

C.S.

Post & Marine

1923

4th C.S. 'Afterglow'

SHI/VES/1 # 15

No. 348/23

Hon. A. Henniker-Beaton

SUBJECT.

1923.

5th May

Previous Paper.

Voyage of 4th C.S. 'Afterglow' to Punta Arenas.

657/23

MINUTES.

- Telegram from Mr. Henniker-Beaton 5th May 1923 (1)  
do. to do. 6th May 1923 (2)  
Minute for Governor to Col. Engineer 6th May 1923 (3)  
Report by Colonial Engineer 7th May 1923 (4)  
Minute from Harbour Master 7th May 1923 (5)  
Minute from Harbour Master 7th May 1923 (6)  
Further List of further repairs required submitted by Harbour Master (6a.)

Y.E. Submitted.

The Harbour Master informs me that he has already had one application for a passage to Punta Arenas by the 'Afterglow' and that he anticipates others. There is only one bunk available and he would strongly advise that no passengers be taken.

L.R.L.B.  
657/23 7 May 1923

Subsequent Paper.



Harvard Institute

Conspira una allicha fr yun informelen.

2. Application should proceed to Punta Arenas on  
morning of 9<sup>th</sup> May and on arrival there  
you should apply to Mr. Wildman British  
Vice Consul for the instructions that has been  
supplied here for you.

3. Re. An du g Inps Braun + Blanchard to in  
 O La An accepted.

to the inclusion of a meat safe in 6<sup>a</sup> makes me  
doubt whether more of work in the list cannot  
be conducted by the crew of the vessel. It might  
surely be possible to have a meat safe made by  
the crew. An estimate should be asked for the  
cost of work in 6<sup>a</sup> which cannot be conducted  
by the crew + you should telegraph answer.  
(or rather if you can get Plasterers)

5. With reference to para 7 of the arrangements letter  
No doubt has been made for inspection.

6. Max pps to Cd. Engrs to mt. further correspondence.

7<sup>th</sup> May 1923.

P.S. No payments should be taken: it is our intention.

to pay for the repairs ship in any case a major

[illegible]

The Hon. Col. Secretary.

Noted.

2. Passed to Colonial Engineer -

Colin Estocuey  
Harbour Master.  
B. V. 23.

Colonial Engineer

Passed to you accordingly.

Colin Estocuey  
Harbour Master.  
8/5/23

The Hon; Col; Secretary.

Thank you.

Noted and returned.

W. R. B. B. B. B. B.

Colonial Engineer.

9th May 1923.

Telegram from Hon. H. Henniker-Heaton,  
16th May 1923. — Encl. (9)

Minute of Colonial Engineer 29 Mar 1923 (10)

Letter from Hon H Henniker-Heaton  
29th May 1923 (10)Encls.

Summary of Estimate Costs of Repairs

~~Messrs Braum~~ Blanchard

3 May 1923 A

Letter from Messrs Braum Blanchard

21 May 1923 B

Translation of Lr from Messrs Bonais &amp; Co

C

Copy of Telegram from Hon H Henniker-Heaton

D

Copy of Lr to Messrs Braum Blanchard

8 May 1923 E

Copy of Lr to Capt Swett.

F

Copy of Lr to Messrs Braum Blanchard

11 May 1923 F

Minute of agreement & contract  
for repairs to 'Afterglow' from  
B. E. M. & J. L. M. 23 May 1923 G  
Tender for repairs for Capt. Mulholland  
24 May 1923 H

H.P.S.

I am most grateful for the trouble  
you have taken in bringing the  
Punta Aena suggestion in connection  
with repairs to 'Afterglow' to so  
satisfactory a conclusion. It is very  
fortunate for the Government that  
you are at Punta Aena at the time  
I had you Mr. L. M. M. the Govt  
would not have had the very great  
advantage of skilled advice of Sen. T. M.  
or the valuable assistance of Mr. L. M.  
2 all arrangements made as expressed  
3. Appropriate letter will of course go to  
Mr. L. M. & Sen. T. M. on completion of  
work: meantime I have written to  
former privately. M.

Colonial Engineer. 30 May 1923

For your information  
M.R.L.B.

O: C/Sec 6/6/23

The Hon. Col. Secy.,

Thank you. Noted and returned.

*R.R. Basely.*  
Colonial Engineer.

8/6/23.

Minute from H.E. the Acting Governor

of 8<sup>th</sup> June 1923 — Encl (12)Telegram from Harbour of 7<sup>th</sup> June 1923 — " (12a)Telegram to Harbour Master of 8<sup>th</sup> June 1923 — " (13)

Colonial Engineer.

To Mr

W.B.

Vice.

9 June 1923.

The Hon. Col. Secy.,

Thank you. Noted and returned.

*R.R. Basely.*  
Colonial Engineer.

15/6/23

COPY OF MINUTE FROM THE ACTING GOVERNOR dated the  
19th June, 1923, from M.P. 350/23

Will you please put up a Special Warrant for £1,250. This is to cover cost of repairs and the wages and maintenance of the additional Engineer.

The maintenance of the crew and the cost of coal should be charged to the recurrent vote for those services.

There will be no dues as I arranged that the vessel should be exempt as one of H.M. Ships: in this and similar matters the Chilean authorities rendered every facility.

I arranged for the Vice-Consul to pay by bill drawn on the Crown Agents. Will you please advise the latter requesting them to meet the bill when presented.

(Itld) H.H.H.  
19th June, 1923.

Lt. to Gen. Agents 21st June 1923

(14)

Colonial Engineer.

To note. Will you please  
sign Warrant and pass to Hon  
Treasurer.

G.R.B.  
Officer  
20 June 1923

The Hon. Col. Secretary.

Warrant signed accordingly.

R. B. B. asely.  
for Harbour Master.  
21/6/23.

V.B. Special Warrant submitted. Encl (15)

G.R.B.  
Officer.  
21 June 1923.

Hon Treasurer  
Colonial Engineer.

For visual action.

G.R.B.  
Officer  
22 June 1923.

Col. Engineer.

S. to. no 19 for £1250. withdrawn

Paper passed to you accordingly.

R. B. B.  
for Col. Treasurer  
25 VI. 23

The Hon. Col. Secy.,

Noted and returned.

R. B. B. asely.

Colonial Engineer.

26/6/23.



Telegram from Capt Hockley of 17<sup>th</sup> July 1923 - Encl (16)

Govt advice of 18<sup>th</sup> July 1923 (17)

Notice of 3 August 1923 (18)

Telegram from Capt. Hockley. 1/8/23. (19)

Telegram from Capt. Hockley. 16/8/23 (20)

Notice of 17 August, 1923. — (21)

Notice of 21 August, 1923. (22)

Telegram from Vice. Consul, P.A.  
20 August, 1923. (23)

I sent the accounts in connection with the voyage to you today.

It will be necessary to write to the C.A. asking them to honour the draft.

The rate of exchange from dollars to sterling at which Mr. Hobbs claims payment averages 34. This was I think the lowest point ever reached.

Encl 25 I put up a note on the rates as given in the Mafellan Times which shows the average at 35.5. Mr. Hobbs should be informed that payment of the account is being effected by payment to the Company as arranged and he should be thanked for the assistance rendered. He shall at the same time be asked to sign a receipt for the money and the rate of exchange required at I have spoken to

Re: Graham about the exchange.  
He says that Hobbs' figures are  
always accepted. They have  
from time to time been checked  
by rates from other sources and  
found correct. The difference lies  
in the rate on drafts and the  
selling rate.

