been despatched to Mr. Gould-Adams informing him that Council would wish to study the report to be submitted by representatives of the United Towing Company before finally....

CONFIDENTIAL

advising on the release of the "Great Britain" hulk.


CLERK OF COUNCILS.

Bristol Junior Chamber of Commerce
and Shipping

96 Whiteladies Road,
BRISTOL. BS8 2QX.
England.

25th November 1969.



Dear Sir,

I am Chairman of a Committee run by the Bristol Junior Chamber of Commerce studying the history of the S.S. Great Britain.

We would like to know if you have any relics of the S.S. Great Britain in your Museum. Also we would appreciate any historical information which you may have. The object of our study is to build up a comprehensive picture of this ship for the people of Bristol. If you are put to any expense please inform me. I would like to thank you in anticipation of the people of Bristol. Any information you may have available would be most helpful.

Yours faithfully,

A. P. Zealey
A. P. ZEALEY.

The Curator,
The City Museum,
Port Stanley,
Falkland Islands.

*S/c P. copy to
John Smith ask him
if he can be good
enough to give them
some information. If
his reply is in the affirmative
tell inf. the work (Zealey)
if the action taken.*

12/12/69

98(a)

EXTRACT FROM THE MINUTES OF MEETINGS TO 25/69 HELD AT
1st, 2nd, AND 3rd MEETINGS 1969.

2382

17. "GREAT BRITAIN" - POSSIBLE REMOVAL

In summarising the present position, the Governor mentioned that it seemed unlikely that the funds currently available for the removal of "Great Britain" would be sufficient to meet the cost of the project.

Council noted that notices were being prepared for erection on the vessel warning visitors of the unsafe condition of the hulk.

MINUTES OF COUNCILS.

17th December

69

Dear Mr. Smith,

98

Attached hereto is a copy of a letter received from Mr. A.P. Zealey of the British Chamber of Commerce. I wonder if you are able to provide him with any information? Would you please let me know if you can do anything to oblige him.

Yours sincerely,

(R.Broming)
for COLONIAL SECRETARY

Mr John Smith,
Hebe Street,
STANLEY

FA

Bu 28.12.69 (Ex. Co. 2015)

es. X
 Apparently the 'Guardian' announced this morning that the "Great Britain" project has been postponed for 12 months. This news was received from Ray Sutcliffe by John Smith in a telephone call today.

Sutcliffe also sends his apologies to H.E. for failing to despatch the long awaited photographic material for our stamp issue. He says there has been processing difficulties too complicated to explain in a short telephone call.



[Signature]
 17.12.69

BO 28/12/69

H.E. will work to see. UH 18/12
 N 18/12 S/C f 2382 pl. M 19/12

V.B.

There should be (but
there is not) a telegram
(? fr. PCU) no. 662 on this
file. Check with P.S.

J/23/12

Following message is being passed by John Smith via Mr Colett (telephone) to Mr Good-Adams:

- (1) Charter flight arranged from Fox Bay to Stanley on Sunday 11th in January for Mr + Mrs Good-Adams;
- (2) Mr Good-Adams to stay at G.H.;
- (3) a ~~the~~ broadcast by Good-Adams on his subject of his Great Britain would be welcomed.

2. With regard to his last item, would you please warn Mr Reive.

W
29/12/69

Done by phone
on 29.12.69

Y.E.

Mr Reive has been warned & I have requested to him that he gets in direct telephone touch with Mr G-Adams at GH on the evening of Sunday, 11 January, to make arrangements.

The Harbourmaster will be flying out to Fox Bay (in order to check the "hired" Explorer") on the day previous to the ship's arrival & this should enable an early return flight to be made, with Mr + Mrs Good-Adams as additional passengers, on the Sunday morning. This arrangement will also have the effect of reducing the cost to Mr G-Adams of the flight. I have asked DCA to show them the "Great Britain" from the air when they come in to Stanley.

C.S. Thank you. Incidentally if weather stops the hulk from flying to Fox Bay

Noted
W
31/12

Y.E. Madras. It is arranged.
W
31/12

31

C.S.

Great Britain

You will remember asking me what connection there is between H.M.S. Endurance and the Great Britain. On Captain Buchanan's recent visit I ascertained from him that their shipwright Officer was asked to carry out some sort of test on the metal work of the hull and this was done when Endurance was in port during December. It was the result of this test which apparently encouraged some optimism on the part of Mr Goold-Adams.

WA 19/1/70

ACS

To see & file in "Great Britain" file J 20/11

Pa

Confidential.

HIGHFIELD HOUSE
BINLEY
NEAR ANDOVER
HAMPSHIRE
ST. MARY BOURNE 328
026 - 473 - 326

7.5 Please see notes on reverse
of last page of
106 11/19/12
5th
December
1969

H.E. Sir Cosmo Haskard KCMG
Government House
Stanley
Falkland Islands.



C.S. Please note
and return. If
not already done
please direct
letter with OCA &
let me know answer
11/18/12

Dear Haskard,

ss "Great Britain"

I am writing this letter in good time to catch the mail, but unfortunately before we have as yet been able to have the final views of the British Iron and Steel Research Association's experts on the small piece of iron from the "Great Britain" which we have submitted to them. This may have been mentioned to you in a cable from Mr Sugg during the past day or two. If I can get more information before the last possible moment to catch the mail I will certainly write again. If not, I hope to be able to let you know more through the Commonwealth Office, or finally be able to tell you myself when we meet on either January 11 or 12 (see below).

The position as of to-day may be summarized as follows:

1. The United Towing Company's working party of three have told us, following their visit to the "Great Britain" during November, that, while (i) the crack is rather wider and more extensive than it was a year previously when Dr Corlett surveyed the ship, (ii) this by itself would not be an insuperable problem and is outweighed in significance by the state of the metal.
2. The iron appears to have changed in composition. A modern, though I think not strictly accurate scientific, way of describing the development is metal fatigue. It has crystallized. This is not uniform throughout the ship, so far as can be ascertained; but it is enough to cast grave doubt on the ability of the structure to withstand the type of stresses to which a tow would subject it.
3. There is thus a sharp discrepancy between the conclusion to be reached by Dr Corlett's survey and the findings of the towing company. It appears that the explanation to some extent lies in the fact that, while Dr Corlett was of course able to scrape away the rust (in itself a minor factor as such), apply his jelly smear and take a sonic ray thickness test with perfect accuracy, the material he was testing has in a sense laminated. Although good white metal, it no longer has the full properties of the original iron (made incidentally by Brunel at a very early stage in the science and necessarily without any of the type of quality control that would have been possible at a later period).

05

4. Dr Corlett is himself very loath, somewhat naturally, to accept the implications of this development until he has to, not only because he has been so immensely keen to see the remains of the "Great Britain" preserved for posterity, but also because, as a naval architect, he is of the undoubted opinion that there is enough of the structure of the ship to make salvage possible, provided that the material which remains is what it appears to be. We and I however did spend last Monday in Hull with the United Towing people and if the BIS Research Association does confirm the worst I think he will feel that the job cannot be done in the way and by the method he suggested.

5. Both he and United Towing are thus of the opinion that, while the ship could not be towed home in those circumstances as had been planned - that is, with the degree of temporary repair and consolidation work on the spot, lasting about eight weeks before starting any attempt to tow - it would still be possible to bring the ship back in either a floating dry dock or in some other "containing" vessel. And this, I believe, is what Swigert and Kortum from San Francisco always envisaged, if they were going to do it.

6. The trouble here, however, is the cost. My own view is therefore that the submission of the specimen to the BISRA examination is unlikely to change anything; and by the time you read this letter the result should certainly be known. The view is that the cost of trying to move the "Great Britain" in some other vessel such as a floating dry dock would be at least four or five times the £150,000 to which Mr Jack Hayward has committed himself. Moreover, one must assume that, even if the drydock operation were carried out, there would still be considerable problems in the reconstruction arising out of the state of the metal. Hence my personal opinion is that the ship will never now be moved.

7. We may have said this publicly before you receive this letter. And it would then help you to know the sequence of events. On the other hand I have discussed the position with Mr Hayward, who was here from the Bahamas about 10 days ago, and while we did not know quite as much then as we do now he also is not at all disposed to pull out until every conceivable avenue has been explored. Accordingly it is possible that we will decide formally, and say publicly, that the matter is not closed until after I, as Chairman of the Project, have been able to visit the ship and see for myself in January. This would be in accord with the well-worn British tradition of leaving the inexperienced to take a view, after receiving the reports of the experts! ^{continue to} If this is what you read that we have said publicly, I would ask you to treat this letter and its contents as confidential, disclosing only to your Executive Council such of its general purport as you may think fit.

Just one comment on the crack. Our information leads us to the view that the crack has widened by some two inches during the winter storms; that the degree of twist in the ship is some three inches greater; and that the shape of the sand and shingle under the ship has altered, tending to push these recent movements further still. This is, as I say, bad, but not of itself definitive.

Note. This page and previous have copied to Dr Sugg.

All this is of course exceedingly disappointing to those of us who have carried the struggle to its present point, but one had naturally always been prepared for the worst. May I in any case thank you very much indeed for your very helpful telegram which was relayed to me by Mr Sugg, and for the consideration which the Executive Council have given the matter.

I feel a little guilty about worrying you further with our problems, if the whole thing does appear to be settled by the time the "Lindblad Explorer" is due in Falkland waters. But unless I hear to the contrary - and I would quite understand if I did - I will look forward to carrying out the plan which you and I discussed at the Travellers Club, namely that I will charter ^{either} one of the aircraft, if that can be arranged, in order to fly in from Fox Bay to Stanley on ~~with~~ the Sunday Jan 11th (if the pilots will do that) or on the Monday Jan 12th from Carcass Island, in order to have more time at Stanley both to pay the actual visit to the ship and to meet people and make the possible broadcast which you mentioned. I would, in such a case, be so very grateful indeed if the charter of the aircraft could be arranged by your office on my behalf. X

For your information, the latest news about the ship's movements is as follows:

- Sun Jan 11. Arrive Fox Bay at 7.30 am. Proceed to West Point Island after clearing Customs.
- Mon Jan 12. Spend the day at Carcass Island.
- Tues Jan 13. Arrive Stanley, passengers disembarking about 9 am. Sail about 11 pm, or midnight.

We will incidentally be sailing, so they now say, from Buenos Aires and not from Montevideo owing to a threatened dockers strike in Montevideo at the time. I hope this won't prove troublesome politically. The Lindblad people say it won't because of course the ship is under the Norwegian flag and is being operated by an American company, and the British issue should not arise.

I very much look forward to meeting you again, and my wife and I hope so very much that, in spite of the disappointment over the "Great Britain", we may have the opportunity of seeing something of you both while on our trip. We are at present reading up very busily about the Antarctic and are most excited at the prospect of setting foot there.

Yours sincerely
Richard Gould-Adams

Richard Gould-Adams

X Sunday 11th
definitely prepared

Note Standard charter rate £10 + 3/- per mile
N. Stanley - Fox Bay - Stanley. Total cost £35-10-0d.

Y P.S. I imagine it might be useful to make a broadcast to the people of the Falklands about the whole "Great Britain" project, whatever may have happened by the time we arrive there?

Mother

Charlie O.K. Probable cost about £35

Anniversary will go for B. to show 'huddled' Explorer.

My flight to FB Saturday & return Sunday (10 & 11 Jan
respectively)

Telephone message from John Hurst via
St Collett to Gold-Adams 29/12/69
to say (1) charter arranged, (2) they are
Q.4. + (3) broadcast welcomed.

lh
29/12

Personal and
Confidential



CS to see. Please excuse handwriting in the
30/1/70 late evening. 108
Sent by Captain Buchanan 28/1/70
Monday
5 January 1970.

Dear Richard,

It was a tremendous blow to have to send you the cable on Saturday, cancelling our visit on the eve of our departure. You will probably by now know more about the state of the ship than I do, and I gather it is hoped still to do at least one later voyage to the Antarctic. But I unfortunately have a mass of engagements in February and I simply could not put everything off to try and go later. I was entirely geared up for it now. Perhaps when one is really retired time won't matter so much. But it is a great disappointment to us.

As things stand my wife and I will have taken a short holiday abroad by the time this letter reaches you and I want before going to put you privately in the picture about what is going on about the "Great Britain". I would summarize it as follows:

1. Survey. I asked in my cable about any possibility of a surveyor getting in to Stanley because we have a Dr L. J. O'Neill lined up from the Southampton firm of Risdon BEAZLEY LTD who we had hoped to get on to the 'Lindblad Explorer' (they held out hopes of this if we could wait till the eve of sailing for confirmation) so that he could come with me and then return on the 'Darwin'.

2. The point is that Risdon Beazley reckon they can lift the GB on a pontoon and tow her back on that - 9 feet, they say, clear of the water. This of course is a totally different proposition from her standing up to a tow on her own bottom. And whereas United Towing considered this method would be prohibitively costly, Beazley are quoting figures well below the £150,000 or so which we have behind us. This is because they own 3 of these pontoons (300 ft long, weighing 3000 tons) and tow them all over the world, mostly carrying dredgers.

3. With the near impossibility now of getting a surveyor out in the next few weeks (I admittedly wrote this before hearing from you but if there is any slip we will of course certainly try to use it), Beazley are negotiating with us on the basis of sending a pontoon and

Towing vessel without a preliminary survey - so confident are they that they can handle the GIB by this method almost regardless of the state she is in. And the report we had from HRS "Endurance" in December suggests strongly that United Towing made very heavy weather of their findings.

4. All this is delicate and we are publicising nothing until we have something concrete by way of achievement because of course United Towing are in a rather tricky situation if not only their calculations but also their costings are shown up as altogether invalid.

5. Accordingly, Dr Corlett will be seeing Beazley in a day or two and will possibly come to a provisional arrangement with them about timing. This suggests that a pontoon and vessel might arrive in Stanley about Feb 17, spend 3 weeks floating the GIB and then mounting her on the pontoon, and then leave with the GIB about March 10, arriving at Avonmouth by the end of April (a 45 day tow with little risk involved).

6. All this of course if the Executive Council would be willing to support the release of the 'Crest Britain'. What I would like to do is to speak to you on the telephone soon after I get back from abroad at the end of January and presumably a few days after you receive this letter on about Jan 27. We could then assess the situation, if we may. I expect to be out of Stanley Jan 2-5 February.

This whole saga may sound rather painful. But, in spite of my own gloom, a month or so ago I now feel that an entirely new situation has in fact arisen.

John Smith will, I hope have been able meanwhile to deal with the masts, we get the insurance placed to cover the work, in the London market.

I do apologize for keeping on about the 'Crest Britain' in this way, but I hope that events may now be coming to a head.

I am so very, very sorry to have missed this present trip, and, while I cannot see any possibility at the moment of laying it on again, one never knows.

With kindest regards,

Yours sincerely

Richard Hoold Adams

LLOYD'S LIST

ESTABLISHED 1734

48,339

LONDON: MONDAY, JANUARY 12, 1970

NINEPENCE

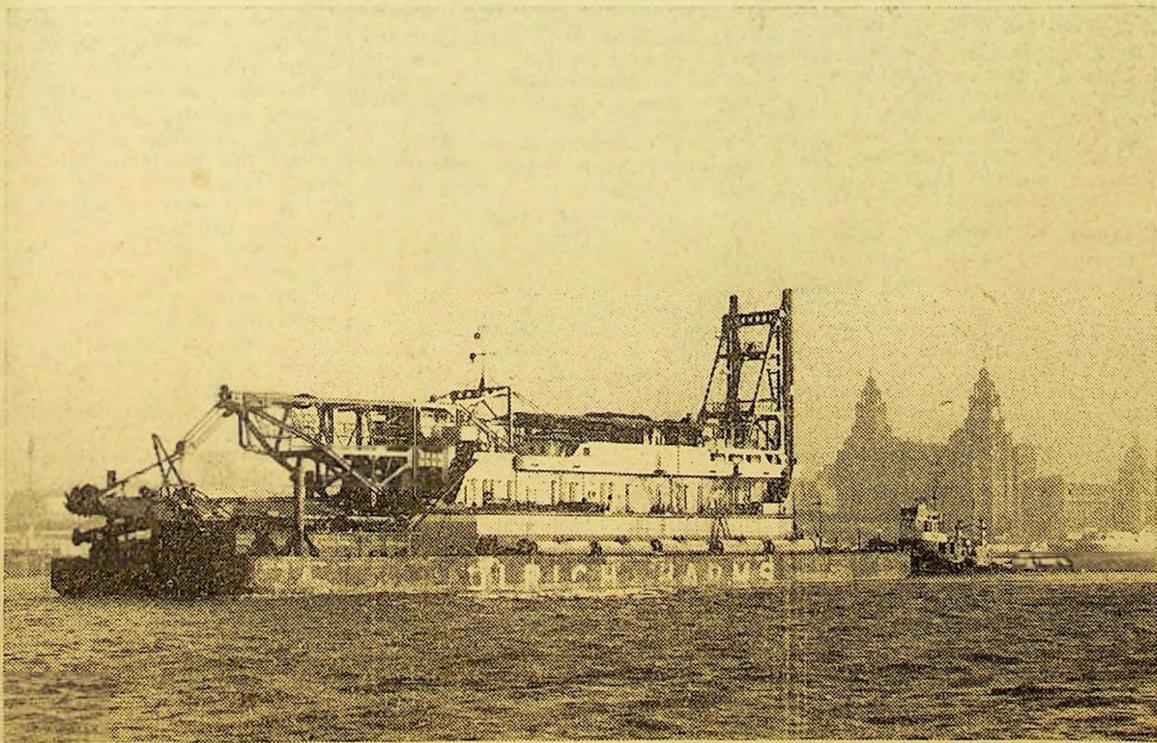
ANS BID CRUISE

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that they are interested
se tonnage, as yet no
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new Norwegian vessels.
s are, or have built,
or five and Sw- Hunter



The 2,100-ton cutter suction dredger "Port Sunlight," with auxiliary craft, plant and stores being towed on a gigantic pontoon, setting off from Birkenhead for a 4,000 mile 35-day journey to Boke, in the Republic of Guinea. This is the method used by the Westminster Dredging Co., Ltd., of Bromborough, Cheshire, to transport the dredger and supporting craft and equipment to carry out a \$70m. engineering and dredging contract awarded by the Republic of Guinea to a consortium to which they are members