~~TTTT~~ 24 Aug. 23

Letter from Mr. E. W. Hobbs.  
17 July 1923

(24)

Report by J. J. G. S.  
Inspector General de Maquinas  
16 Aug 1923

(25)

Letter from Mr. E. W. Hobbs.  
18 Aug 1923

(26)

Desp. from Rpt. Vice Consul Puerto Berrío.  
18 Aug 1923

(27)

Note regarding Chilean rates of  
exchange by H. C. the Governor

(28)

Letter to Mr. E. W. Hobbs 24 Aug.  
1923

(29)

Letter to Cr. Agents 24 Aug 1923

(30)

Will you please have enclosed  
draft typed as a confidential despatch for  
my signature. It is however not to be  
entered on the list of confidential despatches  
as I propose to send it separately through  
Mr. Middleton.

~~TTTT~~ 24 Aug.

Dealt with  
in Conf. 15/23.

Account from Chilean Consul Stanley  
for Consular fees in connection with "Atterdown".

(31)



Harbour Master

Will you please abstract the attached accounts, showing the different votes to which the expenditure relating to your department should be charged. The following telegrams will be charged as 'Afterglow' expenditure: 5<sup>th</sup>, 7<sup>th</sup> + 16<sup>th</sup> May & 7<sup>th</sup> of June.

G.R.B.  
Dyce

25 Aug 1923.

The Hon. Col. Secretary.

Abstract of accounts rendered.

2. Item (15), £273.8.1. Maintenance of crew ashore whilst at Punta Arenas.  
The balance of Vote. VI.<sup>B</sup>. 3. Victualling, after deduction of item (6) in abstract (£162.18.5) would be £110.
3. I would respectfully request if this sum, £273.8.1., may be charged against VI.<sup>B</sup>. 11. Orphan of Patrol Boat, as this would appear to be an Extraordinary Expenditure.

Colin E. Locley  
Harbour Master  
29.8.23.

E.L.  
Submitted.

Out of the expenses disbursed by Mr Hobbs.

The amount to be charged against votes for recurrent services is shown as -

£403 1/11  
(over.)

Expenditure against  
Special Warrant for  
Afterglow's repairs

£ 403 . 1/11

399. 2/5.

Cost of Telegrams to  
be charged to Telegrams  
Vote.

8. 3/11.

£ 810. 7/5

Now Mr. Baskett as Local Auditor  
be asked to examine these accounts  
and the abstract before the charges  
are brought to account in the Treasury  
Books?

A Special warrant has already  
issued for £ 1250.

The total charges against 'Repairs'  
to 'Afterglow' will amount to nearly  
£ 2000. i.e. £ 1543. of Bulliald.  
399. 2/ Charges as  
above  
£ 1942. 4/11-

plus some local charges such  
as £ 3. 11/6 Consular Fees and  
an amount paid to temporary  
engineer locally.

A further special warrant of  
about £ 750 would seem to be  
required and the H.M. might be  
asked to state exact amount for  
which additional authority is  
required

GRB  
D.C. Sec  
31 Aug 1923


O. C / Sec.

It will be necessary to send the accounts to the Treasury for examination. After they have been passed for payment and settled the usual post Audit will be necessary.

2. I do not see the receipts hotel bills; they should be furnished.

3. Against current expenditure the cost of victualling should be charged as apart from the cost of board. It will I think be reasonable to make an all round deduction from the Special Expenditure account of 3/- per head per diem for the Harbour workers and 11 Officers and men for the duration of the stay.

4. To the Treasurer please for favour of examination and any observations he may wish to offer

 14 Sept.



Hon Treasurer.

Accordingly.

GRH/18

Oic/sec

4 Sept 1923.

Hon:Col:Sec;

Noted. A further Special Warrant will be required; amount available at present on S:W:No;19, £1186. 11. 6d.

2. The Draft drawn by the Br:Vice-Consul at Punta Arenas on the Crown Agents for £1543. 2. Od, advised in C.S.Lr:343/23 of 24/8/23, will not show any details; consequently it will be charged as an "Advance" similar to drafts drawn by the Br:Consul Montevideo in respect of "W/T.Messages", the necessary adjustment being done locally in accordance with Col:Reg;294.

3. It is not possible to check the within named accounts as they stand at present, and I suggest that the Department responsible should bring this M.P.with him to the Colonial Treasury at the time when the requisite Pay Vouchers are made out, please.

*R. Thompson*

Colonial Treasurer.

6th September 1923.

Minute from Harbour Master of

29<sup>th</sup> August 1923 - Encl (33)

Minute from Harbour Master of 5<sup>th</sup> Sept 1923 - " (34)

*Y.P.*

Submitted

GRH/18

Oic/sec

7<sup>th</sup> Sept 1923

(25) (33) and

(34)

M. P. 657/23.

I wish the reports on the hull, deck and <sup>and boiler</sup> engine, repairs to be detached from this minute paper and put up in a fresh jacket with Mr. Skelton's report.

2. It will be necessary to make a special report to the Secretary of State owing to the heavy expenditure incurred. It is apparent that the <sup>repairs</sup> cost of ~~repairs can be added to those~~ can be classed as those which were necessitated by depreciation through use and those which are properly ascribable to bad construction. I shall be glad if the Harbour Master with the assistance of the Chief Engineer will mark off those repairs which were due to faulty or negligent work in the construction from those due to wear giving the cost of the former. If there is any for reasonable doubt in any particular it should be given in favour of the Admiralty and Com. Agents.

It must of course be a matter of opinion.

3. When the relevant extracts from this minute paper have been made with a copy of this minute, this jacket can go to the Harbour Master in order that he should proceed as suggested in para. 3 of the Treasurer's minute of 6 September.

\*to end of  
this para.

looked to

M. P. 657/23

4. I have examined the cost of the repairs for which £1543-2 must be paid and charged against Repairs to Afterplan.

5. The position in respect of the repairs is this: - As shown in (11) I personally made the detailed arrangements for all the boiler and engine room repairs and signed the contract for £601. Subsequently work to the value of £56 was transferred from this section to 'carpentry' leaving <sup>engineering</sup> contract work costing £545 which which was duly carried out. Additional work to the value of £215 was in view of (12<sup>a</sup>) approved making a total of £760. Minor extras have brought this to £803 or £43 above known charges. One experience in this regard has therefore been fortunate. I have only one criticism to make, which will



necessitate enquiry viz: -

The original contract (11<sup>9</sup>) N provided  
for  
N. True up face of bottom manhole £ - 5 - 0  
6 - 0 - 0

The work done in accordance with the  
contract shows: -

E 11 To building up with oxy-  
acetylene and trueing up of the  
boiler bottom manhole and re-  
filling of door . . . . . 6 - 0 - 0

Additional engine room work  
shows: -

E 23 To building up with oxy-  
acetylene welding the door for the  
bottom manhole of boiler . . . . . 9 - 14 - 0

I cannot distinguish E 11 and E 23  
and it seems to me that the £ 3 - 14 - 0 excess  
is charged in error

6. With regard to the dock repairs  
I can only say that a definite figure  
could not be arrived at before I left Punta  
Arenas but that the Harbour Master  
showed me a rough estimate made after  
inspection by the contractors and which  
showed as reported in (10) that expenditure of  
about £ 90<sup>apart from the cost of a lifting</sup> would be entailed. The only contract

made with the shipyard people at that time was £280 for stepping, 1/- a foot for caulking and 18/- a sheet for sheathing.

A contract was to be made out for carpentry work after I left but no copy appears herein. ~~Through~~ a contract appears to have been made as a separate "Deck Work" account appears for "Additional Work".

7. The total cost of carpentry or Deck work came to £398-14 against £90 estimated. Part of the excess is caused by the great amount of caulking — 3150 ft or well over half a mile having to be done at a cost of £157-10-0.

8. I have no reason to suppose that any unnecessary work was done or that the prices charged were unreasonable. I also appreciate the great difficulties under which the work was carried through.

9. In connection with the examination of accounts I would be glad if the Ch's advice could be taken with respect to the cost of the deck and engine room stores bought i.e. 50 gallons of oil at 5/- a gallon, brass lock door(?) 1-11-6 etc. for future guidance.

W.H.H. 7 Sept '23

Harbour Master  
 Will you please review as  
 suggested in para 3 of Treasurer's  
 minute of 6th. Sept.  
 W.H. 13  
 Di'Cece  
 8 Sept 1923

The Hon. Col. Secretary

I have conferred with the Hon. Treasurer  
 as in his Minute of the 6 September as contained in t  
 this M.P.

2. The total amount due to the Falkland  
 Island Coy, as agent to Mr Hobbs is £ 806:15:10 of  
 this sum £ 572:4:7 is to be charged to Recurrent  
 Votes under VI Port & Marine.

3. The sum of £286:15:7 is chargeable to  
 subhead 3 Victualling, of this £129:12:00 is in  
 respect of Maintenance of Crew whilst in Punta  
 Arenas, ( 3/- per day for 12 men for 72 days )

4. Total cost of Maintenance whilst in  
 Punta Arenas was £ 307:0:0 which sum is supported  
 by receipts.

5. I would respectfully suggest that it  
 does not appear practicable to divide up, into  
 two parts, the supporting receipts to back Vouchers  
 to be made out under Head VIB II Repairs to Afterglow  
 and VIB 3 Victualling.

Colin E. Hockey.  
 Harbour Master

Hon Treasurer.

Referred to you for your  
 recommendations regarding adjustments -  
 W.H. 13  
 Di'Cece  
 14 Sept 1923



Hon:Col:Sec;

The difficulty seems to be the sub-division of the accounts. I would therefore suggest that in this instance the full amount be charged against the Special Warrant, and a local adjustment made by Adjustment Vouchers later.

*K. Thompson*

Colonial Treasurer.

14th September 1923.

*J.P.*  
Submitted for approval.

*G.R.B.*

*Di Sec*

*15 Sept 1923*

Approved.

*W.P.*

The payment to the Falkland  
Island Company should be made

~~at once~~ as soon as possible. For S.W. Please.

*W.P.* 17 Sept. 23.

*Harbour Master,*

Hon. Treasurer.

For note. Will you, please  
pass paper early to Harbour Master  
for preparation of S.W.

*G.R.B.*

*Di Sec*

*17 Sept 1923*

Harbour Master

James G. G.

*K. Thompson*

17.9.23

Letter to Mr. E. W. Hobbs, Punta Arenas, 17/9/23. (33)

Hon. Col. Secretary.  
Noted.Colin Estocury.  
Harbour Master.  
18-9-23

Harbour Master.

Could not special warrant  
now be prepared and vouchers  
got ready while waiting for  
accepted accounts. G.R. 13

D.C.S.  
21 Sept 1923

The Hon. Col. Secretary.

Special Warrant £567-12 = "

Submitted to The Hon. Treasurer.

Colin Estocury  
Harbour Master.  
25/9/23.

The Hon. Treasurer.

To you - please - with

S.B. Submitted.

Colin Estocury  
Harbour Master.  
25/9/23

Hon:Col:Sec;

With Special Warrant for £567. 12. 11d.

2. The Head of Service "Port & Marine" (Patrol  
Boat) has not been filled in on Warrant.

3. As I understand it, it is proposed that the  
total of £2,358. 0. 11d should be met partly out of  
Recurrent Votes (£439. 16. 5d); Sums deposited in  
the Treasury,

the Treasury (£160. 18. 10d) and Privately (£3.1.3d) making a total of £603. 16. 6d; leaving an outstanding balance of £1,754. 4. 5d, to be met <sup>by</sup> this Special Warrant (£567. 12. 11d) and the balance remaining on Special Warrant No.19. (£1,186. 11. 6d).

*Kutson*

Colonial Treasurer.

26th September 1923.

*E.E.*

*Submitted with special warrant.*

*G.R.B.*

*D.C.F.*

*1 Oct 1923*

*Signed*

*[Signature] 1 October*

I must report this to the S of  
by this mail and the summary  
of the repairs required in another  
copy - should be furnished now

*657/23*

*Hon Treasurer.*

*Harbour Master.*

*~~Letter~~ With Special Warrant*

*No 36/23.*

*G.R.B.*

*D.C.F.*

*1/10/23*

*Harbour Master*

*S-to. No 36 for £567.12.11 withdrawn &  
paper passed to you accordingly.*

*R.V.*

*for Col. Treasurer*

*2nd Oct. 1923*



Hon. Col. Secretary.

Noted.

Colin E. Hockley

Harbour Master

2-10-24.

Letter from Mr E. W. Hobbs 3 Oct 1923 (34)

Harbour Master.

Will you please now proceed  
with the squaring up of these acc'ts.

Ltr from Manager of S.S. 14 Jan 1924 (35)



Col. Secretary.

Special Warrant submitted.

Colin E. Hockley

Harbour Master.

Hon & Rearr. }  
Harbour Master }

For usual action

C.E.H.

C.E.H.

22 Jan 1924

Hon. Treasurer.

Passed to you - please.

Colin E. Hockley

Harbour Master.

22. 1. 24.

Hon. Col. Sec.

S. W. No 1 for £1759 = 6 = 10.

Withdrawn and copy filed herein.

Katharine

Treasurer,

24/1/24

Minute from Harbor Master  
21 Jan 1924

(37)

Y.C. Submitted with of Rs 19. 20 1/2.  
G.H.B. Rs 38. 39 1/20  
Di/Sec, Feb 1924

Signed.

I wish the money paid without  
delay and my great regret expressed  
to the Harbor M. that the  
account should have ~~not~~ remained unpaid  
for so long

tuuu, 21 Feb. 24

Harbor Master.

Repro. signed. Will you  
please arrange for payment to be  
made to day. G.H.B.  
Di/Sec  
2 Feb 1924.

Hon. Col. Secretary.

All Vouchers passed to Treasury  
for payment to Falkland Islands Govt. Ed.  
to complete payment E.W. Hobbs <sup>etc</sup>  
Colin E. Hockley  
Harbor Master  
2.2.24.

Hon. Col. Treasurer.

Yours please -

Colin E. Hockley.  
Harbor Master.  
2.2.24.

Inside Minute Paper.

Requisitions to Inns 19, 20 and  
21 withdrawn accordingly

MCH

2. 2. 24

Hon. Col. Sec.

The Falkland Is. Co. Ltd  
notified that payment of  
Vrs: can be made immediately

M. (Mrs) Harker  
by Treas

2. 2. 24

Lt to Manager F.I.C. 2 February 1924 (40)

(1.)

TELEGRAM.

m : The Hon. H. Henniker-Heaton, Punta Arenas, Chile.

: The Governor.

Dispatched : 5th May, 1923. Time. 11.40 a.m.

Received : 6th May, 1923 Time. 10.36 a.m.

GOVERNOR, PORT STANLEY.

AFTERGLOW STUBBING BRAUN BLANCHARD BIANCAVI ENDMOST  
EPISTOLATE CRISPBIKE PATCH COMBUSTION CHAMBER  
REQUIETORY PICROMEL CAULKING SAWSPINDLE FIMITUDE  
SHEATHING SCOLDING SHEET SLIPPING CHARGES PICKEDLY  
INCLUSIVE AMINORABA VESSEL DERISIVELY IDOLERETE  
HARPERS RETURNING LA PAZ MARROWFAT.

HEATON.

Meaning:

"Afterglow" tender received from Braun and Blanchard for repair of the boiler et c., exclusive of cost of patch combustion chamber if absolutely required £650 (six hundred and fifty pounds) caulking 1/- per foot sheathing 18/- sheet slipping charges £280 inclusive; if you approve vessel should be despatched immediately Harbour Master returning La Paz May 12th.

Heaton.



## TELEGRAM.

*From :* His Excellency the Governor

*To :* The Hon. H. Henniker-Heaton, Punta Arenas, Chile.