Verolme happy with report to Government

By Our Dutch Correspondent

r
d
th

By

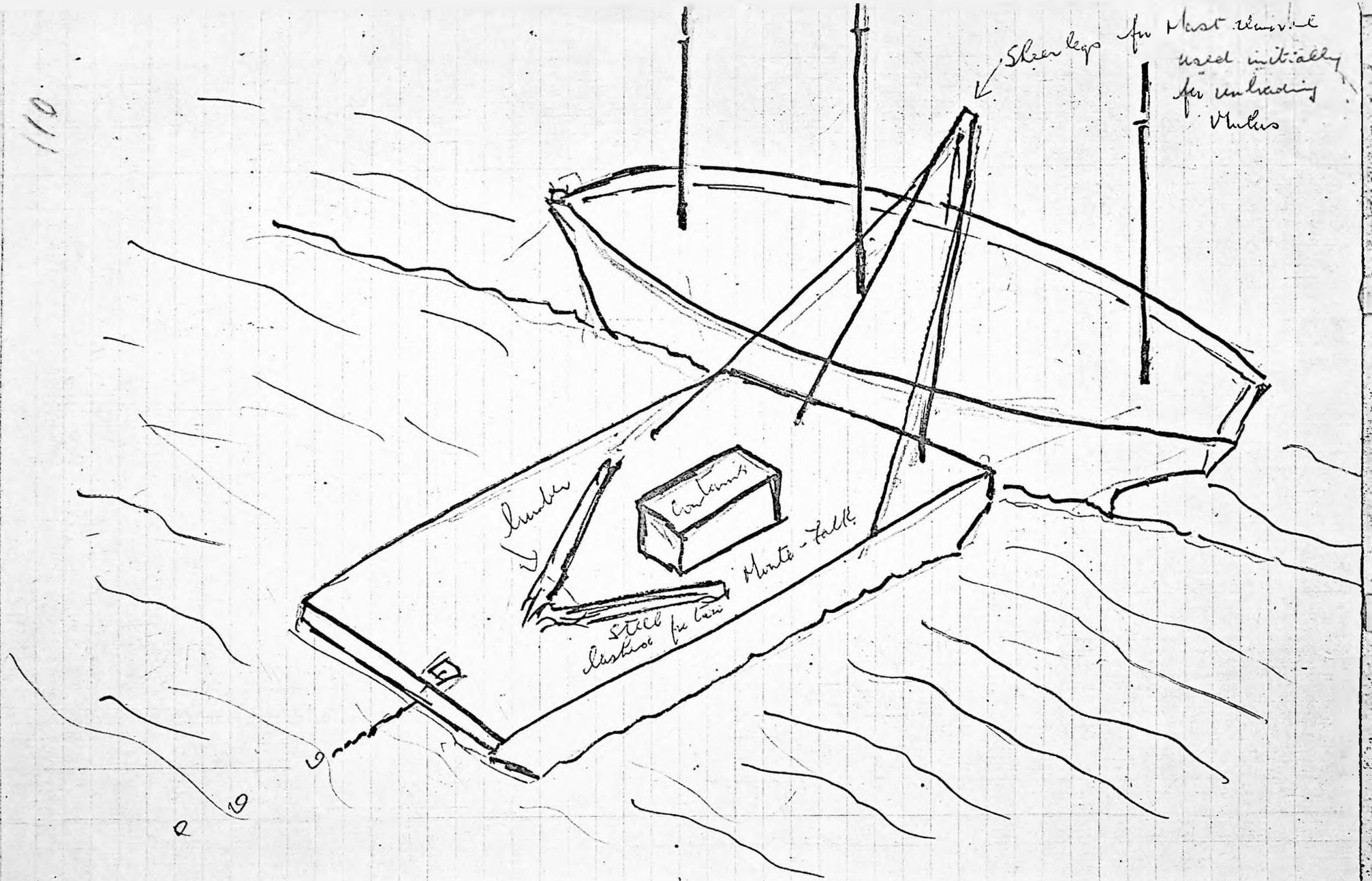
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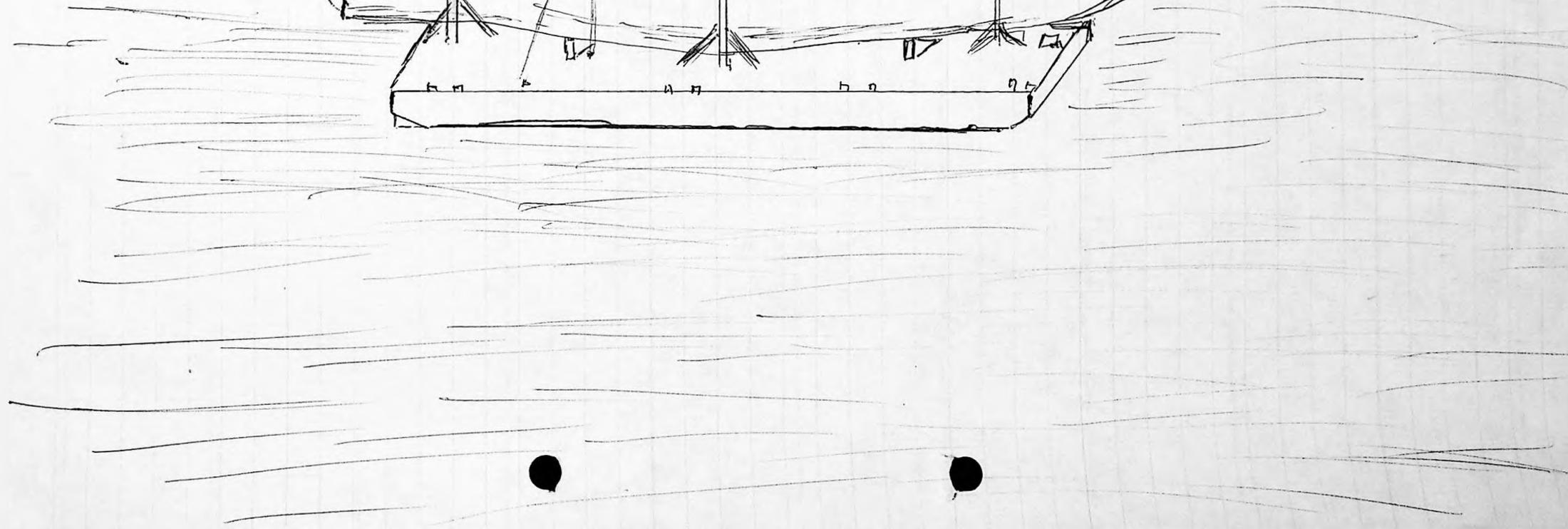
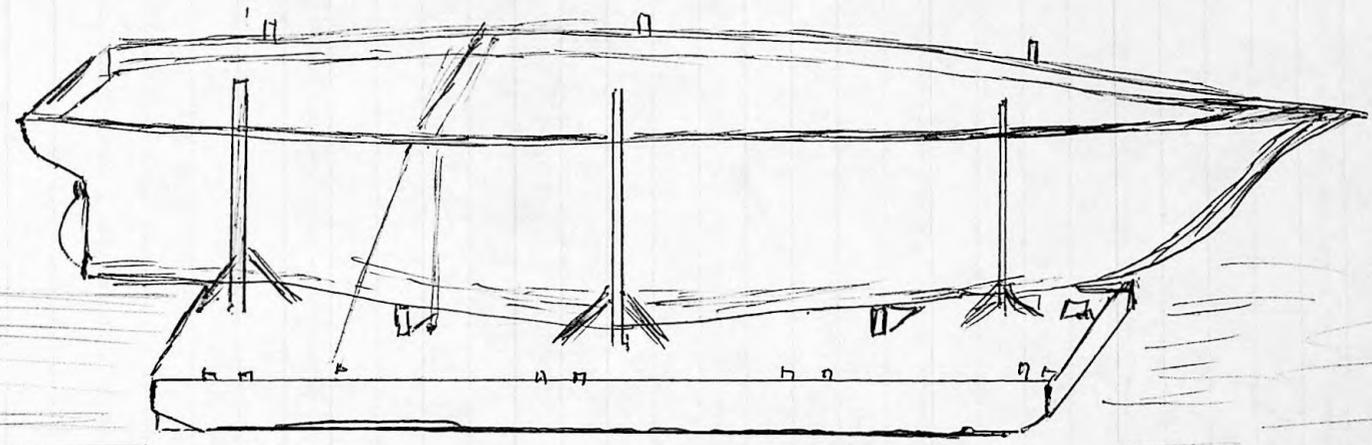
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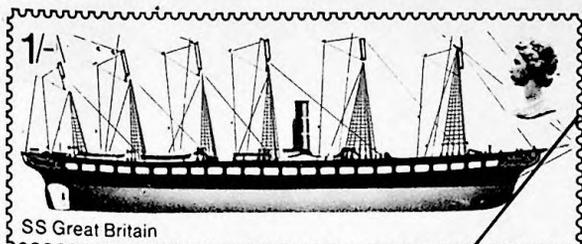
111 - handed to me by
Mr O'Neil on 27/1/70
LW



112

SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1



"Stamp issued by the Post Office in 1969 in the famous ships series"

Project: To bring back from the other side of the world, recondition, and put on display the most historic modern ship in the world.

Chairman: Richard Goold-Adams
Consultant Naval Architect: Dr. E.C.B. Corlett
Treasurer: E.C.D. Custance D.S.C. (Lloyds Bank)
General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.

CS to see 1/30/11

Seen by Captain Buchanan 28/1/70

16 January 1970

Dear Sir Cosmo,

I am writing on behalf of the 'Great Britain' project in the absence of Richard Goold-Adams and Dr. Ewan Corlett, both of whom are abroad. This letter will be taken to the Falkland Islands by Mr. O'Neil of Risdon Beazley who we hope will attempt the salvage and towing home of ss 'Great Britain'.

I understand that Richard Goold-Adams has already explained the circumstances to you. But we have asked Mr. O'Neil to outline the method that his firm proposes for the job, so that opinion in the Falklands may be satisfied that it is realistic and that it is almost inconceivable for this important relic to be lost on the way home. We therefore hope that no difficulty will arise in releasing the wreck for this salvage operation. I am sure that the full co-operation of the islanders

(108)

Members of the Project

- Robert Adley
- Lord Aldenham
- Gordon Campbell MP
- Maldwin Drummond
- Grahame Farr
- Rear Admiral Morgan Gilos MP
- John Hill
- Richard Hill
- Earl Jellicoe
- Peter Kirk MP
- Karl Kortum (USA)
- Lord Mancroft
- C. H. Miller
- Lt Cmdr George Naish
- Scott Newhall (USA)
- L. T. C. Roll
- John Smith MP
- John Smith (Falkland Islands)
- Peter Scott
- Lord Strathcona
- William Swigert Jr. (USA)
- S. A. Urry
- Commander Alan Villiers
- Eric Weiss

will make all the difference to the progress of the operation. We are also very keen to come to terms with anyone who is prepared to part with any items associated with the ship which we understand have been passed into the hands of various people in the islands.

I hope that I personally may manage to get out to the Falklands during the course of the salvage operations. As an Islander myself - my home is off the West Coast of Scotland - I have a particular interest, and would hope perhaps to meet you.

We do not intend making any announcement until the salvage ships arrive at Stanley, about March 23rd.

Your sincerely

Strathcona

Lord Strathcona.

(we've heard lots about you from Caroline & Olivia)

Sir Cosmo Haskard,
Governor of Falkland Islands,
Government House,
Stanley,
Falkland Islands.



DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 28/1/70

Time:

Received:

Time: 113

No. 23

PRIORITY RESTRICTED

For Sugg. Great Britain. Your telegram 170 of 16th December.

(112)
Have received personal letter dated 16th January from Lord Strathcona on behalf of Goold-Adams who is abroad. Grateful if you could tell Strathcona that O'Neil of salvage company has outlined method proposed for removing ship. Strathcona says full co-operation of Falkland Islanders will make all the difference to progress of the operation and hopes that opinion in the Falkland Islands will be satisfied that salvage method is realistic and that it is almost inconceivable that ship will be lost on way to England. He therefore hopes no difficulty will arise in releasing the Crown wreck.

2. However, Strathcona concludes by saying that he does not intend making any announcement until the salvage ships arrive at Stanley about 23rd March. I appreciate his wish to avoid press speculation but implicit assumption that Executive Council will agree will produce very unfavourable reaction here. I therefore propose to inform Executive Council at an early date and would be grateful you obtain Strathcona's concurrence.

Cypher : SJS

CS. letters from Strathcona & Goold-Adams are at present with Captain Buchanan but meanwhile please see above & when return to me. I will show you ~~the~~ letters shortly.

1/28/70

Y.F.

(112)

1/28/70

29 January, 1970. 114

Thank you very much for your letter of 16th January (112) handed to me by O'Neil on his arrival. I have often heard from Caroline how much she and the children enjoy their visits to Colonsay and I hope that perhaps you may manage to pay us a visit out here in the reasonably near future.

I am enclosing a copy of a letter I have just written to Goold-Adams in answer to his manuscript letter of 5th January which arrived here on the 27th. (108) (115)

O'Neil has been very active during his brief stay here and it does seem that the latest scheme has a reasonable chance of success.

Within the next few days I hope that Sugg in the Foreign and Commonwealth Office will have managed to get in touch with you and explained the importance I attach to carrying Falkland Islands public opinion in favour of the salvage operation. It would seem to be a question of balancing your understandable wish to keep the matter out of the press for the time being against irritation which would be caused here if the salvage vessels were to arrive in Port William unannounced. The press being what it is I can hardly imagine in any case that your committee's scheme will long remain confidential and so the matter may solve itself as far as we at this end are concerned.

I am sending a copy of this letter to Goold-Adams for his information.

lw

The Lord Strathcona,
c/o The Falkland Islands Company,
120 Pall Mall,
LONDON, S.W. 1.

Enclosure

Copy to R. Goold-Adams, Esq.

Copy to Mr Sugg

29 January, 1970.

(108)

Many thanks for your letter of 5th January received on the 27th and for taking so much trouble to put me in the picture regarding the latest plans for moving the Great Britain.

We were very disappointed that you and Mrs Goold-Adams were not able to come here by the Lindblad Explorer. It would have been very pleasant to have you with us and it would have given you an opportunity to take a good look at the Great Britain yourself. Perhaps some other opportunity may occur later.

In your letter you very understandably emphasise that you propose publicizing nothing about the new scheme for moving the Great Britain until there is something concrete to show by way of achievement but, as I have said in a cypher telegram to Sugg in the F.C.O., there will be a very unfavourable reaction here if the first that Falkland Islands people know is the arrival of the salvage vessels. (113)

Long before you receive this letter by hand of O'Neil there is likely to have been some contact between us, either by telephone or through Sugg. At this stage I merely want to re-emphasise how extremely important it is to the success of the operation at this end that Falkland Islands public opinion can be maintained in favour of the salvage operation.

Captain Buchanan of H.M.S. Endurance has kindly agreed to give passage to O'Neil as far as Punta Arenas or Valdivia and this will enable O'Neil to report to you very much more quickly than would have been the case had he been forced to wait for R.M.S. Darwin.

In order to avoid crossing wires I am sending a copy of this letter to Lord Strathcona and I enclose for your information a copy of my letter to him of today's date. (114)

EH

R. Goold-Adams, Esq.
Flat 110,
25 Porchester Place
LONDON, W. 2.

Copy to The Lord Strathcona

.. Mr Sugg

DECODE.

TELEGRAM SENT.

116
Lb
7/2

From SECRETARY OF STATE to GOVERNOR

Despatched: 2/2/70

Time :

Received : 4/2/70

Time :

No. 19.

RESTRICTED

From Sugg your telegram 23.

(113)

Have spoken to Strathcona and Goold-Adams. They would certainly like you to inform Executive Council of their plans, but would prefer if possible that these were not known publicly at present. They intend to make announcement when salvage ships are in South American waters about 2nd March (ships still expect to arrive Stanley about 23rd March).

2. Goold-Adams hopes that by 2nd March he would have some assurance that there will be no difficulty over the release of the Great Britain.

Cypher : SJS

DECODE.

CS
117
lb
12/2

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 11/2/70

Time:

Received: 12/2/70

Time:

No. 28.

PRIORITY RESTRICTED

From Sugg.

Great Britain. (116)

Goold-Adams told his committee of his telephone conversation with you. Committee would like to make a public announcement about their plans for the ship early next week so that there would be time for the Falkland Islanders to be properly informed before the arrival of the salvage ships. This should reduce the possibility of any opposition to the move. Goold-Adams would let you know in advance the time and outline of any announcement.

2. You are no doubt aware of the reason for the salvage ships starting for the Falkland Islands before the question of the release of the ship had been settled was that advantage was taken of the ships being already on a job in West Africa, that is, nearly half way to the Falkland Islands, at the time a decision was made.

3. Grateful for your views about announcement. Naturally your early recommendation for the release would be very helpful to the committee.

Cypher : SJS

Y.E.

The "Great Britain"

At the Exco.Meeting of 10th/11th February it was decided that a recommendation should be made to the Secretary of State for the removal of the "Great Britain" by the method recently proposed for the purpose of towing the hulk to Britain loaded on a special 3,000 ton lighter. A condition of the permission given to the Society which proposes to remove her~~e~~ must be that any blocking of the exit channel from Stanley which might result from mishap during the salvage/towing operation would have to be ~~undertaken~~ by the Society. In addition the Society should be required to give as much early warning as possible of the planned removal operation.

xremedied

2. Am I correct in assuming that Y.E.will be composing the necessary communication to the Secretary of State which I assume must,currently,go in cypher?


 (JAJ)
 12.2.70

Bring done - see (119)
 W 18/2/70

DECODE.

TELEGRAM SENT. *CS* *119*

OK
13/2
From GOVERNOR to SECRETARY OF STATE

Despatched: 13/2/70

Time:

Received:

Time

No. 34.

PRIORITY RESTRICTED

For Sugg. *(117)*

Your Telegram 28: Great Britain.