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*Dispatched :* 6th May, 19 23 *Time.* 2.15 p.m.

*Received :* ... .. 19 *Time.*

HEATON

BRITCONSUL

PUNTA ARENAS.

UNFREE AFTERGLOW NOT ROSEMASTER POPPYHEAD DEMONSTAR  
LA PAZ MARSHAT LACTEOLA MARROWFAT ICTHULINE LAIDIVATE  
MORDLUST ENGINEPIT SILVERGOD EMPIRICAL NEW BOILER  
RANDLEBAR FROM CUNEAL.

MIDDLETON.

Meaning:

With reference to your telegram of 5th May Afterglow not ready for sea it is probable that departure of La Paz may be later than 12th May if not will it leave in the morning or in the evening. Estimate of cost of new boiler has not been received from Crown Agents.

Middleton.

From His Excellency the Governor

to The ~~Honourable~~ the Colonial Secretary.

The *Astragon* is not ready to put to sea. I have  
seen *Hanssen* & instructed him to get her ready  
to put to sea as early as possible. It is uncertain  
whether she <sup>can</sup> arrive at Punta Arenas before 12<sup>th</sup> May.

1. That is, however, a serious matter. The point for  
decision is whether a new boiler should be purchased  
for *Astragon* or whether she should be sent to Punta  
Arenas for repairs. The ship being ready to take her  
at once. No estimate has been received from *Carr*  
agents of cost of new boiler. *Stuyt* telegraphed our agent  
some weeks ago and a reminder has been received.  
It looks as if date of delivery would be uncertain.

2. Will you please give your views on the matter  
of Messrs. Brauer & Blanchard & advise as to what  
you consider the best course.

4. I have telegraphed to Mr. Hermann Heister as in  
margin attached: it is quite possible that departure of  
*La Paz* from Punta Arenas may be some date than  
10<sup>th</sup> May.  
10<sup>th</sup> May 1923.

6. Should it be decided to send the vessel to Punta Arenas I will give Mr Skelton (Engineer) a full list of repairs and also draw his attention to the most particular points to be watched when repairs are being done.
7. In conclusion I would again mention the matter of supervision of the work by a qualified Engineer appointed to watch the Government's interest and, further, that the boiler must be surveyed and passed before the work done by Messrs Brown & Blanchard can be accepted and the vessel be allowed to return to this Colony.

A. B. Basely.

Colonial Engineer.

7th. May, 1923.

## MINUTE PAPER.

Departmental Number.

From Harbour MasterDate 7 May 1983To Hon. Col. Secretary

SUBJECT.

Reference  
Numbers.

Sir.

I beg to submit the attached list of repairs necessary to the H.M.C.S. 'Aft & Glen' which I would suggest be executed whilst the vessel is undergoing repairs at Punta Arenas.

I am, Sir,

Your obedient Servant.

Colin Ebbett  
Harbour Master



1. Alterations to Fore Peak hatchway.
2. Upper Deck to be caulked fore & aft.
3. Sanitary Closets: requires new discharge pipes. Flush pipe taps require renovating.
4. Fresh Water tank, forward, requires repairing.
5. Plate to be fixed on Starb<sup>d</sup> bow to Vane Chaff of anchor.
6. Starboard hawse pipe to be repaired.
7. Cable guides to be removed.
8. Bulkhead aft side of Fore accommodation required to stop coal dust penetrating from Fore cross bunkers.
9. Aft. Skylight to be made watertight.
10. Galley pump to be removed from Galley and fitted on outboard side of bulkhead.
11. Fair lead on Starb<sup>d</sup> rail aft to be repaired or renewed.
12. Meat safe, aft, to be constructed. Can this work make in time? *Mr.*
13. Bunkers lid covers to be renovated or replaced.
14. Rubbing Strake band to be refastened.
15. Wheel house top to be made watertight.

TELEGRAM.

*From :* The Hon. H. Henniker-Heaton, Punta Arenas, Chile.

*To :* The Governor.

---

*Dispatched :* 7th May, 1923. Time 4.20 p.m.

*Received :* 7th May, 1923. Time 8 p.m.

GOVERNOR

PORT STANLEY.

UNFREEZED INFECATOR LA LEAVING MARRERS INLOODST FOR  
HARPERS LAIDISCANO BRITCONSUL.

HEATON

Meaning:

With reference to your telegram of 6th May latest  
information La leaving 10th May full instructions  
for Harbour Master will be left British Consul.

Heaton.

(8.)

TELEGRAM.

*From :* His Excellency the Governor

*To :* Hon. H. Henniker-Heaton, Punta Arenas, Chile.

*Dispatched :* 7th May, 1923. *Time.* 9.30 p.m.

*Received :* ... .. 19 *Time.*

HEATON

BRITCONSUL

PUNTA ARENAS.

UNFREEZING STRUMELLA AFTERGLOW LAGERLOCK MARRAINE

MORDANFALL.

MIDDLETON.

Meaning:

With reference to your telegram of 7th May tender accepted "Afterglow" leaves here on May 9th early in the morning.

Middleton.

9.

TELEGRAM.

*From :* The Honble., H. Henniker-Heaton, Punta Arenas, Chile.

*To :* His Excellency the Governor.

---

*Dispatched :* 16th May, 1923. *Time.* 11.30 a.m.

*Received :* 18th May, 1923. *Time.* 10.50 a.m.

GOVERNOR

PORT STANLEY.

"Afterglow" arrived.

Heaton.





## LETTER FORM

Departmental Number.

From The Colonial Engineer.....

Date 29th March, 1923...

To The Hon. Col. Secretary...

## SUBJECT.

Description of repairs requiring to be effected to boiler  
of H.M.C.S. "AFTERGLOW".

Reference  
Numbers.

The Hon. Col. Secy.,

I beg to submit herewith a report, in  
duplicate, giving a general idea of the nature of the repairs  
required to be done on the boiler of the "Afterglow" and other  
work in connection with the engine-room Department.

2.

Report.

A. Asbestos covering over boiler to be removed and  
replaced in good order.

All seams throughout boiler to be examined and any  
leakage stopped and seams made tight.

All rivets throughout boiler to be tested and faulty  
rivets to be renewed.

Repairs to be made to boiler mountings as may be  
required by the Chief Engineer. At present, as far as is  
known, only the Scum Valve requires to be trued.

Hand circulating system to be installed; pipes, valves  
and flanges to be supplied by the vessel. Work required  
in this connection; fitting of valve on bottom of boiler,  
bending and brazing of copper pipes and alteration to  
auxiliary feed connection so as to utilize auxiliary feed

pump as prime/

pump as prime mover in system.

On completion of work boiler to be given water test in the presence of Lloyd's Surveyor or other qualified Engineer.

Certificate to be given as to condition of boiler and work effected.

B. Special attention to be given to the following Defects.

1. Circumferential Seam at back end of boiler from centre line ~~to~~ port side for a distance of about 4'; plate forming seam face to be cut or bolstered back to bring up good caulking face and several heavy pit holes to be removed or filled. On starboard side for about the same distance, plate to be bolstered. Seam on this side is in far better condition than the port side. Rivets in this section (about 8') to be made tight. At present about 25 require to be renewed.

New washers to be fitted to two ~~water~~ stays in water space.

2. Circumferential Seam front end: Seam to be bolstered and re-caulked for at least 15' (possibly more when boiler covering is removed and seam is further exposed). All rivets to be tested and made tight; about 100 may have to be renewed.

3. Starboard Furnace at landing in combustion chamber.

The plate forming landing of furnace in combustion chamber appears to be split in thickness of plate so forming a double plate. As far as can at present be seen the depth of fracture is from caulking face to the line of outer rivet holes; commencing at about 14" on starboard side from centre line of furnace, and it is thought extends for about 6" to 8" up port side. The rivets on landing require to be removed and plate to be thoroughly examined. Should it be found that the crack in thickness of furnace plate is only local and does not extend beyond the first row of rivets nor continue round landing and bottom of furnace, it might be possible to

be possible to fix joggled covering plate over landing and bottom of combustion chamber. This method of repair is not to be adopted unless unavoidable. Should repair be so done then longer combustion chamber stays will be required to take joggled plate and give full nut

4. Port Furnace. Seam on landing of furnace to be re-caulked at sides and bottom, also, if necessary, across saddle. About 40 rivets will require to be renewed in bottom and sides.

5. General Notes.

The size of boiler is 9'6" long, 10'2" diameter; shell plate  $\frac{7}{8}$ ", rivets either  $\frac{7}{8}$ " or 1" diameter; two plain furnaces 3' diameter; approximate weight about 16 tons.

Top of after end of boiler to under side of fiddley 1' 9"

Top of fore end " " " " " " wheel-house 2' 3".

Bottom of after end of boiler to cement floor 9".

" " fore " " " " " " 4"

Fore end of boiler to bulk-head 1' 3".

If bulk head removed gain 4" to fresh water tanks.

Side of boiler to bunkers port and starboard about 4".

- C. Other work in connection with engine-room Department.

Vessel to be dry docked or slipped.

Bottom to be examined and copper renewed where necessary.

Propellor to be removed and tail end drawn: amount of drop in shaft to be noted: bushing in stern tube to be repaired if shaft is low..

Rudder and pintles to be examined and all defects made good. It is considered that all underwater connections will be found to be in good order.

Decks to be caulked throughout: would estimate about 600' of seam to be undertaken.

R. J. Massey

A.M.I.Mech.E.

Colonial Engineer.  
29/3/23.

(11)

FALKLAND ISLANDS.

No. 348/23.

COLONIAL SECRETARY'S OFFICE,

STANLEY,

29th May, 1923.

Your Excellency,

I have the honour to report as follows with reference to the arrangements made in Punta Arenas for the repairs to the "Afterglow".

2. On arrival I learnt that the firm of Messrs Braun and Blanchard were best capable of slipping the vessel. With a fleet of their own they had great experience in slipping and repairs and the Falkland Islands Company had expressed great satisfaction with the work done on the s.s. "Falkland" in this firm's yard. I accordingly approached them for a tender for the work shewn as necessary in the Colonial Engineer's report of the 29th March attached. I received in reply letters "A", "B" and "C" attached. I remonstrated on the apparent high cost of the slipway work but the manager assured me that the charges were especially low being the same as those he had made by special arrangement for the Chilean Navy. I verified this by application to Captain A. Swett, Commander-in-Chief, Magellanes, who showed me the naval contract. I then sent the cable "D" to Your Excellency.

3. Your Excellency approved of the tender being accepted. It was not possible for the firm to estimate with/

His Excellency

the Governor,

Stanley.



with any accuracy the cost of the work on the boiler without inspection but the engineering manager informed me that £650 was an outside estimate, excluding the repairs in the combustion chamber.

4. Upon the arrival of the "Afterglow" the Harbour Master shewed me a further list of work necessary on the vessel, ordinarily to be carried out in a workshop, and additional to the repairs shewn by the Colonial Engineer's report. It was found that the sheathing was in excellent repair and the vessel clean underwater. The nut and pin on the end of the propeller had however wasted and it was somewhat astonishing that the propeller had not dropped off.

5. I decided that in view of letter "C" it would be economical to have the carpentry work carried out by the slipway. The cost was no more than if another firm did the repairs, and the advantage of avoiding charges for rent after 15 days, &c., was obvious. I therefore wrote to Messrs Braun & Blanchard in the terms of letter "E" receiving the reply "F". I was of opinion that it was essential that a local business man of experience, and able to talk Spanish, should represent the Government. Mr. L. R. W. Greer kindly offered to be responsible for the business arrangements. He is the acting General Manager of the Explotadora Company and is for many reasons especially qualified for such duty. He could only act in his personal capacity and he would not accept recognition in any form whatsoever.

6. Upon the arrival of the vessel I asked the only people capable of doing the engineering work to tender - namely Messrs Braun and Blanchard, Captain Milward, and a Mr. Cortes. Tenders were received from the first two

firms/

firms only: these are marked "G" and "H". I had in the meantime applied to the Naval Commander-in-Chief for the assistance of the Chilean Navy for inspection "I". The services of Sr. I. Toro, Inspector General of Machinery, Magellanes District, were immediately placed at the disposal of this Government. Sr. Toro, I may say, was one of the Chilean Naval Engineers sent to England to superintend the construction of the Chilean battleship taken over as H.M.S. "Canada" by the British Government during the war. While in England he passed examinations as Member of the Institute of Marine Engineers and as an Associate Member of the Institute of Naval Architects. He went to considerable trouble in inspecting the boiler of the "Afterglow" and in advising on the tenders received, etc.

7. The tender of Messrs Braun and Blanchard for the work designated by the Colonial Engineer was £405.10/- as against Captain Milward's tender of £425. The latter tendered for part only of the additional works the figure for such works being £62 against £64 from the other firm. From every point of view Messrs Brauh and Blanchard were the best people to carry out the repairs and I therefore accepted their tender on behalf of the Government and in anticipation of Your Excellency's sanction.

8. The actual cost of all engineering repairs works out as follows :

Original Estimate of work less patch	£650. 0. 0.
Tender for same plus patch	405.10. 0.
Additional engineering work	195.10. 0.
Total present tender	601. 0. 0.

9. I regret that I have not been able to arrive at the exact cost of the carpentry work but the contract being drawn up is for less than £90. The total cost of all repairs will therefore be £601 plus £90 plus £280 (for shipping) = £971. If any additional work is asked for by the Harbour Master it must be certified as necessary by Sr. Toro and the cost will be labour plus 50% plus actual cost of materials.

10. I may add that the Harbour Master and the Engineer of the "Afterglow" after seeing the methods of the competing firms were most anxious that Messrs Braun and Blanchard should do the work and believed that the results would be satisfactory. The Harbour Master gave me every assistance in completing the tenders and he can do much useful work while the vessel is in port.

11. I made the following arrangements with regard to the personnel of the "Afterglow" while in Punta Arenas :

- (a) The Harbour Master to receive 20 dollars a day for subsistence = 11/8.
- (b) The Master, Engineer and Mate to be accommodated at a hotel at 15 dollars a day inclusive = 8/11.
- (c) The crew to be accommodated at 7 dollars a day = 4/1.

The Harbour Master assured me before I left that and well satisfied with the accommodation officers and men of the vessel were comfortable at their respective hostelryes.

12. I further asked Mr. E. W. Hobbs a local merchant, mayor of the municipality and agent for the Falkland Islands/

Islands Company to make all local payments, charging the same commission as for the business of the Falkland Islands Company.

13. In conclusion I beg to inform Your Excellency that Mr Greer has placed himself entirely at the Harbour Master's disposal in the event of any business questions arising.

14. All of which is submitted for Your Excellency's consideration.

I have the honour to be,

Sir,

Your Excellency's most obedient servant,

H. Henniker-Heaton,

Colonial Secretary.