Advice of Governor in Council is that ship should be released on following conditions:-

- (a) release should be only for pontoon method and not some other method;
- (b) any interference with shipping channel leading to Stanley Harbour which might result from salvage or towing would be remedied at expense of committee.

2. If Secretary of State decides to instruct that Crown wreck be released, grateful if you would explain to Goold-Adams that if preliminary work after arrival of salvage vessels indicates pontoon method unlikely to succeed we would expect that operations would be suspended before too much damage is done to hulk.

3. Grateful know name and status of person who would be in charge of salvage. It would be important that he has clear instructions to liaise with Colonial Secretary at all stages.

4. Early public announcement by committee would be welcomed and it would be helpful if it embodies points made in paragraphs 1 and 2 above.

Cypher : SJS

RESTRICTED

FILE COPY

120

Government House,
Stanley.

13 February, 1970.

D/o.

With the weekend coming up the Governor has asked me on his behalf to let members of Executive Council know that he has had a telegram from Mr Sugg to the effect that Mr Gould-Adams' committee are likely to make a public announcement early next week about their plans for the Great Britain. A telephone call from Mr Gould-Adams is expected within the next few days. (116)

The Secretary of State has been informed by telegram from the Governor that the advice of the Governor-in-Council is that the ship should be released on the following conditions:- (119)

- (a) that such release should be only for the pontoon method and not some other method;
- (b) that any interference with the shipping channel leading to Stanley Harbour which might result from salvage or towing would be remedied at the expense of the committee.

If the Secretary of State, having received the advice of the Governor-in-Council as above, decides to give instructions that the Crown wreck of the Great Britain should be released to the committee, Mr Sugg has been asked to explain to Mr Gould-Adams that if preliminary work after the arrival of the salvage vessels were to indicate that the pontoon method is unlikely to succeed we would expect that operations would be suspended before too much damage is done to the hull.

Members of Council are asked to regard the contents of this letter as restricted until such time as the public announcement is made by the committee.

To: The Hon. J.A. Jones, O.B.E.
The Hon. L.C. Gleadell, O.B.E., J.P.
The Hon. A.G. Barton, C.B.E., J.P.
The Hon. S. Miller, J.P.
Major The Hon. R.V. Goss, E.D.
The Hon. R.M. Pitaluga
The Hon. W.H. Clement, J.P.
The Hon. R.W. Hills
The Hon. Mrs D.G.B. King


Private Secretary

RESTRICTED

C.S.

Great Britain

121

Please see (114) to (120).

2. Please also note what I have placed on file in papers from (103) to (112) which were held at G.H. As they are still to some extent confidential, would you please treat file as such for the time being.

lv

14/2/70

122

Announcement to be made at 6.15 p.m.
on Sunday 22nd February 1970
(RESTRICTED until that time)

THE GREAT BRITAIN

The Governor in Council has recommended to the Secretary of State that under certain conditions the hull of the iron steamship Great Britain be released to the Society for Nautical Research.

An announcement is to be made in London on Monday 23rd February regarding the latest proposal to salvage the Great Britain.

The proposal is that the Southampton firm of Risdon Beasley Limited in association with the Hamburg firm of Ulrich Harms should transport the Great Britain on a pontoon. This method has been used this year to move the 2,100 ton dredger Port Sunlight from Birkenhead to Guinea.

The advice of the Governor in Council to the Secretary of State is that the removal of the Great Britain should be only by the pontoon method and that, if preliminary work after the arrival of the salvage vessels indicates that the pontoon method is unlikely to succeed, salvage operations would be suspended before too much damage is done to the ship.

The Governor in Council has also stipulated that any interference with the shipping channel leading to Stanley Harbour which might result from salvage or towing would be remedied at the expense of the committee.

- | | | |
|--------------------------------------|------------------|---------------------|
| The Hon. J.A. Jones, O.B.E. | A. Sloggie, Esq. | (Reuters) |
| The Hon. L.C. Gleadell, O.B.E., J.P. | J. Smith, Esq. | (Daily Express) |
| The Hon. A.G. Barton, C.B.E., J.P. | J. Leonard, Esq. | (Associated Press) |
| Major The Hon. R.V. Goss, E.D. | J.D. Bernsten | (Daily Mirror) |
| The Hon. S. Miller, J.P. | D. Davidson | (Associated Press) |
| The Hon. W.H. Clement, J.P. | I. Strange | (United Press) |
| The Hon. R.W. Hills | | International Inc.) |
| The Hon. Mrs D.G.B. King | | |
| The Hon. R.M. Pitaluga | | |

Ch. Being repeated at 7.30 pm Monday 23rd with appropriate wording beforehand to show it is a repeat.

LN 23/2

DECODE.

TELEGRAM SENT.

f. 2382

123

From SECRETARY OF STATE to GOVERNOR

Despatched: 18/2/70

Time:

Received: 19/2/70

Time:

No. 32

PRIORITY RESTRICTED

From Sugg.

Your telegram 34 Great Britain.

Goold-Adams accepts conditions in paragraph 1 and 2 of your telegram and I hope to telegraph you instructions for the release later.

2. Salvage team is composed of a British and a German company. O'Neil whom you know is the committee's representative and the salvage officer in charge of the job. or his representative will be technical expert. Goold-Adams assures me that they have instructions to liaise with the Colonial Secretary. Lord Strathcona hopes to visit the Falkland Islands during the operation.

3. Goold-Adams would like you to know that the release date in London for the complete news about the salvage will now be Monday 23rd February. It is suggested Falkland Islands be told any time after the night of Sunday 22nd. Release will cover paragraphs 1(a) and 2 of your telegram.

Cypher : SJS

CS. You are sending me the file. Please retain both top copy & place on file when it comes back to you.

W 21/2

S/K

F + R in 2382

21/2

DECODE.

TELEGRAM SENT. CS

124
3/3

From SECRETARY OF STATE to GOVERNOR

Despatched: 27 /2/70

Time:

Received: 2/3/70

Time:

No. 37.

RESTRICTED

Your telegram 34: S.S. Great Britain.

Formal request for the release has now been received from Goold-Adams as chairman on behalf of the organisation now formally described as "Society for Nautical Research - S.S. Great Britain Fund". Copy of his letter which includes list of supporters and Executive Committee, following by bag.

2. You are authorised to relinquish on behalf of Her Majesty in favour of the above-named organisation all the rights of the Crown in the S.S. Great Britain, an unclaimed wreck lying off Port Stanley in the Falkland Islands and to permit this organisation to remove the wreck.

3. We are advised that in order to enable the conditions set out in your telegram of 13th February to be enforced it would be advisable for the release to be effected by means of a contract between yourself, acting with authority of the Secretary of State, and the Chairman and the Honorary Treasurer of the fund, (R. Goold-Adams and E.C.D. Cunstance) under which you would release the wreck to the organisation in consideration for which the Chairman and the Treasurer would undertake personally and on behalf of the organisation to be responsible for fulfilling the conditions.

4. If you wish to follow the advice about entering into a contract your legal adviser could, it is thought, prepare the contract. The contract could then be certified by the Chairman and the Treasurer here and go out to you for completion, as it would have to be signed by you, by the March Darwin.

5. We have informed Goold-Adams of the terms of this telegram and he is agreeable to this means of enabling your conditions to be enforced.

Cypher : SJS

CS. I propose as reply: "Your telegram 37 - Thank you - grateful you request legal advice to prepare contract"

Any comments? Telegram sent 5/3

CS
4/3

Y.F. No comments.

4/3

DECODE.

TELEGRAM SENT.

125

W
5/3

From GOVERNOR to SECRETARY OF STATE

Despatched: 5/3/70

Time:

Received:

Time

No. 44.

RESTRICTED

Your telegram 37. Thank you. Grateful you request legal adviser to prepare contract.

Cypher : SJS

S/C

F & R in 2340
5/6/3



FLAT 110
25 PORCHESTER PLACE
LONDON, W. 2
TELEPHONE 262-5933

*Seen by John Smith
& Sutcliffe 9/3/70*

128

*C.S. for file & return
for me to ack.*

22nd February 1970

10/3

H.E. Sir Cosmo Haskard KCMG
Government House
Falkland Islands.

Dear Haskard,

ss "Great Britain"

Since writing an airletter to you yesterday, which I fear may just possibly be too late to catch the current mail by the 'Darwin', it has occurred to me that Ray Sutcliffe is due to leave in two days time for the same voyage. So I have made a copy and am enclosing it in this note which I am sending to him. I hope you will receive either copy by this mail and will excuse the quality of the reproduction of the air letter.

A further last thought is in connection with my own addendum at the end of the air letter. I think I can do no better than quote to you some words which Ewan Corlett~~er~~ has put in a letter in regard to the link between the Falkland Islands and the "Great Britain". He writes:

'A very important point as regards the Falkland Islands and the "Great Britain" in my opinion is that the Falkland Islands are indissolubly linked with the ship whether she is there or not. She has spent more time in the Falkland Islands than anywhere else and this connection can never be broken. If she is left where she is, my present technical opinion is that she will break in two, possibly next winter and almost certainly the winter after. This can be in no one's interest. If she is brought home and restored, it can be taken as guaranteed that the Falkland Islands would be very fully associated with the ship in the displays and the museum that would be put on board, and that any equipment brought back from the Falklands would be very suitably acknowledged.'

I very much endorse those words and I am sure we all do. I also regard them as distinct from the matter which you and I discussed last year about the contribution which the Committee might make to, say, the Falkland Islands Museum. I have this very much in mind and guarantee that some step will be taken along these or equivalent lines, when we have got a bit further with the Project and the restoration of the ship.

We hope to dock the "Great Britain" in the Great Western drydock at Bristol on July 19th, the 127th anniversary of her launching there by the Prince Consort. There is a sporting chance that Prince Philip may be able to be present.

Yours sincerely

Richard Gould-Adams
Richard Gould-Adams

A

B



129

Box 214, Stanley,
9th March 1970.-

His Excellency The Governor,
Government House.

BB file

Sir,

I have just received the following telegram from
Oban, from the Honourable Michael Fery:-

"LORD STRATHCONA OLD FAMILY FRIEND ARRIVING MID
MARCH TO SALVAGE GREAT-BRITAIN STOP PLEASE GIVE ALL ASSISTANCE
MIKE".

I beg to take the liberty to pass on to Your
Excellency this information, especially as unfortunately I am
not in a position to be able to offer much practicable help
apart from good will.

I have the honour to be,

Sir,

Your obedient servant,

Robert Jones

*PS. Please ring
him i.d.c. and
say I had similar
telegram - also tell him of my reply*

[Signature] 10/3
10/3

130

DECODE.

TELEGRAM.

From MICHAEL PERY (ALGINATE INDUSTRIES LTD.)

To H. E. SIR COSMO HASKARD

Despatched : 9th March 19 70 *Time* :

Received : 9th March 19 70 *Time* :

Euan Strathcona old family friend arriving mid March to salvage Great Britain. Most grateful for any assistance you could offer him.

Michael Pery

Sed 131

SJS

C.S. for Great Britain file

W 11/3

DECODE.

TELEGRAM.

From H. E. THE GOVERNOR

LT

To MICHAEL PERY (OBAN 2056)

Despatched : 10th March 1970 Time :

Received : 19 Time :

Glad do best help Strathcona but regret we are away visiting Antarctic seventeenth March to eighth April then six days around Falklands by ship.

Haskard

P/L : SJS

in G.B file

Y.E.

Will bet we know of what assistance we can be ?

J
10/11/3

131A

EXTRACT FROM THE MINUTES OF MEETING NO. 2/70 HELD ON 10TH AND 11TH FEBRUARY, 1970.

2382 18. "GREAT BRITAIN"

His Excellency informed Members that the Committee concerned with salvaging the "Great Britain" now hoped to do so by means of a pontoon. Mr. O'Neil of Risdon Beazley Limited, of Southampton had recently visited the Colony and would shortly be reporting on the feasibility of the task.

The general view was taken that if the removal operations failed, the hulk might be left in such a position as to create a danger to shipping or an obstruction to the normal shipping approaches, and for this reason it was advised that it be made clear to Mr. Gould-Adams' committee that they would have to be responsible for seeing that the navigational channels and approaches were left free of all incumberances.

Council further advised that the Secretary of State be informed of the view of the Governor in Council that the wreck could be released provided it is moved by the method suggested.

(H. L. Bound)
CLERK OF COUNCIL.

This is a copy of the basic announcement for the press 12-G-A.
As dispatched 21 Feb 70.
(For release 23 Feb)

S.S. GREAT BRITAIN PROJECT



CS. Please give me a ring on telephone. f.2382
WA 10/3 132

BID TO BRING HOME THE S.S.
"GREAT BRITAIN" UNDER WAY

A salvage flotilla is now on its way to the Falkland Islands in an effort to bring home the S.S. Great Britain and to establish her in the Bristol dock from which she was launched in 1843. The 9,000-mile journey, scheduled to begin in late April, will be one of the longest and most remarkable salvage undertakings in history.

If all goes well, Isambard Kingdom Brunel's masterpiece - the first iron ocean-going propeller-driven ship and, in its day, the largest vessel afloat - is scheduled to arrive in Avonmouth in mid-June. Soon after, a triumphant procession up the River Avon is planned in order to return the "Great Britain" to the Great Western Dock on July 19, the 127th anniversary of her launching by Prince Albert, Queen Victoria's Prince Consort.

The operation has been entrusted by the S.S. Great Britain Project to Risdon Beazley Limited of Southampton, who have specialised in the transport and salvage of vessels by use of submersible pontoons. The great iron ship is to be brought home from Sparrow Cove, near Port Stanley, on a giant pontoon functioning as a floating dock.

The cost of the operation - estimated at about £150,000 - is being met by Mr. Jack Hayward who last year was instrumental in saving Lundy Island for the nation when he gave a similar sum for its purchase by the National Trust.

Full details of the salvage - code name "Voyage 47" - have been given to the Foreign and Commonwealth Office and to Sir Cosmo Haskard, Governor of the Falkland Islands. The "Great Britain", officially a crown wreck, is to be entrusted to the salvage fleet when it has been shown that the vessel can be placed safely aboard the pontoon.

Last October, when Mr. Hayward's generous action was announced by the S.S. Great Britain Project, it was planned that the ship would be towed home by the United Towing Company. They, however, came to the view that the risks involved in towing her on her own bottom would be such as to be unacceptable, and they recommended some method such as the present one. But, since they did not themselves have the highly specialised equipment required, they withdrew.

Enquiries: Adrian Ball & Associates Limited
113-114 Fleet Street London EC4
Telephone 01-583 7619/7200

The flotilla employed by Risdon Deazley, in association with Ulrich Harms of Hamburg, comprises the tug Varius 11 (724 tons gross) and its pontoon, the Mulus 111 (2,667 tons gross). The tug, carrying a crew of 15, is now towing the Mulus 111 from Boke, in the Republic of Guinea across the Atlantic to Port Stanley where it is expected to arrive on, or about, March 21.

Temporary repair work will begin immediately on the "Great Britain", which has been beached in Sparrow Cove since 1937, and it is hoped she will then be ready for the journey to Bristol by April 30. The estimated date of arrival in Avonmouth, where further minor repairs are projected, is mid-June.

Members of the S.S. Great Britain Project have coded the journey "Voyage 47" because the ship began her 47th voyage in 1886 from Penarth to Panama but was damaged in a storm off Cape Horn and limped into Port Stanley to spend 47 years in the Falklands as a wood and coal storage vessel. This role ended in 1933 and she was beached deliberately four years later.

The routine use of submersible pontoons in marine salvage and towage is a technique which has only been fully developed in the last two years, and the Varius 11 crew have had more experience than any other team in their field. The tow to Bristol will be one of the longest yet attempted by this method of salvage and an average speed of six knots is planned.

Salvage of the "Great Britain" will be a three-stage operation. First, after patching of damaged parts of the vessel and general strengthening of her structure, the "Great Britain" will be pumped out and refloated. Then, the pontoon will be submerged close to where the ship is beached. In the third stage, the iron ship, weighing 1,400 tons, will be placed on top of the sunken pontoon which will then be raised, lifting the "Great Britain" right out of the water.

The early Victorian steamship should be safe and secure on top of the vast pontoon which is capable of carrying a vessel weighing about 3,000 tons - more than twice that of the "Great Britain".

This method is undoubtedly the safest way of bringing the Brunel ship home, but there are still some unknown factors to be considered. The state of her hull is reasonably good; but little is known about her bottom which cannot be inspected at present, and there are recognised weaknesses in her ironwork after more than a century and a quarter of exposure to the elements.

Members of the S.S. Great Britain Project have spent almost two years trying to arrange the tow home of the first deep sea vessel to be driven by screw propulsion. Later this year, they will step up their public appeal for funds to restore the "Great Britain" to her 19th century glory as the "most historic modern ship in the world". Meanwhile, they are inviting anyone wishing to help, financially or otherwise, to write to them at the office of the Falkland Islands Company in London (120 Pall Mall, SW1).

Further comments can be obtained from the following:

The Chairman, Richard Goold-Adams	(01-262 5933)
Lord Stratheona	(Bath 62182)
Dr. Ewan Corlett	(Basingstoke 4742)

133

S.S. GREAT BRITAIN PROJECT

Bid to bring home the s.s. "Great Britain" under way

A salvage flotilla is now on its way to the Falkland Islands in an effort to bring home the S.S. Great Britain and to establish her in the Bristol dock from which she was launched in 1843. The 9,000-mile journey, scheduled to begin in late April, will be one of the longest and most remarkable salvage undertakings in history.

If all goes well, Isambard Kingdom Brunel's masterpiece - the first iron ocean-going propeller-driven ship and, in its day, the largest vessel afloat - is scheduled to arrive in Avonmouth in mid-June. Soon after, a triumphant procession up the River Avon is planned in order to return the "Great Britain" to the Great Western Dock on July 19, the 127th anniversary of her launching by Prince Albert, Queen Victoria's Prince Consort.

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Colonial Secretary's Office,
Stanley, Falkland Islands.

11th March 1970.

Ref: 2382

FA

Circulated to Members of Executive Council on the 11.3.70.

i.
16.