SOCIEDAD ANONIMA COMERCIAL  
BRUN & BLANCHARD  
PUNTA ARENAS  
CHILE

VALPARAISO  
PUERTO MONTT - PUERTO NATALES

TSB/JTB.-

CODES USED: A.B.C. 4TH ED.  
A.B.C. 5TH ED.  
STANDARD  
SCOTT'S 10TH ED.  
LIEBER'S  
RENTLE'S  
PRIVATE CODES

CABLE ADDRESS  
"BRAUN & BLANCHARD"

"A"  
PUNTA ARENAS, CHILE  
3rd. May, 1923.-

FOR  
HON. HENNIKER--HEATON  
COLONIAL SECRETARY FALKLAND ISLANDS  
PUNTA ARENAS

Summary of estimated costs of repairs to s/s "Afterglow"

Work to be done by Taller Minerva, Estimate £ 650:--:--

Work at Slipway

hauling up & launching £ 280:-0:-0  
Caulking, 1/- per foot lineal  
Sheathing with yellow metal 18/- per sheet \*  
(Sheets 14" x 4')

Fees for occupation of slipway £ 2:-0:-0 per day  
after 15 days.-

Punta Arenas, 3rd. May, 1923.-

P.P. SOC. ANON. COM. "BRAUN & BLANCHARD"

*Wm. S. Boyd*

*20th*  
\* Mr. Boyd has clearly informed me that  
this sum includes all work in connection  
with the sheathing viz: removing, cleaning and  
replacing  
*Wm. S. Boyd*



SOCIEDAD ANONIMA COMERCIAL  
BRAUN & BLANCHARD  
PUNTA ARENAS  
CALLE  
TALLER  
PUERTO MONTE PUERTO NATALES  
CODES D'AD. 100-5TH ED.  
100-5TH ED.  
STANDARD  
SCOTT'S 10TH ED.  
LIEBOWITZ  
BESTLEY'S  
PRIVATE CODES  
CABLE ADDRESS  
"BRAUN & BLANCHARD"

PUNTA ARENAS. CHILE  
21-4-23

*Copy for Hon. H. Kennedy Heaton*

The Soc. Anon. Com.  
Braun y Blanchard.  
Punta Arenas.

Dear Sirs,

With reference to the repairs to the S.S. "AFTERGLOW" we have gone into this specification as fully as possible & find it very difficult to estimate what the repairs to the boiler will cost.-

It may be found impossible to renew rivets owing to the construction of the boiler & we cannot bind ourselves to a quotation for the patch in the combustion chamber.

We think however that the sum of Six Hundred & Fifty Pounds Sterling, (£ 650-0-0) would cover our work with the exception of the combustion chamber which is not included in the price.

In the boiler work we have calculated on renewing 165 rivets (if these are accessible) & for 28 feet of caulking.

The caulking of decks, & hull work come under the slipping of the vessel for which we understand separate prices are being given.-

Yours obediently

p. TALLER MINERVA

sgd. P. BRAMELD.

SOCIETAD ANONIMA COMERCIAL  
BRAUN & BLANCHARD  
PUNTA ARENAS  
CHILE

VALPARAISO  
PUERTO MONTT - PUERTO NATALES

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A.B.C. 5TH ED.  
STANDARD  
SCOTT'S 10TH ED.  
LIEBER'S  
BENTLEY'S  
PRIVATE CODES

CABLE ADDRESS  
"BRAUN & BLANCHARD"

PUNTA ARENAS, CHILE

*Translation.*  
COPY OF LETTER FROM MESSRS.  
DANIEL BONACIC & Co

We beg to give you our estimate cost figures for slipping, refloating and necessary repairs to s/s "Afterglow".-

The steamer would be slipped at first opportunity, provided that the ship-owners gave advice with three days of anticipation in order to prepare the cradles and the necessary room to slip the vessel.-

The slipway to be responsible for the damage that the ship might suffer in the slipping and refloating operations, excepting those she may obtained previously.-

On the day when slipping operations are to be effected, the steamer should be placed in front of the slipway, in order to place the cradles under the hull and proceed to haul up the vessel.- Before slipping, the vessel should be lightened of her bunker coal and the water in her tanks, and any other moveable cargo, in order to facilitate the slipping operations.- When refloating operations are to be effected, the shipowners would provide a tug in order to take care of the ship, after she leaves the slipway.-

Once the ship is slipped, propping operations will be effected, and afterwards if it would be necessary to change any of the props the charge will be one pound sterling (£ 1:-0:-0) each prop, but if the slipway is instructed to effect the repair work, no charge will be made.-

The ship would have 15 days free use of the site occupied but after this time elapses and if the owners of the slipway do not receive instructions to refloat, a fee of Two Pounds (£ 2:-0:-0) for every subsequent day, would be made. If, however, the slipway is to effect all the necessary carpentry works, viz: Replacing the sheathing and caulking, no charge would be made.- For removing the sheathing of yellow metal, revision of the caulking under the sheets, pitching, felting and replacing the yellow metal sheet, a charge of eighteen shillings (£0;18;0) would be made for every yellow metal sheet.-

For caulking the joints, materials included (felt and pitch) one shilling (£ 0:-1:-0) would be charged for every lineal foot.- For slipping and refloating, the charge would be: Two Hundred and eighty pounds (£ 280:-0:-0) payment in cash on refloating the vessel.-

Punta Arenas, 23rd. April, 1923

sgd. DANIEL BONACIC & Co

Governor

Port Stanley

Afterglow following tender <sup>received</sup> from

Braun Blanchard <sup>repair the</sup> submitted ~~one~~

<sup>etcetera</sup> boiler work ~~£~~ 650 exclusive of cost of  
patch in combustion chamber <sup>if absolutely required</sup> too

~~£650~~ caulking. 1/- per foot sheathing

18/- per sheet <sup>three</sup> & slipping <sup>charges</sup> launching

occupation slip £280 inclusive if you approve

<sup>vessel should be patched</sup> If above approved request immediately  
despatch Harbour master returning  
to Stanley La Paz 12<sup>th</sup> May

Heaton

Mr Messrs Brauer + Blanchard  
Punta Arenas

Punta Arenas  
I may

Gentlemen

With further reference to my letter of the 5<sup>th</sup> May I have the honour to inform you that H.M.C.S. Afterglow will arrive in this port on or about the 11<sup>th</sup> instant. I trust that you will be able to make arrangements for the vessel to be taken on the slip on or before the 14<sup>th</sup> of May.

Mr L.R. W. Greer will act in his personal capacity as representative of the Falkland Islands Government with full power as agent to enter into contracts.

Shipwright repairs to the vessel will I request be carried out by the slip way. The question of repairs to the boiler must stand over until an examination has been made by the repairing firm. It is probable that tenders will be called for the work.

The payment of all accounts due to your firm will be effected on the presentation by bills drawn on the Comptroller for the Colonies by the British Vice-Consul. It is trusted that these arrangements will be satisfactory to you.

I have etc. etc.

To Captain Sweet Otago, Chilean Navy  
Commander in Chief, Magellanes.

Sir, I have the honour to request with respect that you may be kind enough to authorize an engineer officer of the Chilean Navy to inspect and pass repairs to be effected to the boiler of H.M.C.S. Afterglow in this port.

The Government of the Falkland Islands would much appreciate this action and would be glad to be allowed to defray all Admiralty charges in the matter.

I have etc.

7  
SOCIETAD ANONIMA COMERCIAL  
BRAUN & BLANCHARD  
PUNTA ARENAS  
CHILE

VALPARAISO  
PUERTO MONTT - PUERTO NATALES

CODES USED: A.B.C. 4TH ED.  
A.B.C. 5TH ED.  
STANDARD  
SCOTT'S 10TH ED  
LIEBER'S  
BENTLEY'S  
PRIVATE CODES

CABLE ADDRESS  
"BRAUN & BLANCHARD"

PUNTA ARENAS, CHILE  
11th. May 1923

The Hon. I. Henniker-Heaton

Colonial Secretary - Falkland Islands

Punta Arenas.

Dear Sir,

Reference H.M.C.S. "Afterglow"

We beg to thank you for your two favours of the 5th. and 8th. inst. and in reply beg to state that provided the Carpentry work is confided to the Owners of the Slipway, the charge of £2. per day for occupation of the slipway will not be levied.