Thank you

As I indicated on the loose copy of p. 132 passed to you, the reference has been circulated to members of Exco, which was all that our resources could achieve in the time

2 You wanted the file back to enable you to acknowledge p. 128. - Have drafted reply - file now back to you.

3 See my minute p. 131 (which I had intended to discuss with you yesterday but which, being of less immediate importance, I left over until all the papers were filed & p. 132 issued)

4 You may wish to mention A & B of p. 128 in Exco. on Monday, 16 March?

J
11/4/3

CS

Re 3. Butcliffe told me that his impression was that Lord Bradburn would want to spend most of his time on his site & living on his big at Sparrow Cove. He is aged 46, RNVR last war. I will leave a letter for him

Re 4. Agreed. Please do on Monday 16th.

CS
12/3

DECODE.

135

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 12/3/70

Time:

Received:

Time

No. 47.

RESTRICTED

For Sugg.

Great Britain.

Grateful if you would confirm with Goold-Adams that intention is to transport ship direct from Stanley to England. You will be aware that Falkland Islands opinion would regard adversely any suggestion of taking ship to Argentina.

Cypher : SJS

Reply at 136

MTe notes here in which f. 2382
sent to GH.

J
10/12/3

OK for file please

WA 12/3

136

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 16/3/70 Time: Received: 16/3/70 Time:

No. 45

RESTRICTED

From Sugg.

Your telegram 47. 136

Goold-Adams confirms plan is for salvage ships to sail direct to United Kingdom from Stanley but will drop passenger outside Montevideo en route. Only in extreme weather conditions would they go into Argentine territorial waters.

2. For your information salvage ships left Montevideo on 15th March and expect to arrive Stanley 22nd March.

Cypher : SJS

Cs please inform Council members

*dw
17/3*

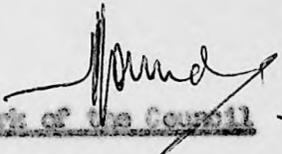
EXTRACT FROM MINUTES OF MEETING NO. 4/70 OF EXECUTIVE COUNCIL

HELD ON THURSDAY 5TH MARCH AND CONTINUED ON MONDAY 16th MARCH 1970

2382

7. REMOVAL OF "GREAT BRITAIN"

His Excellency read a letter from Mr. Gould-Adams which emphasised the Executive Committee's view of the indissoluble links of the Colony with the "Great Britain." Displays on permanent show in the restored vessel would make this plain. Mr. Gould-Adams also mentioned that the question of some tangible demonstration of the Committee's debt to the Colony would be forthcoming though its precise nature had not yet been decided.


Clerk of the Council

137

17 March, 1970.

128

Many thanks for your letter of 22nd February about the Great Britain which Sutcliffe handed to me on his arrival here. I was very glad that it occurred to you to enclose a photostat reproduction of your air letter of 21st February as the original has not yet reached me through the post.

127
139

I was very glad that you were able to advance the date for the publication of the news of the pontoon plan and also that you were able to accept the conditions laid down by the Governor in Council in advising the Secretary of State that the crown wreck should be released to your committee.

To my regret it looks as though my wife and I will be away from Stanley when the tug and pontoon arrive as we are due to leave here on 17th March in R.R.S. John Biscoe for Punta Arenas, transferring there to H.M.S. Endurance for a visit to Graham Land. We are due back in Stanley on 8th April. Two days later we set off again in Endurance on a round of visits to farm settlements in the Falklands, finally returning to Stanley on 15th April. However, we look forward to meeting Lord Strathcona and Mr O'Neil during their time here, though I fear we shall see less of them than we could have wished.

128

I note what you say in your letter of 22nd February about the lasting connexion between the Great Britain and the Falkland Islands. I think you can take it that people here would like to see the ship preserved in England since there is little we can do here to save her from disintegration. What no one wants is for the Great Britain to be lost both to the United Kingdom and to the Falklands by sinking during the tow home; we would rather she remained here, gradually disintegrating, than that she should be lost at sea.

Thank you for your comment regarding the contribution from the committee to the Colony; I quite understand that for the present you want to get a bit further with the project before deciding what form that contribution should take.

WV

... / ...

R. Gould-Adams, Esq.
Flat 110,
25, Porchester Place,
LONDON, W.2.

Copied to A. St. J. Sugg, Esq., C.M.G.

C.S.
CW
17/3

S/C F.H. in "Great Britain"
H.S.
17/3

I am taking the liberty of sending a copy of this letter to John Sugg at the Foreign and Commonwealth Office. He has been extremely helpful throughout the time of our correspondence and meetings regarding the Great Britain and I am only sorry that he is due to retire at the end of this month, a great loss to the Falklands in many ways.

W

Ref: 2382

Colonial Secretary's Office,
Stanley, Falkland Islands.

18th March 1970.

The "Great Britain"

The purpose of this brief letter is to inform you that the plan for the actual sailing of the tug/lighter/"Great Britain" combination is for the route to be direct to Britain but for one passenger to be dropped outside Montevideo en route. Only in extreme weather conditions would the vessels enter Argentine territorial waters.

2. The salvage vessels left Montevideo on the 15th of March and are expected to reach Stanley on the 22nd of March.

(J.A. Jones)
GOVERNOR'S DEPUTY

To all Members of Executive Council.

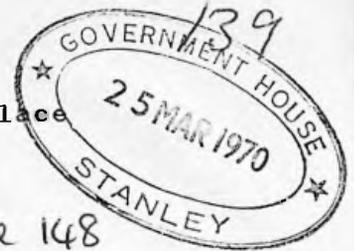
FA

M. Jones Smith will put item in Memorandum of
Friday 20/3. J 19/3

Hammermaster The salvage vessels for the "Great
Britain" removal operation left Montevideo 15 March
& are due here 22 March. No exact ETA yet. J 19/3
2. M. Jones of Te & no embest. S 19/3

21st February 1970

Flat 110
25 Porchester Place
London W.2.



J. 17/2/70
Dear Harland,

I am hoping that this will be in time to catch the mail by the "Darwin", as I do so particularly want to thank you most warmly for all the care and thought you have given to the problems of the "Great Britain". I trust you will by now have received the cable from Sugg telling you that we have been able to advance the release date for the news of what is going on to this week-end. I did this as a result of all that you said in our telephone conversation and I am only sorry that we could not have made it earlier for you; but I had to clear my lines with United Towing and we were very anxious to know that the constitutional procedure had been able to be started before we made our announcement, since it could have looked a bit awkward if we had got our salvage team well on its way to Stanley without being assured that the release of the ship was in hand. As it is, this factor makes me appreciate all the more your own help in being prepared to make your recommendation in Council before public opinion as a whole had heard the full story. We have very much understood the conditions which you laid down and have been very ready to agree to them, as Sugg will have told you.

So I hope that all is now in train. I am afraid that this letter will have to be sent off before we can have had the press reactions to our announcement here. But no doubt you will be getting some account of that in due course. If there is anything which strikes me as being of special interest to you in the Falklands I will send you a copy.

With regard to the salvage team coming and the person in charge, as Sugg will have told you, we of the committee are working through the British end of the joint Anglo-German consortium entirely, namely Risdon Beazley Ltd of Southampton. Their man is Mr O'Neil, whom you know, and he will be responsible for the operation. At the same time the expertise is German, and the German technicians will, I understand, be in the majority and also the experts in terms of what is done. You will, I am sure, find that O'Neil does all he can to work with the authorities. For our part it seems that Lord Strathcona will be able to come out with the Risdon Beazley people, and so you should have someone very much at hand who, apart from being a delightful and enthusiastic person, represents the Executive Committee of the Project.

On this voyage of the "Darwin" should be Ray Sutcliffe of the BBC. By arrangement with the Corporation he will be taking film which, after use by the BBC themselves, will be available to us for future use and as part of the record of the salvage. Eventually part of this film will be projected to the public on the reconstructed ship. We have asked Ray Sutcliffe, and he has agreed, to do what he can to interest anyone who is willing to give or sell to us objects that were on the "Great Britain" when she originally arrived in Stanley. How far this effort may be successful I do not know, and one will quite understand

if progress made in this direction is fairly limited. Nevertheless it would seem that it would be a pity if the reconstructed ship could not have as part of the venture a certain amount of the surviving original equipment.

You may be hearing of the formation of a National Maritime Trust with Prince Philip as its President. This has just been made public. It has been brewing for nearly two years. It does not yet amount to much more than a splendid idea. But it will eventually hope to help concepts such as our own with the "Great Britain", and, while not in any way formally linked with us, we welcome its formation and the helpful effect it should have on British public opinion in kindling interest in the very things we are trying to do.

I look forward to our keeping in touch, and I hope so very much that the salvage will go down well with the people of the Falklands. Knowing how much you yourself have done in this regard I want to thank you once again. With all kindest regards,

Yours sincerely

Richard Gold-Adams

perhaps I might add that we are very anxious that the "Great Britain" will have spent far more of her life in the Falklands than anywhere else. Hence the reconstructed ship will itself have an indissoluble link with the Falklands, which must be commemorated on board in some way.

FIRST FOLD HERE

Sender's name and address:

Richard Gold-Adams

Fist 110

25 Porchester Place
London W 2.

AN AIR LETTER SHOULD NOT CONTAIN ANY
ENCLOSURE; IF IT DOES IT WILL BE SURCHARGED
OR SENT BY ORDINARY MAIL.

SECOND FOLD HERE



H.E. Sir Cosmo Haskard KCMG

Government House

Stanley

FALKLAND ISLANDS

141

R E S T R I C T E D

Cypher/Cat.A

FOREIGN AND COMMONWEALTH OFFICE

TO FALKLAND ISLANDS

Telno.37

27 February, 1970

(HGF 21/1)

R E S T R I C T E D

Your Telno.34 : s.s. GREAT BRITAIN.

Formal request for release has now been received from Goold-Adams, as Chairman on behalf of organisation now formally described as "Society for Nautical Research - s.s. Great Britain Fund. Copy of his letter, which includes list of supporters and executive committee, following by bag.

2. You are authorised to relinquish on behalf of Her Majesty in favour of the above-named Organisation all the rights of the Crown in s.s. Great Britain, an unclaimed wreck lying off Port Stanley in the Falkland Islands, and to permit this Organisation to remove the wreck.

3. We are advised that in order to enable the conditions set out in your Telno.34 of 13 February to be enforced, it would be advisable for the release to be effected by means of a contract between yourself, acting with the authority of the Secretary of State, and the Chairman and the Hon. Treasurer of the Fund, (R. Goold-Adams and E.C.D. Cunstance), under which you would release the wreck to the Organisation in consideration for which the Chairman and Treasurer would undertake personally and on behalf of the Organisation to be responsible for fulfilling the conditions.

4. If you wish to follow the advice about entering into a contract, your legal adviser could, it is thought, prepare the contract. The contract could then be signed by the Chairman and Treasurer here and go out to you for completion, as it would have to be signed by you, by the March Darwin.

5. We have informed Goold-Adams of the terms of this tele-

/gram and he is

R E S T R I C T E D

R E S T R I C T E D

- 2 -

gram and he is agreeable to this means of enabling your conditions to be enforced.

Stewart

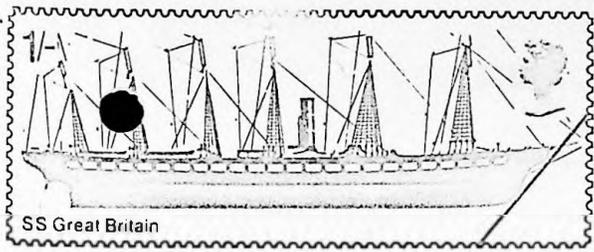
F I L E S

GIB. & S.A.D.
LEGAL ADVISERS
MR. MORGAN

COPY TO :
MR. MOTTRAM,
(NAVAL HOME DIVISION), M.O.D.

R E S T R I C T E D

GGGGG



SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1

Project: To bring back from the other side of the world, recondition, and put on display the most historic modern ship in the world.

Chairman: Richard Goold-Adams
Consultant Naval Architect: Dr. E.C.B. Corlett
Treasurer: E.C.D. Custance D.S.C. (Lloyds Bank)
General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.

"Stamp issued by the Post Office in 1969 in the famous ships series"

17th February 1970

As from:
Flat 110
25 Porchester Place
W.2.

A. St J. Sugg Esq OMC
Commonwealth Office
S.W.1.

Dear Mr Sugg,

Further to our telephone conversation yesterday (I am afraid I was not able to get this off to you at once), I now enclose a list of the office bearers of the Society for Nautical Research, which, from the point of view of our financial and legal status, is a kind of parent body to the ss Great Britain Project. I hope this list is self-explanatory.

Members of the Project

- Robert Adley
- Lord Aldenham
- Gordon Campbell MP
- Maldwin Drummond
- Grahame Farr
- Rear Admiral Morgan Giles MP
- John Hill
- Richard Hill
- Earl Jellicoe
- Peter Kirk MP
- Karl Kortum (USA)
- Lord Mancraft
- C. H. Miller
- Lt Cmdr George Naish
- Scott Newhall (USA)
- L. T. C. Rolt
- John Smith MP
- John Smith (Falkland Islands)
- Peter Scott
- Lord Strathcona
- William Swigert Jr. (USA)
- S. A. Urry
- Commander Alan Villiers
- Eric Weiss

We are recognized as an independent charity by the Charity Commissioners "as a subsidiary of the Society for Nautical Research" - to quote their operative letter, dated 7 August 1969, their Reference: A/1 PWE-251474 A/1-R.

Both organisations have the same Treasurer, Mr Custance, who is in fact the Manager of Lloyds Bank, Blackheath. We are advised that this position is wholly watertight and satisfactory for the being at least. Now that we are getting going and will be operating over a period of years, with considerable sums of money involved if all goes well, I expect we shall take out a fresh legal identity as a completely separate charity. But for the present we are continuing as indicated above.

Executive Committee

- Richard Goold-Adams (CHAIRMAN)
- E. C. B. Corlett Ph.D.
- E. C. D. Custance D. S. C.
- D. Fitzgerald-Lombard
- Lord Strathcona
- Robert Adley
- George Naish

The Society for Nautical Research does not run our side of the organisation, but our accounts are published in its annual report. The official name of the body to which I therefore request that the ss "Great Britain" be released is formally known as follows:

"SOCIETY FOR NAUTICAL RESEARCH - SS 'GREAT BRITAIN FUND'"

I am most grateful to you for your help, and to the Governor of the Falkland Islands for the action which has been and is being taken. I look forward to hearing from you again shortly in regard to completion of the present application.

Yours sincerely

Richard Goold-Adams
Chairman, ss "Great Britain" Project

THE SOCIETY FOR NAUTICAL RESEARCH

PATRON

ADMIRAL OF THE FLEET THE EARL MOUNTBATTEN OF BURMA, K.G., P.C., G.C.B., O.M., G.C.S.I.,
G.C.I.E., G.C.V.O., D.S.O.

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PROFESSOR MICHAEL A. LEWIS, C.B.E., Litt.D., F.S.A., F.R.Hist.S.

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NATIONAL MARITIME MUSEUM, S.E. 10

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NEWLANDS,
SEAFORD,
SUSSEX

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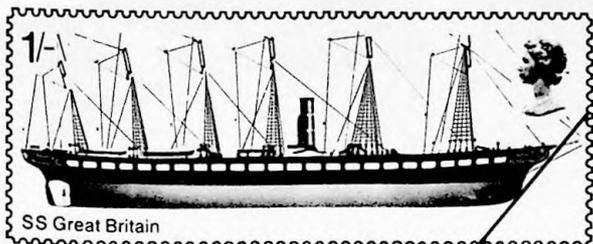
ALAN J. VILLIERS, D.S.C., F.R.G.S. (*Chairman*)
COMMANDER H. O. HILL, R.N. (*Secretary*)
BASIL GREENHILL
MICHAEL S. ROBINSON, M.B.E.
D. R. MACGREGOR

AUDITOR

W. H. LACEY (*Chartered Accountant*)

HON. TREASURER

E. C. D. CUSTANCE, D.S.C.,
LLOYD'S BANK LIMITED,
15 THE VILLAGE,
BLACKHEATH, LONDON, S.E. 3



"Stamp issued by the Post Office in 1969 in the famous ships series"

SS 'GREAT BRITAIN' project

c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1

Project: To bring back from the other side of the world, recondition, and put on display the most historic modern ship in the world.

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General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.

From: Flat 110
25 Porchester Place
London W.2.

H.E. Sir Cosmo Haskard KCMG
Government House
Stanley
Falkland Islands.

19th March 1970

Dear Haskard,

See 148

As you will know I have now had the meeting arranged with Sir Hubert Plaxman and a surrender or Crown release document has been drawn up, on which the Hon. Treasurer of the "Great Britain" Project, Mr Eric Custance of Lloyds Bank, and I have put our signatures as agreeing formally to the conditions which you stipulated. I understand that this document is safely coming out by the same mail as this letter, and that, upon your own return from the Antarctic, you will be able to sign it. I imagine that this will all be in good time before the tug and pontoon, with the "Great Britain" on board, will be due to leave Stanley during the latter part of April. There is then the question of who you give the final document to, either Lord Strathcona as representing the Committee or possibly Mr O'Neil as representing the salvage firm acting on our behalf. I imagine that as Duan Strathcona is there it would probably seem best to give it to him; but I have asked him naturally to consult with you about this. We anticipate that the actual document will eventually find a place of display on the reconstructed ship.

Members of the Project

- Robert Adley
- Lord Aldenham
- Gordon Campbell MP
- Maldwin Drummond
- Grahame Farr
- Rear Admiral Morgan Giles MP
- John Hill
- Richard Hill
- Earl Jellicoe
- Peter Kirk MP
- Karl Kortum (USA)
- Lord Mancroft
- C. H. Miller
- Lt Cmdr George Naish
- Scott Newhall (USA)
- L. T. C. Rolt
- John Smith MP
- John Smith (Falkland Islands)
- Peter Scott
- Lord Strathcona
- William Swigert Jr. (USA)
- S. A. Urry
- Commander Alan Villiers
- Weiss

Executive Committee

- Richard Goold-Adams (CHAIRMAN)
- E. C. B. Corlett Ph.D.
- E. C. D. Custance D.S.C.
- D. Fitzgerald-Lombard
- Lord Strathcona
- Robert Adley
- George Naish

The point about Argentine territorial waters I have as you know of course agreed to, as we would not in any case think of going there. But no one here felt it necessary to include this actual statement in the release document, particularly if this is later to be shown in public.

May I say again how grateful we are to you for all your help and understanding. We have only now got to hope that Providence will smile on the enterprise itself. With kind regards,

Yours sincerely

Richard Goold-Adams

C.S. please deal with contract and let me have next letter back on my return so that I may write to G-Adams

Done 8/5/70

14/10/74

143



HGF 21/1

Foreign and Commonwealth Office
London S.W.1

J. St. J.

20 March, 1970

*WA
10/4*

Dear John.

I am writing to you about the Great Britain as I suppose that Sir Cosmo will still be away when this gets to Stanley.

2. I enclose two signed copies of the agreement drawn up by Sir Hubert Flaxman in accordance with our telegram No. 37 of 27 February. Sir Hubert took a draft of the agreement to see Goold-Adams who agreed to it and I subsequently had it typed and it was signed by Goold-Adams and Custance and I hope it is now in order.

3. I also enclose a letter from Goold-Adams to Sir Cosmo and a letter to Lord Strathcona which Goold Adams would be very grateful if you could let Lord Strathcona have.

4. I do hope all goes well with the salvage. Goold-Adams got in touch, on "an old boy basis" with Owen the Under Secretary of State, Navy to ask if any naval ship which happened to be about could keep a lookout in case some wild Argentines tried to interfere in any way. But I understand that as Endurance is likely to have left the area the navy did not propose to make any special arrangements. The MOD are, however, asking their Naval Attache in Buenos Aires to keep his ears to the ground.

John

(A. St. J. Sugg)

J. A. Jones, Esc., OBE,
Colonial Secretary,
Stanley.

I also enclose a photostat of the 2. agreement. m

AN AGREEMENT made this 10th day of April 1970
 between the Governor of the Falkland
 Islands (acting with the authority of the
 Secretary of State for Foreign and Commonwealth
 Affairs) and the Chairman and Honorary Treasurer
 of the Society for Nautical Research - s.s.
 Great Britain Fund (hereinafter referred to as
 "the Organisation").

WHEREAS it is intended to relinquish
 on behalf of Her Majesty the rights
 of the Crown in s.s. Great Britain,
 an unclaimed wreck lying off Port
 Stanley in the Falkland Islands, and
 to permit the Organisation to remove
 the wreck It is HEREBY AGREED -

1. That the Governor of the Falkland
 Islands releases the wreck of the
 s.s. Great Britain and transfers all rights of
 the Crown in it to the Organisation.

2. In consideration of the release and
 transfer the Chairman and Honorary
 Treasurer on behalf of the Organisation agree to
 fulfil the following conditions :
 - (a) that the removal of the wreck be
 by the "pontoon" method and by no
 other means :

(b) that any interference with the shipping channel leading to Stanley Harbour which might result from salvage or towing will be remedied at the expense of the Organisation; and

(c) that should the "pontoon" method prove unlikely to succeed operations will be suspended before appreciable damage is done to the hulk.

As witness our hands the day and year above written.

Signed by the Governor of the Falkland Islands: Witness

C. Kirkland

[Signature]

Signed by the Chairman (on behalf of the Organisation):

Richard Wood-Adams

Witness

[Signature]

Signed by the Honorary Treasury (on behalf of the Organisation):

B. Gustance

Witness

[Signature]

1st April,

70.

Dear Sir,

I acknowledge receipt of your letter of 26th March, 1970 on the subject of radio telephone communications with the tug "Varius 2". It is international procedure for a ship desiring regular radio communications with a Coast Station to request facilities shortly after leaving. In the case of "Varius 2" no such request was made. However on receipt of your letter the ship's Radio Officer was requested to arrange a twice daily radio telephone schedule with the Wireless Station. To this, I understand he agreed but in practice is not maintaining regular schedules. It is now obvious that the ship is not interested in regular radio communications with the shore and you will appreciate that in these circumstances regular communications cannot be guaranteed. This is not sufficient reason to authorise the use of private radio equipment for communication with visiting ships.

Yours faithfully,

(sgd.) J. BOUND

SUPERINTENDENT.

The Colonial Manager,
Messrs. Falkland Is. Co., Ltd.,
STANLEY.

N.o.o. c.c. Col. Sec. and Sup. VPC.

By 17.4.70
(for main file)

1/2 Mr. Wood. File in "Grant
Antarctic" file. 2/6/70

12 April, 1970

144
Sullivan House,
Stanley

Dear Sir,

The 'Great Britain'

I write this in a hurry in an interval between an unexpected visit from Strathcona and the arrival of the Ag. Team for a farewell lunchtime drinks session.

Strathcona left me with various tentative suggestions all of which you will need as early notice about as possible and my intention is to have this note delivered to you at Port Howard tomorrow.

Strathcona feels that it could be a useful gesture if the presentation of the 'G.B.' was given by the committee to Stanley and erected somewhere suitable to mark the colony's association with the vessel. The cost is likely to be around £100, some of it to be met by the committee and some by the colony. Its erection and location would present some problems which Strathcona thought might present a challenge for the Marines. The committee would surely be suitable to commemorate the association of the colony with the ship. My impression is that Strathcona hopes that it might prove possible for this operation to be completed before the 'G.B.' leaves, but I suspect that this is being over-optimistic. Apart from organising the operation, not easy when the various are passing over from one party to the other, the question of a site presents some problems and may take time to settle.

You will have heard that the 'G.B.' is safely on the pontoon. The commissioning would be to Stanley tomorrow afternoon if all goes well. Strathcona would appreciate knowing whether you would like to arrange to go aboard the 'G.B.' when you have returned to Stanley and whether also you would like to send her off on her final departure (and in the latter connection the question of the degree of formality arises). I told Strathcona that I was sure you would wish to send the 'G.B.' when you got back here and that you would wish to send her off when she finally leaves, adding, without making it firm, that I thought you would probably not want to make too ceremonious an occasion of it. However, you are not committed by that statement. I indicated that the question of dates would be important. You return here on Wednesday. HMS 'Encouragement' leaves the following day. The day after that Exco starts its meeting, and that is likely to last until 23rd April or later, with the Queen's Birthday intervening on the 21st. Very tentatively, partly because of that schedule and partly because it looks as if the 'G.B.' should be ready to leave on about the 20th of April, I suggested that the afternoon of the Queen's Birthday

... might be a suitable occasion for reading her off even if, for any reason at present unforeseen, she did not in fact leave on that afternoon. (There will be cameras waiting, and so on, on such an historic occasion.)

You will probably be back here as soon as any consent from the world's press is, so that I will not expect necessarily to hear anything from you on these matters until you are back here. Stratton understands this and is content to wait though he has suggested that I should exercise some agency over the Eisenhower proposal. I will then particular proposal with him at the stage where he should be to discuss it with the other and the other. Meanwhile I shall have the opportunity to discuss with one of the people the possibility of a visit which to expect the year.

I am sure that any leaders are enjoying the same trip.

Yours sincerely,

FOR COMM CEN/SIGNALS USE

H For file 2382: "Great Britain" 1/27

PRECEDENCE-ACTION	PRECEDENCE-INFO DEFERRED	DATE-TIME GROUP	MESSAGE INSTRUCTIONS
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FROM Gov.	PREFIX GR
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TO OOL/SOC	SECURITY CLASSIFICATION
---------------	-------------------------

INFO PRU/SEC.	ORIGINATOR'S NUMBER
------------------	---------------------

UNC 8/10 @	SPECIAL INSTRUCTIONS
------------	----------------------

① YOUR LETTER OF 12 APRIL SOUNDS IMAGINATIVE @	MAST SUGGESTION WILL DISCUSS	5
ON ARRIVAL @ VISIT		10
		15

② WE WOULD LIKE GREAT BRITAIN @		20
SUGGEST POSSIBLE THURSDAY AFTER		25
ENT. URANCE HAS LEFT @		30

③ AGAIN INFORMAL CEREMONY BEFORE		35
DEPARTURE @ DATE FOR THIS SOME WHAT		40
DIFFICULT @ QUEENS BIRTHDAY. ATTRACTIVE		45

IDEA BUT DOMESTIC PREPARATIONS FOR		50
------------------------------------	--	----

PAGE.....OF.....PAGES	REFERS TO MESSAGE	DRAFTER'S NAME	OFFICE	TEL. No.
	CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO			

FOR OPNS USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
											RANK

MESSAGE FORM

NUMBER

FOR COMM CEN/SIGNALS USE.....

PRECEDENCE-ACTION	PRECEDENCE-INFO DEFERRED	DATE-TIME GROUP	MESSAGE INSTRUCTIONS
FROM			PREFIX GR
TO			SECURITY CLASSIFICATION
INFO			ORIGINATOR'S NUMBER
			SPECIAL INSTRUCTIONS

	LEAVING FUNCTION WHILE SHORT	5
	STAFF WILL ABSORB ALL OUR ENERGIES	10
ACROSS	AND DO NOT SEE HOW CEREMONY CAN	15
	BE FITTED IN THAT DAY (A) ALTERNATIVELY	20
	SEEM TO BE SUNDAY OR MONDAY, THE LATTER	25
WRITE	REQUIRING INTERRUPTIONS EX-COM WILL	30
	DISCUSS ON ARRIVAL // BUSINESS	35
		40
		45
		50

PAGE.....OF.....PAGES	REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE	TEL. No.			
	CLASSIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO								
FOR OPFRS USE	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
R				D					RANK

16th April, 1970

Our ref: 2332
Your ref: HGF 21/1

7
6

As Sugg correctly supposed the Governor was away from Stanley when Sugg's letter of the 20th March reached me. I saw Lord Strathcona very soon after the arrival of the salvage party on the 20th March and we agreed that it would be in order for the execution of the contract by the Governor to await the latter's return from his Antarctic tour. The Governor signed the contract on the 10th April and one original of it was given by me to Lord Strathcona on the 12th April. Another original has been deposited among our court records and the photostat copy has been placed on our files. I hope this arrangement is all right and if you need a copy for your records I can arrange to supply you with a typed copy.

The contents of your last paragraph are noted. "Endurance" left us just before mid-day today. The "Great Britain", safely mounted on the pontoon, was tied up to one of our wharves yesterday evening, but I would reckon that the job of ensuring that she is safely and properly positioned will take some 7-10 days and she may not therefore leave until a couple of days after this letter leaves by the "Merlin" on the 24th April.

A. C. W. Lee, Esq.,
Foreign and Commonwealth Office,
Downing Street,
London, S.W. 1

Ble 20/4

Ble 16/5

DECODE.

147

TELEGRAM.

From GOVERNOR

To H. M. S. ENDURANCE

Despatched : 17th April

1970

Time : 1400Z

Received :

19

Time :

PHOTOGRAPHS TAKEN BY YOU OF GREAT BRITAIN ARE OF SUCH HIGH STANDARD THAT I VERY MUCH HOPE IT WILL BE POSSIBLE FOR YOU TO HAVE THEM RELEASED TO THE PRESS.

P/L : SJS

CS to filing etc.
17/4

1/2
Lu f.2382. 8/27/4

Box 5.570 (main file)

EXTRACT FROM THE MINUTES OF MEETING NO 5/70.

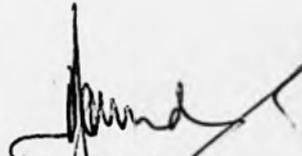
147A

HELD ON 17th, 18th, 20th and 22nd to 30th APRIL 1970.

2382

21. GREAT BRITAIN PROJECT

Council was informed that the Committee of the Great Britain Project had presented the rizen mast of the "Great Britain" to the Colony for erection at some suitable point. It was generally felt that the mast could best be used in a manner which would serve as a navigational aid to vessels entering or approaching Stanley Harbour and Council advised that the public be invited to forward suggestions as to how this could best be achieved.


CLERK OF COUNCIL.

BU 30670



8 May, 1970.

With all the activity which surrounded the successful departure of the Great Britain I fear that I failed to send a reply by the last mail to your letters of 21st February and 19th March which were awaiting me on my return from Punta Arenas.

139 142

Everyone here was most impressed by the efficiency with which the ship was raised on to the pontoon and since I was among those who were seriously concerned about the original plan to tow the ship across the Atlantic I was delighted that the pontoon method proved so completely successful.

Thanks to the care taken on the public relations side by your committee there were in the end few people here who could reasonably wish the Great Britain to remain at Sparrow Cove. The measures taken for the safety of the ship on the pontoon were so obviously efficient that there could be little doubt she would reach her destination.

I duly signed the Crown release document and it was in Strathcona's hands before the ship was moved from Sparrow Cove. As you may have heard, I did in fact hand the document to him a second time at a brief little ceremony which took place at the public jetty the day before Varius sailed.

While Strathcona was here he mentioned the question of the contribution from your committee to the Colony. I will write to you further about this in due time. As also about the site of the mizzen mast in or near Stanley. /x

We heard a few days ago that the tug and pontoon had reached Montevideo safely and we have now only to hope that good fortune will attend the rest of the voyage.

W

R. Gould-Adams, Esq.
Flat 110,
25 Porchester Place,
LONDON, W2.

Cs. Please BU at leisure re X/- above.

W

BU 16/5

8/5-
Y.E. Rumbold
2/6/5



149
THE SOCIETY OF MERCHANT VENTURERS,
MERCHANTS' HALL,
CLIFTON DOWN,
BRISTOL, 8.

TELEPHONE N° 38058.

JCGH/LM

17th February, 1970.

Sir Cosmo Haskard,
The Governor,
Government House,
Falkland Islands.

Dear Sir Cosmo,

I was absolutely delighted to receive your letter of the 29th January telling me that my Christmas card was a success. I am very sorry, however, that I did not post it in time for you to receive it for Christmas.

As a matter of fact I received many letters of congratulations about this particular card and you may be interested to know that until I had my picture reproduced for the card very few people knew about it as I purchased it from the Parker Gallery in Albemarle Street, London some twenty years ago. At that time I was able to take the oil painting to the bank of the river where it was painted and all the old Bristol buildings depicted thereon were still at that time as they were when the artist did his work. Joseph Walter, of course, was one of the greatest marine artists of his day and was undoubtedly commissioned by the Board of Directors because they knew that they had built one of the finest ships in the world.

I have a few copies of the card left so I am sending you a further two copies and am also sending a copy to the Crown Agents, whose address you have given me, together with a copy of your letter so that they understand why I have done this.

yours sincerely
John Hill



Cs. Two + copy of my
reply can be placed on
the Great Britain file.
LH 22/5/70

SLC Fu file 2382 / 23/5

150
16 April, 1970.

Thank you very much indeed for your letter of 17th February and for so kindly sending me two extra copies of your handsome Christmas card of the Great Britain. One of these has been handed to Mr John Smith, who is delighted to have it, and the other has been placed on show in our small museum.

Thank you too for providing yet a further copy of your card for the Crown Agents. I am most grateful and I am sure that the artist who is preparing our forthcoming stamp issue will be very glad indeed to have it.

I was most interested to read your account of the acquisition of your picture from the Parker Gallery. The current arrangements to move the hulk of the ship from the Falkland Islands lend added interest to the subject.

Once again very many thanks for your willingness to provide additional copies of the reproduction of your picture; you may be sure that they will be prized by those lucky enough to possess them.

LM

J.C.G. Hill, Esq.,
The Society of Merchant Venturers,
Merchants' Hall,
Clifton Down,
Bristol, 8.

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO. 5/70
HELD ON 17th, 18th, 20th, and 22nd to 30th APRIL, 1970

150 (a)

(12) 'Great Britain' Project

Council noted that the committee of the 'Great Britain' Project had indicated their wish to donate a sum in the region of £2,000 to commemorate the vessel's long association with the Colony.


CHAIRMAN OF COUNCIL

BROADCAST ANNOUNCEMENT

157

The "Great Britain" Project

The "Great Britain" project committee, to whom, as listeners will recall, in the person of Lord Strathcona, the "Great Britain" was handed over in a special ceremony at the public jetty on the 23rd of April, has made a gift to the colony of the ship's mizemast to be erected in a suitable place to mark the colony's association with the "Great Britain". The mast is some 30 feet long, some 2½ feet in diameter and weighs around 3 tons.

(Latter part of the mast is the main of 20 mm cu pipe 171)

Various suggestions have been made regarding the site on which the mast might be erected. In general, opinion appears to be that it should be so placed as to act as a mark and aid to navigation.

Members of the public are invited to make suggestions as to where the mast should be erected. Suggestions should be telephoned to the Harbourmaster, office telephone number Stanley 22, ~~XXXXXXXXXXXX~~ before noon on Monday, the 1st of June.

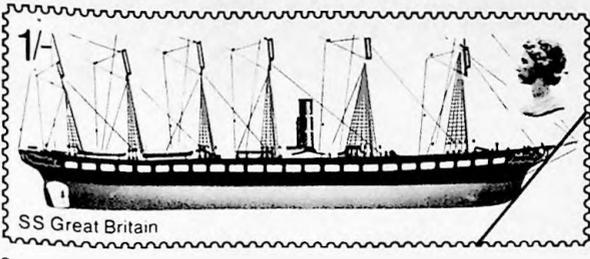
A decision on the site for erecting the mast will be taken after the public's suggestions have been considered.

File 2382
26th May 1970

JD

cc Harbourmaster

For information. All suggestions made by the public should be noted and a list of them should be passed to the Clerk of Executive Council for consideration by Council on the 2nd of June.



Stamp issued by the Post Office in 1969 in the famous ships series

SS 'GREAT BRITAIN' project

The British Centre, Quality House, Quality Court, Chancery Lane, London, W.C.2. Telephone: 01-242 2982/5

Project: To make this historic ship, salvaged from the other side of the world and the technical wonder of its day, an inspiration for modern engineers and designers.

Chairman: Richard Goold-Adams
Consultant Naval Architect: Dr. E.C.B. Corlett
Treasurer: E.C.D. Custance D.S.C. (Lloyds Bank)
General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.