Due note is taken that the vessel is due here on the 11th. inst. - to-day-- that you wish her to be hauled up as soon as possible after arrival, - that Mr L.W.R. Greer will have power to act in representation of The Falkland Islands Government, - that tenders may be asked for the boiler work and that all accounts for services rendered will be settled by drafts drawn by H.B.M. Vice Consul at this port on the Crown Agent for the Colonies. All the above is quite clear and satisfactory. We have notified Messrs Daniel Bonacich & Co. of the impending arrival of the vessel and they have promised to attend promptly to her.

We beg to thank you for the confidence you have reposed in our firm and we trust that the results will justify your confidence. Assuring of our best endeavours, at all times, to serve you, and without more for the moment,

We remain Dear Sir

yours faithfully,

p.p. Soc. Anon. Coml. Braun y Blanchard

*E. Blanco. Jas. S. Boyd.*



TO BE EFFECTED TO THE H.M.C.S "AFTERGLOW"

ROBEY &amp; CO. LTD. LIVERPOOL. ENG.

Messrs. Soc. Anon. Com. "BRAUN & BLANCHARD", owners of the  
Taller Minerva, hereby contract to do the repairs  
necessary to the aforementioned vessel at prices  
stipulated herein; work to be done to the satis-  
faction of Inspecting Engineer Sr. Toro.-

- 1.-) Re lagging of boiler with asbestos composition £ 66: 0: 0
- 2.-) Removal of bunker bulkhead, smoke box, lifting chimney,  
boiler mountings. Turning boiler and drawing same aft.  
Overhauling scum valve. Replacing boiler, bunker bulkhead  
and boiler mountings, as before.....£ 49: 0: 0
- 3.-) A. Circumferential back seam. Cut and caulk up pitted plate  
(about 9'0" of seam) Change 25 rivets, renew 2 stay  
washers.....£ 54: 0: 0
- B. Circumferential front seam. Cut and caulk seam (about  
15 ft. of seam). Test rivets and change up to 100  
rivets.....£ 114: 0: 0
- inches*  
C. Starboard Furnace. Remove rivets for examination of  
laminated plate, for about 22 ~~inches~~ <sup>inches</sup>. If necessary make  
and fit a patch to cover defective portion. Change  
40 rivets.....£ 77: 0: 0
- D. Port furnace. Cut and caulk seam at bottom of combustion  
chamber, Change 40 rivets.....£ 45: 0: 0
- E. Test boiler to 250 Lbs. hydraulic pressure and with steam  
to working pressure. Included in the above work provided the ship  
the ship supplies coal for raising steam.....
- F. Install boiler circulating gear.....£ 41: 0: 0
- G. Supply and fit rolled naval brass bolts for the main  
injection inlet instead of iron bolts.....£ 13: 0: 0
- H. Revise propeller shaft. Remove propeller.-Make & fit  
new box propeller & nut with locking plate. Fit new  
guayacan strips if the shaft is found to be down.....£ 74: 0: 0
- I. Revise rudder, lifting it to the required height .....£ 23: 0: 0
- J. Take out starboard hawser pipe, make & fit a new one  
of C.I.....<sup>1</sup>.....£ 16: 0: 0

(2)

K.	Fit a steel rubbing plate for anchor on starboard bow with countersunk screws.....£	3: 0: 0
L.	Turn up I.P. valve rod & bush gland & neck bush.....£	6: 0: 0
M.	Repair drinking water tank, cementing bottom.....£	14: 0: 0
N.	True up face of bottom manhole.....£	6: 0: 0
<u>Total price Six Hundred &amp; one pounds sterling</u>		

( £ 601:-0:-0 )

The estimated time for these repairs is Twenty five working days.-

NOTES

The price for the propeller shafting item H. includes the forging & fitting of a BOX propeller nut instead of the ordinary wing nut & cotter pin as before fitted & specified by Sr. I. Toro.-

In the possible event of any additional work being required by the officers of the vessel & with the approval of Sr. I. Toro, we undertake to carry out the work at Cost price plus 50%, the material to be supplied at normal standard sale prices.-

Propeller Nut.- ITEM H.-

The Chief Engineer (very properly) insists on a Box nut as specified by the British Government engineer, to cover the end of the propeller shaft to protect it from Corrosion & the same mishap as before. This, however, is a very much more expensive nut to make, although the price has not been increased to allow for it.-

Fresh water Tank.- ITEM M.-

Price for a New Tank.- AS we have not been able to see the tank, we have only quoted for the repairs.- Should a new tank be necessary we would make it for cost price, plus 50%, & sale price of material.-

-----

*Accepted*  
*Manuel Mabe*  
*Chief Secretary*  
*Falkland Islands*

Punta Arenas, 25th. May, 1923.-  
*José Minerva*  
 P.P. SOC. ANON. COM. "BRAUN & BLANCHARD"

*José Bayo*

H"  
C. A. MILWARD

TALLER MECÁNICO Y FUNDICIÓN

Teléfono No. 19.

CASILLA D.

Punta Arenas,

MAGALLANES - CHILE.

24th May 1923.

de 192

The Captain H.M.C.S. "Afterglow".

City.

Tender for Repairs to the Boiler, Engines and Deck H.M.C.S. Afterglow

I the undersigned agree to make the Repairs specified in the enclosed signed Copy of the Specificacion made out by Mr. Toro Chief Engineer of the Apostadero Naval of this Port. for the price of Four hundred and twenty five Pounds Sterling. (£425) in twenty five working days from the acceptance of this Tender.

For the work as specified in the note handed me by Captain Hockley for the following work,

- 6 Rudder to be lifted etc. I undertake to lift and replace rudder, making and fitting bushes to the pintles as required.
- 7 W.C. discharge pipes to be overhauled and repaired and one W.C. made into lavatory and basin fitted as required.
- 10 Bulkhead Cross bunker. I undertake to fit dustproof iron sheeting over existing bulkhead.
- 11 Galley pump to be refitted outside galley and new piping fitted.
12. Fairlead to be fitted aft as instructed.

This extra work I undertake to do for the sum of Sixty two Pounds sterling. The only Guarantee that I am able to give is the quality of my work for the past 20 years here in Punta Arenas, and the patches recently put on in the Breeze and Austral and other vessels.

This tender does not include a new water tank but is for the old one repaired.

C. A. Milward.

Relacion de los trabajos que deben efectuarse en el

M.M.C.S. "Afterglow"

- 1) Mover el forro de asbesto y colocarlo nuevamente dejándolo en buen estado.
- 2) Dejar la caldera en posición de poder efectuar los cambios de remaches, calafates etc. que se estime necesario. Este trabajo puede incluir el levantamiento de la caldera, sacar y colocar parte de los mamparos longitudinales de las carboneras, levantar la camiseta, sacar la chimenea etc, sacar todas las válvulas y accesorios para revisar y mover hacia papa la caldera sobre sus calzas. En todo caso terminado el trabajo la caldera debe dejarse en su sitio con todas sus válvulas y accesorios en estado de uso.
- 3) Los trabajos que deben efectuarse son los siguientes:
  - a) Costura circunferencial de atrás. Reemplazar varias picaduras y desgastes.  
Recorrer el calafateo de la costura.  
Cambiar alrededor de 25 remaches malos.  
Colocar gúlillas nuevas a dos estayos.
  - b) Costura circunferencial del frente.  
Recorrer el calafateo de la costura.  
Probar todos los remaches y cambiar los remaches malos.
  - c) Union de estribos. La plancha del fogon en su union con la plancha de la caja de combustion tiene una laminación que se extiende desde el borde hasta los agujeros de los remaches. Transversalmente se extiende mas o menos 22 pulgadas. En esta parte deben sacarse los remaches para examinar esta laminación. Si se extiende mas al interior se reparará colocando un parche que recubra la juntura y abarque la parte laminada. Habria que cambiar varios estayos por otros mas largos tomando en cuenta el espesor del parche. Bien se puede aceptar efectuar este trabajo por medio de la soldadura autógena debiendo el proponente garantizar el trabajo.
  - d) Fogon de baber. Calafatear las costuras de la union del fogon con la caja de combustion. Cambiar alrededor de 40 remaches malos.

a caldera despues de reparada se probará a 250 lbs. de presión hidráulica i se probará ademas con vapor a la presión máxima de trabajo.