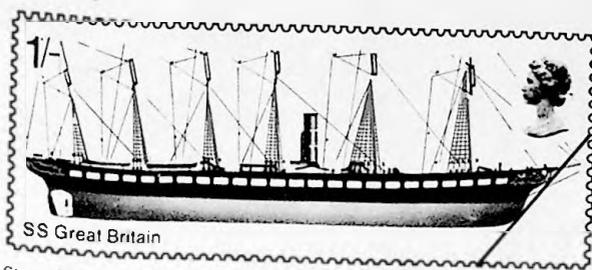
- The Council
- *Anthony Abrahams
- Lord Aidenham
- *Robert Adley
- Gordon Campbell MP
- Michael Cary
- John Anthony Cayzer
- *Dr Ewan Corlett
- *Eric Custance
- *Maldwin Drummond
- Edward du Cann MP
- Grahame Farr
- *D. Fitzgerald-Lombard
- Rear Admiral Morgan Giles MP
- *Richard Goold-Adams (Chairman)
- Jack Hayward
- John Hill
- Richard Hill
- Professor Kenneth Hudson
- Earl Jellicoe
- Peter Kirk MP
- Robert Kirk (USA)
- John Lancroft
- C. H. Miller
- *Lt Cdr George Naish
- Scott Newhall (USA)
- L. T. C. Rolt
- John Smith MP
- John Smith (Falkland Islands)
- Peter Scott
- Sir Iain Stewart
- *Lord Strathcona
- William Swiger Jr (USA)
- *Adrian Swire
- S. A. Urry
- Commander Alan Villiers
- Sir Barnes Wallis
- Sir John Williams (Australia)

* Denotes a member of the Steering Committee

Lord Strathcona's photographs give a vivid impression of the sequence of events, and we are looking forward to seeing the BBC's material, when it has been sorted & edited. Some of the photos have been in the press, and I think it is now true to say that most people in this country are ~~now~~ aware of what is going on. The general interest is very real and increases weekly. I think that TV of the arrival will be quite a national event.

I say all this because I hope that you yourself, and, so far as you can ensure it by telling them, the people of the Falklands, will not doubt that the generous surrender of this almost legendary ship has made a contribution to maritime history which will never be forgotten. We are all very, very grateful to you for the risks you have run and for the help which was given throughout to the salvage team. Thank you personally once again. I look forward to discussing in due course with you the museum question.

With kind regards
Yours sincerely
Richard Goold-Adams



Stamp issued by the Post Office in 1969 in the famous ships series

SS 'GREAT BRITAIN' project

The British Centre, Quality House, Quality Court,
Chancery Lane, London, W.C.2. Telephone: 01-242 2982/5

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General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.



Cs to see please

1/4

13 May 1970

23/5-

As from:

Flat 110

25 Portchester Place

London W.2

See also 174

Reply at 154

- The Council
- *Anthony Abrahams
- Lord Aldenham
- *Robert Adley
- Gordon Campbell MP
- St Michael Cary
- John Anthony Cayzer
- Alan Corlett
- *Eric Custance
- *Maldwin Drummond
- Edward du Cann MP
- Grahame Farr
- *D. Fitzgerald-Lombard
- Rear Admiral Morgan Giles MP
- *Richard Gould-Adams (Chairman)
- Jack Hayward
- John Hill
- Richard Hill
- Professor Kenneth Hudson
- Earl Jellicoe
- Peter Kirk MP
- Portum (USA)
- Blancroft
- C. H. Miller
- *Lt Cdr George Naish
- Scott Newhall (USA)
- L. T. C. Bolt
- John Smith MP
- John Smith (Falkland Islands)
- Peter Scott
- Sir Iain Stewart
- *Lord Strathcona
- William Swigert Jr (USA)
- *Adrian Swire
- S. A. Urry
- Commander Alan Villiers
- Sir Barnes Wallis
- Sir John Williams (Australia)

Dear Haskard,

Hoping that this will catch the 'Darwin' in 5 days time, I just want to thank you so very much for all your help and good offices in the stirring events which have just been taking place — a little sad too, as indeed I realise from the Falklands' point of view. But it is an epoch-making achievement and many, many people in Britain are now on the look-out for the ship's arrival, now that the salvage has been accomplished so successfully. At the moment of writing the tug and pontoon are off Rio de Janeiro, having passed the most hazardous part of the voyage in very reasonable weather. Here we are making careful preparations for the arrival at Avonmouth, the de-pontooning in the dock there, and the tow up the River Avon.

I am happy that a part of the ship, the mizzen mast, has been left in Stanley. I am also deeply appreciative of the generosity of those who have given various items of historic value. And I am very conscious of our promise to help set up a part of the museum. I propose that we examine this with care once the immediate hectic period is over. It might even be best to defer any final decision, not about whether but about how best to show our appreciation to the Falklands, until you are over here and we can discuss it personally together.

* Denotes a member of the Steering Committee

153 A

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING

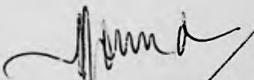
HELD ON 2nd, 5th & 8th JUNE 1970

2382

9. "GREAT BRITAIN" MIZENMAST

see 159

Council advised that the mizemast of the "Great Britain" be brought to Stanley from Sparrow Cove and erected somewhere along the waterfront of Stanley, the precise site to be chosen after members had had an opportunity to observe the mast at close quarters. The views of the Town Council would have to be sought before a final decision was taken.


CLERK OF COUNCILS

154

GOVERNMENT HOUSE,
FALKLAND ISLANDS.

12 June, 1970

153

Thank you very much for your letter of 13th May. We look forward to hearing further news of the progress of the GREAT BRITAIN.

At a recent meeting of the Executive Council it was decided that the most appropriate place for the mizen mast of the GREAT BRITAIN would be somewhere on Stanley waterfront but that a definite decision should await inspection of the mast by Council members.

Arrangements have been made for Mr. Bundes to tow the mast across from Sparrow Cove and for Mr. Bowles to cap it as requested by Lord Strathcona before he left. Captain Leicester and the Royal Marines are all set to erect the mast as soon as the site is chosen.

You may be interested to know that arrangements for the issue of the five GREAT BRITAIN commemorative stamps seem to be well in hand. I gather that Dr. Corlett has been very helpful in advising on technical details and the issue, due out in October, should be worthy of the theme.

LA

Richard Gould-Adams, Esq.,
Chairman,
ss 'GREAT BRITAIN' project,
The British Centre,
Quality House,
Quality Court,
Chancery Lane,
London, W.C. 2.

Copy for Secretariat ✓
Copy for stamp file

By 17. 7. 70 .

KIV

2382.

156

GOVERNMENT HOUSE,

FALKLAND ISLANDS.

12 June, 1970

Thank you very much for your letter of 13th May. We look forward to hearing further news of the progress of the GREAT BRITAIN.

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M

Reply 162

Richard Goold-Adams, Esq.,
Chairman,
ss 'GREAT BRITAIN' project,
The British Centre,
Quality House,
Quality Court,
Chancery Lane,
London, W.C. 2.

Copy for Secretariat
Copy for stamp file

C. Can you tell me whether X is in hand please?

29

HM advises this morning that Bundes is no longer
interested & will not in fact be doing the job. I have arranged with
to bring the mast to Stanley by Forrest on her return from her
ent tour.

W

18/6/70

J.G.

Great Britain Weizen Mast

I understand from W Bowles through H.M. that before leaving, Lord Stralleva arranged with Chris Bowles to tow the mast to Stanley & that he (Bowles) had been commissioned to 'cap' it. The sum of £10 for Bowles + £5 for Bowles was deposited with F.C. for this purpose.

H.M. is seeing Bowles tomorrow a.m. to enquire what plans he has for bringing the mast in.

JG
26.6.70

L.S.

Thanks. KIV

BU 3.7.70

L.S.
25/6

DECODE.

157

TELEGRAM.

From..... DR FORD AIRDRILL.....

To..... COLONIAL SECRETARY STANLEY.....

Despatched : 3rd July, 19 70 Time : 1305

Received : 3rd July, 19 Time :

Attn Director Public Works urgent. Please advise by return type/size Holman Compressor loaned by Dept Public Works for use on salvagine of SS Great Britain in April. Many Thanks

DR Ford Airdrill

P/L : ARA

Sl.w.

Can you supply the information requested please? I wd. like to reply this evening if possible.

Reply at 158.

A.C.S.

3-7-70

HOLMAN ROTAIR. 13. / 3 point. / 0-160 18/IN².

2/2/70

158

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15148-821 585968/704663 500 pds 9/69 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			3.7.70

To

LTJ DR FORD AYRDRELL CAMBOURNE (sender of telegram AT6617) HQA/C

157

Your tel 3rd Compressor is Holman Motor 13/3point/0 hypden 160

IB/IN2

Colsec

Am - *minerals at foot of p. 156. Can you say when the next will be brought in pe*

C.S. Next will be brought to Stanley when

15.7.70

Time ARA.

Insert status for oil and gas - in about 1514 - Bys on 156

No. _____

MEMORANDUM

159

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



28th July, 19 70.

From: Harbour Master,

To: The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :- Mizen Mast - s.s. 'Great Britain'

The above mast has now been recovered from Sparrow Cove and is at present moored alongside the hulk of the 'Charles Cooper' in Stanley. The mast is virtually submerged, one end appears particularly heavy, thus preventing a normal broad-side beaching.

I assume the £10 deposited with the F.I.Co.Ltd. to cover towage of the mast to Stanley, will now accrue to earnings of the 'Forrest'?

PM... Have you any suggestions how best to tackle the problem of beaching?

29.7.70

RIV 158A

C.S.

I suspect the old rigging etc. is still attached to the heavy end of the mast. If this were removed the mast would probably float evenly. I suggest the first step is for a diver to examine the submerged end and report the exact position.

Handwritten initials and date:
H.M.
4-4

H.M.

*Is this going to involve expenditure -
if so, how much?*

L.G.

3/8/70

Reserved for filing mail.

2382

~~161~~
161

ESTABLISHED 1929

C. AND D. CONSTABLE LTD.

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Publishers of Periodicals & Travel Literature

REGISTERED OFFICES

SUITE 212
177 REGENT STREET
LONDON · W.1.

YOUR REF. 1429

OUR REF.

23rd June, 1970.

W.H. Thompson, Esq.,
Colonial Secretary,
Colonial Secretary's Office,
Stanley,
Falkland Islands.



Dear Sir,

re: The "Great Britain"

apparently not in this file.

You may well remember your letter of the 10th February 1969 regarding the above ship, which has now arrived safely in Bristol.

You sent us a very interesting illustration dated 1845 of the "Great Britain" that appeared in an article in the Falkland Islands Journal for 1968.

We are wondering whether you happen to know who has the original photograph here and whether it is worthy of reproduction.

With compliments.

Yours truly,

Secretary

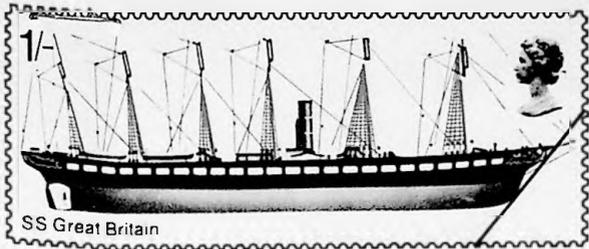
Reply at 167

Please reply direct to:-

EDITORIAL AND ACCOUNTS: IMPERIAL HOUSE, HARLEY PLACE, BRISTOL, 8. TEL: OBR2 35380

162

SS 'GREAT BRITAIN' project



Stamp issued by the Post Office in 1969 in the famous ships series

The British Centre, Quality House, Quality Court,
Chancery Lane, London, W.C.2. Telephone: 01-242 ~~XXXXX~~ 5378.

Project: To make this historic ship, salvaged from the other side of the world and the technical wonder of its day, an inspiration for modern engineers and designers.

Chairman: Richard Goold-Adams
Consultant Naval Architect: Dr. E.C.B. Corlett
Treasurer: E.C.D. Custance D.S.C. (Lloyds Bank)
General Secretary:
Wing Commander D. Fitzgerald-Lombard

With the technical co-operation of The National Maritime Museum.

As from: Flat 110, 25 Porchester Place, London W.2.



*CA. Plan BU on file
7/8
11/8*

H.E. Sir Cosmo Haskard, K.C.M.G.,
Government House,
Stanley,
FALKLAND ISLANDS

15th July 1970.

Dear Haskard,

Thank you so much for your letter of June 12th, written while the 'GREAT BRITAIN' was still at sea on her pontoon.

I am delighted at your news of the Executive Council's decision to put the mizzen mast up on the Stanley waterfront, and I find it a particularly happy development that this part of the actual ship should thus remain as a permanent memorial in the Falklands. I know that at this end our Committee feel that such a reminder of the 'GREAT BRITAIN's long stay is very appropriate.

As no doubt you will have heard by radio and through reports from this country, the miracle has been well and truly achieved. I always felt that not only would the sea-voyage on the pontoon be successfully achieved as such, but also that, once here, the 'GREAT BRITAIN' would evoke much public interest. In the event, this has passed far beyond our very highest hopes. Her arrival has in fact been a national event. This majestic ship has truly won over everyone who has seen her. It was a tremendous moment on the first day of all when all the ships in Avonmouth Docks sounded their hooters as she came through the lock from the Bristol Channel. It is estimated that 100,000 people turned out on Sunday morning, July 5th - even after a false start the night before because of too high a wind - to see her towed the several miles up the Avon to Bristol. This of course was done on her own bottom, safely afloat and making very little water indeed. Watching her it seemed incredible to see this almost ghost ship slipping so serenely in from the mists of history. There is no question but that the event has caught the public imagination and the people of the Falkland Islands can be proud of their great part in it.

*Reply dictated 18/8/70
NFAN.*

continued.....

CU

Ru 15/9

- The Council
- Anthony Abrahams
- Lord Aldenham
- Robert Adley
- Gordon Campbell MP
- Sir Michael Cary
- Anthony Cayzer
- Dr Ewan Corlett
- Eric Custance
- Maldwin Drummond
- Edward du Cann MP
- Grahame Farr
- D. Fitzgerald-Lombard
- Rear Admiral Morgan Giles MP
- Richard Goold-Adams (Chairman)
- Jack Hayward
- John Hill
- Richard Hill
- Professor Kenneth Hudson
- Earl Jellicoe
- Peter Kirk MP
- Kenneth Kirk (USA)
- Lord Mancroft
- C. H. Miller
- Lt Cdr George Naish
- Scott Newhall (USA)
- L. T. C. Rolt
- John Smith MP
- John Smith (Falkland Islands)
- Peter Scott
- Sir Iain Stewart
- Lord Strathcona
- William Swiger Jr (USA)
- Adrian Swire
- S. A. Urry
- Commander Alan Villiers
- Sir Barnes Wallis
- Sir John Williams (Australia)

As I write, the "GREAT BRITAIN" has been afloat for nearly a fortnight. In another three days time she is to be put finally into the dry dock in Bristol for the two years restoration. Prince Philip is coming down for the event and will be on board her with us. It will be 127 years to the very day since she was launched from that same dock by the Prince Consort. As for the ship herself, you would hardly recognise her even though we have done no restoration at all as yet. But we have of course had all the water and most of the mud out and one can walk about on that bottom which was under the Falklands mud. We have put in scaffolding and walkways so that one can move about with perfect safety. And the more people see of her the more they feel, I think, that she is such a special ship that it was all enormously worthwhile.

We had a reception in Bristol to celebrate the tow up the River, and John Jones was able to be there with two or three others from the Falklands. I had very little time to be able to talk to him unfortunately, but I am very much hoping to get hold of him for lunch before he returns.

With kindest regards

Yours sincerely

Richard Gould-Adams

RICHARD GOULD-ADAMS

At every stage, including the tow up the Avon, we have flown the Falklands flag at the stern.

I.E. Submitted as requested at p. 162.

W.
18/8

2 To my regret I was not able to have lunch with Gould-Adams. He phoned the Flo, on an occasion when I was not available & he took the call. A message was left that Gould-Adams would get in touch again later: but whether he did or not, as we were by then in the thick of the Talks, I do not know. I enquired if he had and I'd there had been no further message, & time really did not allow me to pursue the matter as I would have wished.

J. B. J.

C.S.

Using the Darwin's winches, the mast was lifted onto the TIC East Jetty last Tuesday. Mr.Sloggie agreed to let it remain on their jetty until Darwin returns from Montevideo on the 31st inst. It can then be lifted onto a trailer and transported to its final resting place. Upon recovery the mast appeared to be in a worse condition than was at first expected and it seems doubtful whether we are justified in attempting to erect it at all. Secured in a horizontal position, possibly possibly outside the Museum, would probably be the solution.

Darwin Shipping made no charge for their part on the recovery of the mast and I suggest a letter of appreciation to them would not be out of place. A 'thank you' could also be extended to Mr. P. Thain and his seamen from the Darwin and to Mr. G. Douglas who was available during the operation in case his services as a diver were required.



H.M. 24.8.70.

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING

HELD ON 25th, 26th and 27th AUGUST 1970

164
(a)

2382

24. "GREAT BRITAIN" MIZEN-MAST

After careful consideration Council advised that the mizenmast of the s.s. "Great Britain", which had been presented to the Colony by the "Great Britain" Project Committee, should be erected at Sparrow Cove to mark the place where the ship had lain for so many years. It was understood that the Royal Marine unit would actually erect the mast.

Gowling
Ag. CLERK OF COUNCILS

28th August

70

g
/

You will be aware that the "Great Britain" Project Committee gave the colony the mizen mast of the "Great Britain". Since the gift was made prolonged consideration has been given to the question where to site it and it has been decided that the most suitable place would be at Sparrow Cove to mark the spot where the ship lay for so many years.

X/ I shall be grateful if, as lessee of this land from Government, you will let me know whether you are prepared to agree to this proposal.

It is the intention that the task of erecting the mast on site will be carried out by the Royal Marines. The Officer in Command, Captain Leicester, will be consulting you regarding a suitable site and regarding other arrangements involved when he has had the opportunity to make his plans in consultation with the Harbour-master and others concerned.

(J. A. Jones)
Colonial Secretary

C. Bundes, Esq.,
Stanley.

JB

168

28th August

70

Harbour-master

Colonial Secretary

"Great Britain" Mizen Mast

After prolonged consideration it has been decided that the mizen mast of the "Great Britain" which was given to the colony by the "Great Britain" Project Committee should be erected at Sparrow Cove to mark the place where the "Great Britain" lay for so many years.

2. It has, from the outset, been the intention that the actual erection of the mast should be a matter for the Royal Marine unit; but the Officer in Command will no doubt wish to consult both the Harbour-master and the Superintendent, Public Works, about it as well as Mr. Bundes, the lessee of the land with regard to actual siting. (I am writing separately to Mr. Bundes asking his formal agreement to the erection of the mast on land which he leases from government) 164

3. I shall be glad if, in due course, The Officer i/c Marines and the Harbourmaster will inform me of the actual plans for the towing of the mast to Sparrow Cove and its erection there.


(J. A. Jones)
Colonial Secretary

cc O.i/c Marines
Superintendent, Public Works.

File copy

C. H. BRIND
6 PITTHESDEN 165A
TENTERDEN
KENT
ENGLAND.

27. 8. 50.

Dear Sir,

During the last war I was stationed on these Islands in the "Military Hospital" as an orderly, and I often think of this Island and I often wish I had news from you from time to time and I was wondering if you could find someone who would be willing to send me your local newspaper of local events, I would love to have an occasional paper from these Islands. I did know a family when I was stationed here I think they were called Pica & Keith Hutchinson but I do not know their address otherwise I am sure Mrs Hutchinson would send me an occasional Newspaper. I spent part of my time out on Douglas

when I stayed in the Deputy Governor's House and I did some horse riding the deputy Governor was Major Greenfield.

I would also like to collect some Falkland Island postage stamps if anyone can send me some. I made a lot of friends at this station including a very nice guide who use to attend our morning sick parade and said that whisky was the only medicine that he liked. I stayed at Douglas as a halman to a doctor in the medical corps Mornin. Lewis.

I have just been reading about the S.S. Great Britain which has just been towed back to England and is now awaiting a repit at Bristol docks. I am enclosing a photo^B of her if anyone would like it as a memento.

I am sure the folk at Port-Sauvy must miss her standing out in the Bay, I remember her very well; I think we kept some of our coal aboard her, I am going to keep an eye on her progress as they refit her and I will certainly pay her a visit when she is ready, they may anchor her in the Thames in London eventually, a great ship and the people at Bristol gave her a great welcome,

I will close now and thank you for your kind attention to this letter.

Yours faithfully,
 G. H. Bond.

165 B



166
COLONIAL SECRETARY'S OFFICE,
STANLEY, FALKLAND ISLANDS,
13th October, 1970.

Dear Sir,

165A

Thank you for your letter of 27th August addressed to His Excellency the Governor and particularly for the excellent photograph of "Great Britain" entering Bristol.

I have arranged for extracts of your letter to be broadcast over the local rediffusion system and sincerely hope that someone will contact you.

Unfortunately the Hutchinsens have long since left the Islands to reside in Australia. The Greenshields family is still associated with Douglas Station but Major Greenshields died several years ago. The farm is now managed by one of his sons.

The photograph is on display in a showcase on the ground floor of the Secretariat building.

Yours faithfully,

(SGD) H. L. BOUND.
COLONIAL SECRETARY

C. M. Brind
6 Pittlesden,
Fensterden,
RMN

14th October 1970.

~~166~~
167

Dear Sir,

re: The "Great Britain"

163
Thank you for your letter of 23rd June 1970 regarding an illustration of the "Great Britain". Mr Thompson left here last year and is now IBM Commissioner in Anguilla, British West Indies, and I am replying to your letter in his absence.

2. It appears that the illustration dated 1845 of the "Great Britain" published in the Falkland Islands Journal for 1968 is the same as that which figures on the 4d stamp of the Great Britain Commemorative Issue - to be released here on 30th October 1970. This impression is taken from Negative No. LP - 2241 and was kindly supplied by the Mariners Museum, Newport News, Va., U.S.A.

3. I suggest that you contact the Museum at the address given, or the Crown Agents for Oversea Governments and Administrations, "H" Department, St. Nicholas House, Sutton, Surrey, with your enquiry in the expectation that they can provide the information you request.

4. I regret that I cannot be more helpful but the original photograph is not held here and the only copy, which is not worthy of reproduction, is in the local museum.

Yours faithfully,

(Sgd) R. Browning.

for COLONIAL SECRETARY

The Secretary,
C. and D. Constable Ltd.,
Publishers of Periodicals & Travel Literature,
Suite 212,
177 Regent Street,
LONDON, W.1.

FA

23rd October 1970.

166

On the 26th August the Colonial Secretary wrote to you concerning the siting of the "Great Britain" Misen Mast, asking if you would have any objection to having it erected at Sparrow Cove. Perhaps you could give me a ring sometime tomorrow or the next day and let me know how you feel about the proposal.

I feel sure you would have no objection but you may wish to consider delaying the operation until after the lambing season.

(H. L. Bound)

For COLONIAL SECRETARY.

Mr. C. Bundes,
Sparrow Cove.

By 2. 11. 71.

(v. + XIV nos Vol.)

AC.

Has
any further developments
on this pl?

2. 11. 71.

S/C

I saw Mr Bundes recently & he assured me he had no objections except that for farming purposes he wd. not like to see the work commence before 1st November. Can you now arrange with him to discuss with ofc RM & Mr B & make suitable arrangements.

Harbour Master.

As above pl

4. 11. 70.

3. 11. 70

A.C.S.

"P.S. "Great Britain": braziercast

What is currently the position regarding the "Great Britain" braziercast? According to my memory Bundes was written to & asked if he would agree to its being erected, by the Royal Marines, at a suitable spot at Sporsow Cove. I do not recall having seen his reply.

J.G.

7/16/11

I have cleared with Mr. Bundes. He requested that operations were delayed until after 15th November to avoid any disturbing the young lambs & ewes.

HM will now discuss with O.C. R.M. & let me know the outcome. He (HM) is of the opinion that some difficulty will be encountered in getting the mark above tide level since one end of it remains submerged on the sea bed & Forrest wd. be unable to lift, but Capt. Leicester may have an answer to this?

17.11.70

A.C.S. Wed. Capt. Leicester has engineering experience. Let us hope he can cope.
Please keep me informed of progress.

7/17/11

Stm.

170

P169.

What is the position now?

18.3.71

C.S. I have spoken to Capt. Leicart a number of times on this subject. The advice we last week, that the miners were unable to erect the moat at Storr base.

19/3/71

C.S.

To see Stm's note above.

The moat is still submerged at the West Jetty.

24.3.71

Y.K. P. 165, 168-170.

Incredible!

If the Germans, with their

own sea transport & an O.C. with engineering qualifications can't do a simple job like this, I wonder what we're preparing by using here.

I suggest you call Capt. Leicart for his version at which I would be present. It would be unfortunate if this was yet another item which was 'left to our desks.'

Y.K.

Please dip in time with Mrs P/A

26/3

27/3

~~Y.E.~~

171

In the event rather than call a meeting I took the opportunity of speaking personally to Captain Leicester about the situation to which p.170 refers. Since I wrote my minute to you it had occurred to me that Captain Leicester might have been indicating that the task of erecting the "Great Britain's" mast at Sparrow Cove was technically impracticable, and this is in fact his view. It is fairly simple. The original intention was to erect the mast somewhere in Stanley. For this purpose Captain Leicester would have been able to improvise adequate lifting gear for the mast which is reckoned to weigh around 20 tons; but this could not be done at Sparrow Cove. It looks, therefore, as if we shall have to re-think the question of a site for the mast in Stanley.

2. The original decision on this matter was taken in ExCo and I suggest it can be brought up for discussion at a future meeting.

J. A. J.
6/4

J. A. J.
J.A.J.
6.4.71

S/C

K. I. V.

J. 71+

By 15.5.71.

172

2382

(24) "Great Britain"

Council recalled a promise made by the Committee of the "Great Britain" Salvage Project to donate the sum of £2,000 towards establishing a suitable building to house museum exhibits, and advised that enquiries be made with a view to establishing confirmation that the donation was still forthcoming.

The Colonial Secretary reported that the previous Marine contingent had not found it possible to erect the mizzenmast at Sparrow Cove. It was learned that the mast was still moored at the end of the West Jetty and it was agreed that further thought should be given to finding a suitable site for displaying the relic.

x |

Brown
Acting Clerk of Councils

file #
2582-

172a

S/C

S.S. "Great Britain" Project Committee

The S.S. "Great Britain" Project Committee promised, as a token of appreciation of the agreement of the Falkland Islands to the removal of the vessel to Britain, to make a donation to the colony. Their first proposal was for a museum, or for a wing to the Town Hall which could be a museum. Later, if I recall correctly, a cash donation, to be put to whatever purpose the Colony Government might select, was proposed. Mostly, so far as I recall, these matters were dealt with in correspondence between Mr. R. Gould-Adams, the Project Committee chairman, and Sir Cosmo Haskard.

2. You should flag, in the appropriate file, the pages relating to this matter and in particular identify the last communication from the Project Committee (or Mr. Gould-Adams). File should then be minuted direct to G.H. for H.E. to see.

J.S.
for Colonial Secretary
28.4.71

y.c. Thank you / B.L.H. / 30/4

File up with 'flagged' please.

Only mentioned cash amount is on 150(a).

The last letter from Mr R. Gould-Adams to Sir Cosmo Haskard is at 151-2 (and suggests that the question of a contribution from the S.S. Great Britain Project Committee to the colony is deferred until after Sir Cosmo Haskard's arrival in Britain).

B.
29.4.71.

B/m 15 May

Y.E.

Will recall that a question was asked at the recent meeting of Exco. regarding the promise of the "Great Britain" Project Committee to make some form of donation to the F.I.G. in recognition of its releasing the vessel for salvage and reconstruction in the U.K.

2. The situation is clear and straightforward and is set out in the portion of Goold-Adams letter to Haskard p.153 which I have underlined. Whether Haskard and Goold-Adams did ever discuss the matter is doubtful since Haskard could in any case only have done so after he ceased to be Governor. This leaves the way open, (the committee's hectic period being now well over,) for you to drop a line to Goold-Adams in which you could suggest that you and he discuss the matter when you are next in London. This will give you time to consider ideas as to the best form any donation might take as well as serve to give the impression that we are not being grasping over this. (Ideas which have been suggested include some form of scholarship; a museum wing to the Town Hall; a cash donation of a sum in the region of £2,000.)


J.A.J.
7.5.71

JE

Our Ref: 2382

12th May 1971

174

The Great Britain Project

I took over from Cosmo Haskard early in January of this year and I would like you to know how much I have enjoyed reading the file about the Great Britain Project: It certainly was a great achievement by all concerned getting this fine ship from Stanley to Bristol.

In your letter of the 12th May, 1970 you mention to Haskard your wish to show appreciation to the Falkland Islands suggesting that possibly you could discuss the various possibilities when you met in London. I would be grateful if you could let me know whether in fact you did discuss this matter with Haskard as, if not, I suggest we have a meeting when next I am in London for consultations.

(E. G. Lewis)

Richard Goold-Adams, Esq.,
Chairman,
S.S. 'Great Britain' Project,
The British Centre,
Quality House,
Quality Court,
Chancery Lane,
LONDON, W.C.2

By 20.7.71.

(initial)

20th May

71

Dear Sir,

175

I am to refer to your recent letter requesting constructional details of the S.S. Great Britain, and to inform you with regret that such details are not available from this office.

2. It is suggested that you might like to contact Mr. W. E. Howles or Mr. John Smith, both of Stanley, who may be able to provide the information you request.

Yours faithfully,

(R. Browning)
for COLONIAL SECRETARY

Mr. M. H. Loring,
Cattle Point House,
North Arm.

HT

11. 7. 71

By ~~20. 6. 71~~ (172)

(initials)

117 - new volume
No mail

HIS EXCELLENCY THE GOVERNOR AND COMMANDER IN CHIEF
Mr. E. G. Lewis, O.B.E.,
Government House,
Falkland Islands.

178

Handwritten scribbles and initials

Dear Mr Lewis,

174

Thank you so much for your letter of May 12th and your kind words about the ss Great Britain Project. It certainly has been part of the satisfaction to me personally that we have not let the Falkland Islands down. Having been prised from Sparrow Cove, the ship certainly has been well and truly brought to Britain for restoration. We are having quite a battle with the financing, as you may imagine, but we are making reasonable progress at the present time and I find it even more fascinating than I had imagined, as the restoration problems and plans develop.

In reply to your specific point about our desire to show appreciation to the Falkland Islands, the position is that I have not in fact had any final and definitive meeting with Cosmo Haskard. He and I have been in touch by letter but we have in a sense left it that it would probably be more sensible if that conversation now took place between you and me. I shall therefore greatly look forward to hearing from you and to meeting you, as you suggest, when you are next in London for consultations.

Handwritten notes: Yours sincerely
R/W 15 SEP 91
Richard Good-Adams
179

Richard Good-Adams
Chairman
ss Great Britain Project Limited

REC 119

Handwritten notes: s/c
176

Handwritten notes: Y.E. To see on file & give my wish to send a reply.
7/12/91

**BY AIR MAIL
AIR LETTER**

PAR AVION AEROGamme



His Excellency The Governor and

Commander in Chief

E.G. Lewis Esq OBE
Government House

FALKLAND ISLANDS

TO OPEN SLIT HERE

SENDER'S NAME AND ADDRESS

R. Gould-Adams

Flat 110

25 Porchester Place

London W.2

AN AIR LETTER SHOULD
NOT CONTAIN ANY ENCLOSURE ;
IF IT DOES IT WILL BE SURCHARGED
OR SENT BY ORDINARY MAIL

SECOND FOLD HERE

OVERTON, FARRELL & SONS (Medallists) LTD.

180

M 30/7

23 DERING STREET
LONDON W1
Telephone: 01-629 7931

10th June, 1971.

J. A. Jones, Esq., O.B.E.
Colonial Secretary,
Port Stanley,
Falkland Islands.

Dear Sir,

S.S. 'Great Britain'

We are writing to seek your help and advice in the publicising in the Falkland Islands of the official medal struck by the Royal Mint to commemorate the safe return of the ship to Bristol where she was launched 128 years ago.

Speaking as a numismatist, I can assure you that on this occasion the Royal Mint have really excelled themselves and have achieved a superb finish on the Great Britain medal. The main design in bright finish contrasts most effectively with the matt or frosted finish of the field.

Unfortunately, the enclosed leaflet and photographs of the artist's plaster models from which the dies were produced cannot do justice to the actual medal but, nevertheless, I feel you will be interested to see them.

The obverse of the medal is a replica of the original medal struck in 1843, whilst the reverse is a new design depicting the ship's original screw propeller flanked either side by a plant indigenous to the Falkland Islands, and the English rose.

Incidentally, a substantial royalty on every medal sold is paid to the S.S. 'Great Britain' Project, thus all who purchase a medal are helping in the restoration and preservation of this historic ship for future generations.

I believe I am right in thinking that the Falkland Islanders had formed quite a sentimental attachment to the ship which had become one of the Islands landmarks since 1886. In view of this, I feel there could be continued interest in the Islands of the fortunes of their once famous landmark, and that an opportunity to purchase this official commemorative medal might well be appreciated by the Islanders.

Is it possible for us to place an advertisement in "The Falkland Islands Gazette"? If so, we would be grateful for information regarding size, format, cost, etc.

In your opinion would it be convenient for Islanders to send money to the United Kingdom, or would you advise that a Dealer/Agent should handle sales? If so, are you able to recommend a suitable outlet in the Falkland Islands?

With all this in mind, we would welcome any help or advice you are able to give us in promoting the medals.

MJ For reply, copy broadcast + passed to Revenue. Gen.
action not possible. Order one return

contd.....

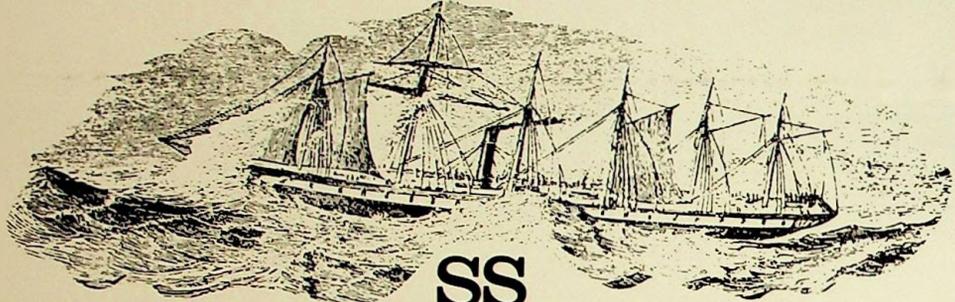
Finally, I would just mention that 22 ct. Gold medals are now available. Only 500 will be struck at £64.50 each.

I look forward to hearing from you.

Yours faithfully,

A handwritten signature in cursive script, appearing to read "D.F. Payne", written in dark ink. The signature is slanted and includes a long, sweeping flourish that extends upwards and to the right.

D. F. Payne.



SS 'GREAT BRITAIN' PROJECT



Official medals struck by the Royal Mint

This year, a great British achievement came home. Medals in platinum, palladium, silver and bronze will commemorate this truly historic event.

There comes a point in many fields of endeavour where men can say 'This is where it happened; this is where the revolution found its course.'

The launching of the SS 'Great Britain' in 1843 was such a point. It showed the way in the transition from sail to steam; it was the first ever ocean-going ship to be propeller driven; the first ship of its size to be built of iron and, in its day, the largest ship in the world.

Royal Mint

When it sailed the oceans of the world, the SS 'Great Britain' was indubitably a British institution. It is only fitting, therefore, that the medals to commemorate its safe return to home waters should be struck by another famous British institution, the Royal Mint.

For the knowledgeable investor, this fact speaks loud and clear enough. No other Mint in the world has such a reputation for fine craftsmanship, no other Mint in the world has a name that carries so much investment value.

Original design

The obverse of the medal is a reproduction of the original medal struck in 1843 to mark the ship's first voyage. The reverse is a new design by A. J. J. Ayres.

Limited edition

Only 50 platinum medals will be struck; 50 in palladium and 5000 in silver. The silver medals will be Hallmarked by the London Assay Office. The platinum, palladium and silver medals will be individually numbered and will be sent in presentation cases. All numbered medals will be accompanied by a Certificate of Authenticity registered in the name of the original owner.

When the edition is completed, all dies will be destroyed. The rarity value of your medals will thus be preserved.

Order now

As there is a limited number of medals being struck, you are invited to make immediate application to secure the medals of your choice. Although the medals will not be available until Spring 1971, the Certificates of Ownership and Authenticity will be sent to you by return of post on receipt of your remittance.

Advance Subscription Form

Please accept my subscription for your SS 'GREAT BRITAIN' medal. I have indicated the medal(s) of my choice and enclose a cheque/money order/cash to the correct value for the required quantity.

- Solid Platinum (no.) @ £210 ea.
 - Solid Palladium (no.) @ £105 ea.
 - Sterling Silver (no.) @ £10.10 ea.
 - Solid Bronze (un-numbered) (no.) @ £15.0 ea.
- All medals will be crown size.*

On all orders under £10 please add 4/6 (22½ n.p.) for postage and packing. Orders will be dealt with in strict rotation. Once the issue has been subscribed, all monies then received will be returned immediately.

Name _____
Address _____

Overton, Farrell & Sons (Medallists) Ltd., 23 Dering St.
WIR 9AA. Tel: 01-629 7931

MINUTES OF EXECUTIVE COUNCIL MEETING NO. 10/71 HELD ON
MONDAY 26th JULY 1971

2382

18. MIZENMAST - S.S. "GREAT BRITAIN"

Members discussed the question of siting the mizenmast of the s.s. "Great Britain" which was still unresolved.

His Excellency said that he would look into the matter and raise it at a future meeting of Council when he hoped to be able to put forward some practical suggestions.

172
ref

Browning
Ag. CLERK TO COUNCILS

S.S. "GREAT BRITAIN"

Official Medals Struck by the Royal Mint

Information has been received from the medallists Overton Farrell & Sons Limited of 23 Mark Lane Street, London, W.1. about the project by the Royal Mint for striking official medals in connection with the GREAT BRITAIN project.

A leaflet and photographs of the artist's models of the medals can be seen on display in the Secretariat. The obverse of the medal is a replica of the original medal struck in 1843 to mark the ship's first voyage. Its reverse is a new design by A. J. J. Ayres depicting the ship's original screw propeller flanked on either side by a daddle disc and an English Rose.

The royalty on every medal sold will be paid to the S.S. "GREAT BRITAIN" project so that all who purchase a medal are helping in the restoration and preservation of the ship. The medals are being struck in limited individually numbered editions except for the bronze variation which will be un-numbered:

Solid Bronze (un-numbered)	£1.25 each
Sterling Silver (in limited edition of 5,000)	£10.50 each
22ct. Gold (in limited edition of 500)	£64.50
Solid Palladium (in limited edition of 50)	£105.00
Solid Platinum (in limited edition of 50)	£210.00

On all orders under £10, 22¹/₂p should be added to cover postage and packing.

Orders for the medals will be dealt with in strict rotation. Money will be returned in respect of orders which cannot be fulfilled.

We are informed that the Royal Mint, which as listeners know, has a world wide reputation, has really excelled itself on this occasion and has achieved a superb finish on this commemorative medal.

2nd August

71

Dear Sir,

S.S. "GREAT BRITAIN"

180 179

Your letter of the 10th June with enclosures reached me on the 30th of July. In view of the length of time which it has taken to reach me I have taken the action described in the following paragraphs without waiting for a further exchange of correspondence between us because any further delay would be likely to vitiate your publicity efforts locally.

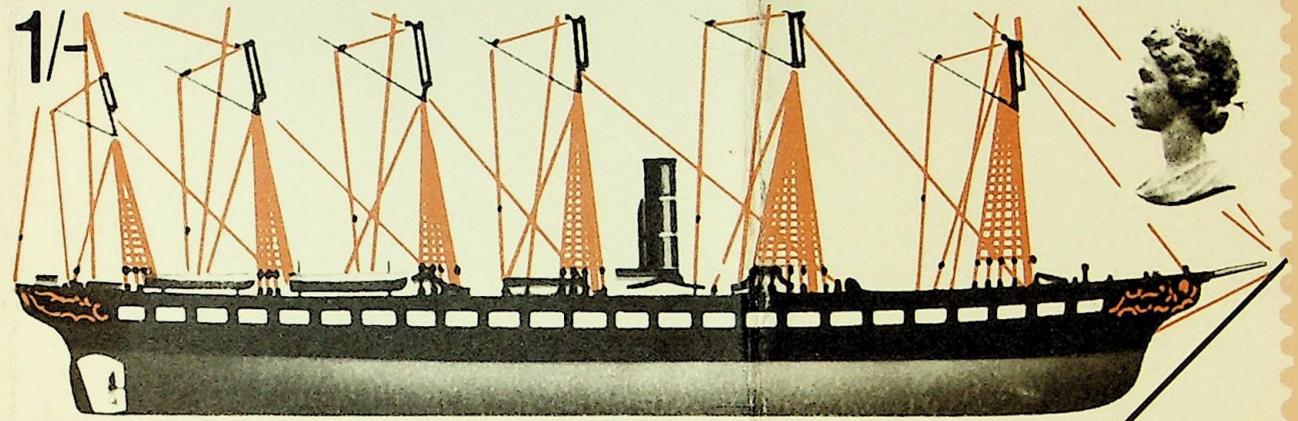
2. We normally use two main media for advertising here. One is our Government owned broadcasting system; the other is a monthly cyclostyled news sheet which is produced under independent editorship. I am arranging for an announcement to be made on our radio and for an insertion to be made in the next copy of the Review advertising the medals and quoting prices together with your address as supplier. I hope that this will be satisfactory.

Yours faithfully,

J. A. Jones
Colonial Secretary.

CLOSED -
see file II

Overton, Farrell & Sons (Medallists) Ltd.,
 25 Dering Street LONDON W1.



SS Great Britain

"Stamp issued by the Post Office in 1969 in the famous ships series"

SS 'GREAT BRITAIN' Project

"To bring back from the other side of the world, recondition, and put on display the most historic modern ship in the world."

Message from H.R.H. The Duke of Edinburgh



Portrait study by Karsh of Ottawa.
Courtesy: Camera Press London.

The transition from sailing ships to power-driven ships was the most profound in thousands of years in maritime history. Nothing quite like that revolution will ever be seen again.

The "Great Britain" represents a vital stage in that revolution and is therefore of immense interest to future generations.

I very much hope that the attempt to bring her home and to put her on display will be successful.

Why was the SS 'GREAT BRITAIN' a turning-point in shipbuilding?

- She was the first ocean-going ship to be propeller-driven
- She was the first large ship to be built of iron.
- She was the first ship with water-tight bulkheads
- Many other "firsts" included a double bottom, hollow waterlines and fine ends, balanced rudder and bolted rudder post, and an electric log to measure speed and distance.
- The engines had many new and unique features
- At the time of building she was the largest ship in the world, the tonnage being 3,000 gross, twice the tonnage of the "Great Western"

Government Blessing

The project has the blessing and interest of the Government and the Admiralty.

In the House of Commons on November 7, 1968, the following question was put by Mr. Gordon Campbell, M.P. for Moray & Nairn, *Mr. G. Campbell*: asked the Secretary of State for Defence whether, on the basis of the results of the qualified technical survey showing that the Brunel ship, the ss 'GREAT BRITAIN', now lying at Sparrow Cove in the Falkland Islands, can be moved, he will give an undertaking that Her Majesty's Government will consider ways and means of giving assistance, in view of the importance of the ship as the first ocean-going propeller-driven vessel and a crucial British contribution to the development of naval architecture.

To this the Parliamentary Under Secretary for the Royal Navy (Dr. David Owen, M.P.) replied—*Mr. David Owen*: Subject to public money

accountability and operational requirements we have agreed to help this venture in anyway we can. This help will certainly include some assistance from units in the Falkland Islands and we are at present investigating whether we can assist a marine architect to make the trip to the Falkland Islands in order to conduct a survey on the spot.

Why the ss 'GREAT BRITAIN' must and will be salvaged

The extraordinary number of "inventions" embodied in the ss 'GREAT BRITAIN' set the whole pattern for a new age in shipping, persisting to this day. This is probably the only survivor of the early iron merchant ships, of which she was the first and the finest with the longest life of any iron ship. She represents the bridge between sailing and power.

All concerned with shipping can learn from her details of construction and the method used in building.

The 'GREAT BRITAIN' is priceless, for no other ship represents as she does the birth of modern shipping, especially in Britain.

The ship has to be saved within the next five years, by which time there is a great risk of her breaking up.

If Britain does not salvage her namesake 'Great Britain', the interest already shown by a group of Americans will probably mean her being moved to San Francisco. For many Britons this would be the equivalent of selling H.M.S. Victory to Washington.

The 'Stupendous progeny of the genius of Mr. Brunel' 'Now-or never'

The ss 'GREAT BRITAIN' Project has been set up to bring back to Britain a ship that is, to quote the Duke of Edinburgh, "of immense interest to future generations".

The project has the practical goodwill of the Government, the support of many influential individuals and the Falkland Islands Company, the help of the Society for Nautical Research, and is being conducted with the technical co-operation of The National Maritime Museum, Greenwich. An expert survey made in 1968 of the 125-year-old ship, where she lies beached in the Falkland Islands, reported her condition still good enough to stand being towed home.

BUT—according to the survey—this must be done NOW OR NEVER, for within five years she will begin to break up.

For the necessary patching-up and the marathon tow from the other side of the world at least £75,000 has to be found now to save the ss 'GREAT BRITAIN' for Britain—that is why an urgent appeal for funds is being made.

This leaflet gives brief details of the history of the ship and its present condition.

The sensation of the age

When, in 1838, it was announced that Mr. Brunel was to build a ship twice the size of the Great Western, to be the largest ship ever built, there was great excitement.

But that was only the first of the sensations that it caused. Soon afterwards came another thrill—she would be the first ocean going vessel to be built of iron. The next sensation was that she would be the first propeller-driven ship to cross the Atlantic.

A complete works had to be set up at Wapping Wharf, Bristol, and a special dry dock built, which is in use to this day. Progress was slow, for the ship "will combine a greater number of untried principles than ever before united in one enterprise." Finally on July 19, 1843, came



With both sails and a powerful engine, the ss 'GREAT BRITAIN', the first large iron ship, the first ocean-going vessel to be propeller-driven, quickly proved her worth in both rough and calm weather. She best represents the bridge between the days of sail and those of power.

the launching by the Prince Consort watched by immense crowds.

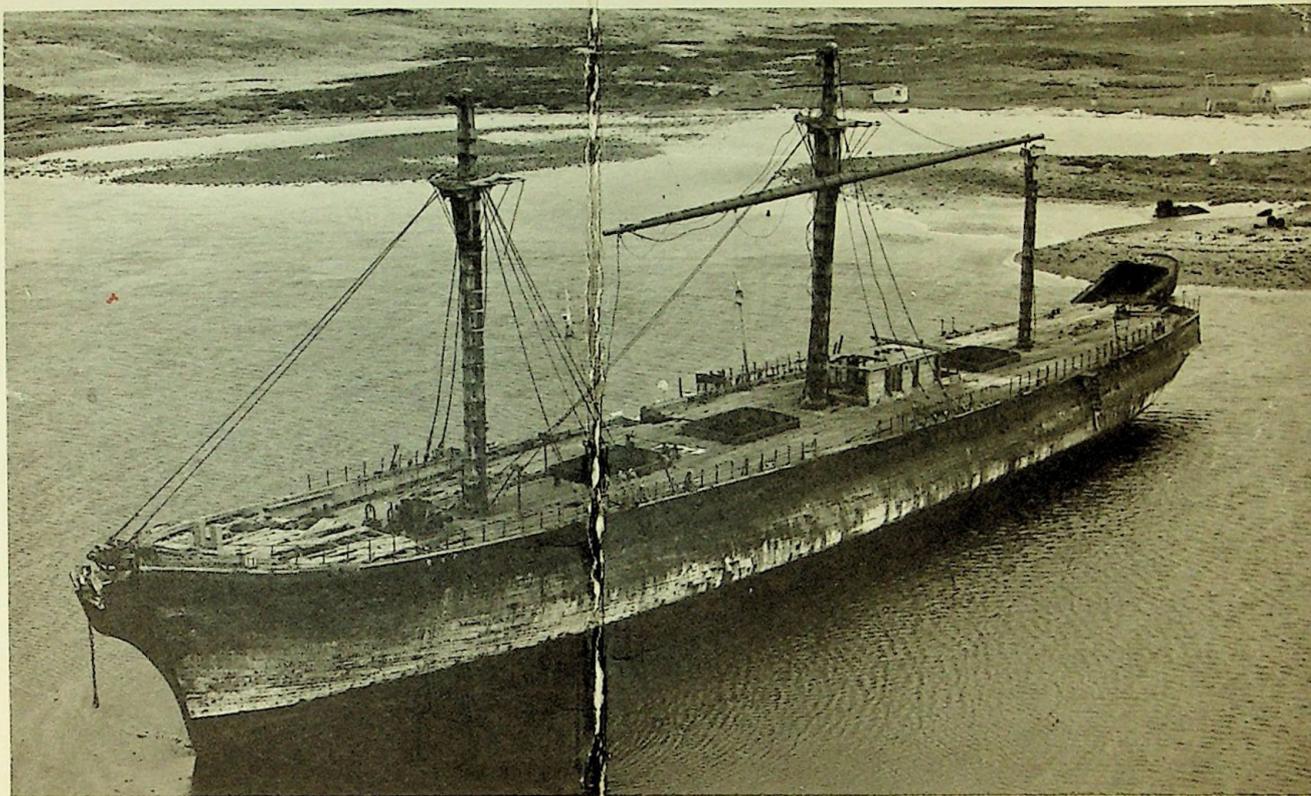
After being feted in London and visited by Queen Victoria, the ss 'GREAT BRITAIN' sailed from Liverpool for New York in 1845, where once again she created a sensation. The passage took 14 days at an average speed of $14\frac{1}{2}$ knots. Teething troubles with the propeller were successfully overcome, but in the following year she ran aground in Dundrum Bay, Ireland. Only after a long struggle was she refloated.

In 1851 the ss 'GREAT BRITAIN' became a popular ship on the Australia run, with two breaks as a troopship, first for the Crimean War and then for the Indian Mutiny. After 31 years of service the time came to lay her up, but her condition was still so good that in 1882 she was stripped of

her engines and sailed to and from San Francisco, taking out coal and bringing back wheat.

Battling through a heavy gale round Cape Horn in 1886, the old ship suffered such damage that she had to put back to the Falkland Islands for repairs. The cost of arranging for repairs in so remote a place was such that she was abandoned, purchased by the Falkland Islands Company and became a store for wool and coal.

She came to the end of her usefulness in 1933 and three years later was towed out of Stanley Harbour to be beached across the water in Sparrow Cove. There she lies, half beached on hard sand, and half in deep water, with the tide scouring the ground away, so that soon she must break her back. Before that happens she must be saved and brought back to Britain to honourable retirement.



At the end of her days, beached in a lonely cove in the remote Falkland Islands, — the ss 'GREAT BRITAIN'. One of the most historic ships ever built in this country, a campaign has been launched to raise funds to bring her back and to recondition her for all to see.

Seaworthy — after 125 years

With help from the Government a leading Naval Architect visited and made a comprehensive survey of the 'Great Britain' in November, 1968. These are extracts from his report—

"Salvage of the 'GREAT BRITAIN' is entirely feasible. The ship is in surprisingly good condition considering her extreme age—125 years.

"From the point of view of floating her off and removal, the hull is in a better position than had been thought.

"Repairs should not present a serious problem. The whole task of salvage should be within the competence of an efficient tug and crew".

Referring to a crack in the starboard side, the Survey states—"If nothing were done the crack would open with gathering speed until the ship split in two. Although this will not happen just yet, there may not be more than about five years before there is a considerable risk of it happening in bad weather".

Salvage - Restoration — Open to Public

The cost of patching and towing home the 'GREAT BRITAIN' is based on an estimate of about £75,000. The descendants of the firm who built her at Bristol are willing to recondition her at a minimum cost.

The immediate appeal is thus for £75,000, for once she is home again there will be many who will subscribe to the cost of reconditioning.

Two possibilities are under discussion for a permanent home. There is the original dry dock at Bristol, where she was built. Or there is a chance that she may come to the Thames, following the keen interest of the Greater London Council.

Once restored to her original glory and in a permanent home, the 'GREAT BRITAIN' will become a place of pilgrimage and a continuing inspiration for thousands—shipbuilders, students, and all concerned with the sea. Apart from her own historic significance, she will be used to house exhibits showing the development of marine propulsion from her time until the 1970s.

Please Help—Now

The ss 'GREAT BRITAIN' Project
c/o Falkland Islands Company,
120, Pall Mall,
London, S.W.1.

Date

I/We have pleasure in enclosing a cheque/
interest free loan/stocks and shares to the value of
£ s. d.

(Please make all donations payable to—
Society for Nautical Research—ss Great Britain). Please send me a Covenant Form (Delete if not required)

Name

(BLOCK LETTERS PLEASE)

Address

If we are to save and restore the 'GREAT BRITAIN' your help and that of others is essential—now, before this "stupendous" ship breaks her back and is lost for ever.

These are some of the ways in which you can play a part—

- Fill in the form below and send a donation
- Complete a covenant (we will supply the form)
- Make an interest free loan
- Become a member at £5 per annum, entitling you to free admission for two when the ship is open to the public
- Form a small committee and organise fund-raising events.

A special Bank account has been opened by the Society for Nautical Research, the 'GREAT BRITAIN' account, into which all donations will be paid. The Society is a registered charity and can therefore accept covenants.

A Benefactor's Board will be displayed on the ship listing all those who give £10 or more.

Please do something to-day.

ss 'GREAT BRITAIN' Project, c/o Falkland Islands Company, 120 Pall Mall, London, S.W.1.