- f) Se colocará un sistema para circular el agua en la caldera cuando se levanta presión empleando la bomba auxiliar de alimentación. Los materiales como cañerías i válvulas los proporcionará el buque.
- g) Cambiar los pernos de fierro de la caja de la válvula de inyección del condensador por pernos de bronce naval.
- h) Revisar el eje propulsor, sacar la hélice colocar nueva tuerca i pasador. Si el juego es excesivo se colocará guayacan nuevo.
- i) Revisar timon.
- j) Sacar el escobén de estribor i hacer i colocar uno nuevo de fierro fundido.
- k) Colocar a proa una plancha de fierro para proteger el casco del roce del ancla; esta plancha se colocará con tornillos de fierro avellanados.
- l) Retornear el vástago de la válvula de media presión i embocinar prensa i anillo de fondo.
- m) Reparar un estanque de bebida colocandoles tirantes i cementando el fondo. El estanque es de 1300 litros de capacidad. Hacer propuestas por un estanque nuevo colocado.
- n) Rellenar la pestaña de la puerta de registro inferior del frente dejando una buena superficie para la junta.

#### Condiciones para las propuestas.

- 1) El material i obra de mano deben ser de primera calidad.
- 2) Si se emplea la soldadura autógena el proponente garantizará el trabajo i responderá de los daños que se pueda causar por su mala ejecución.  
Se indicará la garantía que se ofrece.
- 3) Se indicará el tiempo que se necesita para dejar la caldera lista.
- 4) Todas las reparaciones se efectuaran bajo la inspección i a satisfacción del Ingeniero Sr. Ignacio Toro.
- 5) El trabajo no se aceptará mientras la caldera no haya sido



- probada a 250 lbs. de presión hidráulica t a la presión máxima de trabajo con vapor.
- 6) Cualquier defecto que se note durante estas pruebas en las partes reparadas deben ser reparado por cuenta del proponente.
  - 7) El encargado de las reparaciones se reserva el derecho de aceptar o rechazar cualquiera de las propuestas.
  - 8) Las propuestas se recibirán hasta las 5 P.M. del día 24 de Mayo de 1923 en la oficina del Ingeniero Jefe de la Maestranza Naval.

C. Chilward.

Punta Arenas Mayo 23 de 1923.

From His Excellency the Acting Governor

to The Officer-in-Charge of the Secretariat.



Attached telegram from Harbour Master  
received today.

A word at the end after 'ROSE MASTER'  
- 'ready for sea' has been dropped

Will you please ask W/T Harkin whether  
satisfied that whole telegram has been  
received and ~~if~~ send following  
reply

Britconsul

Punta Arenas

Hockley ~~telegram~~ untransmitted ungarico procorum

to daneflower rosenaster

Heaton

meaning

Hockley telegram of 7: June proposes  
approved. ~~no date given for ready for~~  
~~sea~~

Heaton

I have spoken to C. who concurs re  
extra work

ttttt 8 June 1913

(12a)

TELEGRAM.

*From :* Captain C. E. Hockly, Punta Arenas, Chile.  
~~When the ship is at Punta Arenas, Chile.~~

*To :* The Acting Governor.

---

*Dispatched :* 7th June, 1923. *Time.* 12 noon.

*Received :* 8th June, 1923. *Time.* 10.20 a.m.

GOVERNOR

PORT STANLEY

ENTERMEWER BOILER COMPLETED SILVERGOD RECURLESS PLATES  
PORT AND STARBOARD COMBUSTION CHAMBERS NATURSPIEL  
SILVERGOD ADDITIONAL WORK ALBERGAC PICEOUS PHLOGODE  
IMPULSER CORONAMEN SILVERGOD CAPTAIN TERO COMBITASK  
SILVERGOD ALLOGANY ROSEMASTER.

HOCKLY.

Meaning:

Final examination boiler completed. Reinforcing plates  
Port and Starboard combustion chambers absolutely necessary.  
Additional work amounting to £215 not included in contract  
price. Captain Toro concurs fully. Anticipate that  
ready for sea

Hockly.

(13)

TELEGRAM.

*From :* The Acting Governor

*To :* The British Vice-Consul, Punta Arenas, Chile.

---

*Dispatched :* 8th June, 19 23. Time 3.15 p.m.

*Received :* ... .. 19 Time.

BRITCONSUL

PUNTA ARENAS.

HOCKLY UNGARICO PROCCORUM.

HEATON.

Meaning:

Hockly telegram of 7th June proposals approved.

Heaton.

343/23.

21st June,

23.

Gentlemen,

With reference to my letter No. 68/22 of the 18th May, I am directed by the Acting Governor to inform you that arrangements have been made for the British Vice-Consul at Punta Arenas to pay for the repairs to the "Afterglow" by a bill drawn upon you and to request that you will be so good as to meet the bill when presented.

I am,

Gentlemen,

Your obedient servant,

G. R. L. Brown,

for Colonial Secretary.

The Crown Agents for the Colonies,  
4, Millbank, Westminster,  
London, S.W. 1.



16

TELEGRAM.

*From :* Capt. C. E. Hockly, Punta Arenas.

*To :* The Colonial Secretary.

---

*Dispatched :* 17th July, 19 23. Time.11.50 a.m.

*Received :* 18th July, 19 23. Time.10.30 a.m.

COLONIAL SECRETARY  
PORT STANLEY.

ALLGONGIST AFTERGLOW REFLOATED JETABAS SILVERGOD

ESPOITTE LAICAL APURA

HOCKLY.

Meaning:

It is anticipated that "Afterglow" refloated July 27th.

Expect to be able to leave 8th August.

Hockly.

(17)

N O T I C E.  
- - - - -

Colonial Secretary's Office,  
Stanley, Falkland Islands.  
18th July, 1923.

It is anticipated that H.M.C.S. "Afterglow" at  
present under repair in slip-dock at Punta Arenas  
will be refloated on the 27th July.

It is expected that she will be able to leave for  
Stanley on or about the 8th of August.

Published by Command,

G. R. L. Brown,  
for Colonial Secretary.

N O T I C E.

Colonial Secretary's Office,  
Stanley, Falkland Islands.  
3rd August, 1923.

With reference to the Notice of the 18th of  
July, 1923, owing to bad weather H.M.C.S. "Afterglow"  
will not be refloated until August 12th and it is  
anticipated that she will arrive at Stanley on or  
about August 18th.

Published by Command,

G. R. L. Brown,  
for Colonial Secretary.

(19)

TELEGRAM.

*From :* Capt. Hockly, Punta Arenas.

*To :* The Colonial Secretary

*Dispatched :* 1st August,

19 23. *Time.* 18.30.p.m

*Received :* 3rd August,

19 23. *Time.* 10.45 a.m

COLONIAL SECRETARY

PORT STANLEY.

TONGUING AFTERGLOW POPPYSNAIL NOCAKE REFLOATED

SUGARY AQUARIUM SILVERGOD IMMEW EVENT ALLOGAMY

ANGONIA STANLEY AQUILA.

HOCKLY.

Meaning:

Owing to bad weather "Afterglow" will probably not be refloated till about August 12th. In that event anticipate that arriving at Stanley August 18th.

Hockly.

20

TELEGRAM.

*From* : Capt. C. E. Hockly, Punta Arenas,

*To* : The Colonial Secretary.

---

*Dispatched* : 16th August,

19 23. *Time*. 12 noon

*Received* : 17th August,

19 23. *Time*. 10.20 a.m

COLONIAL SECRETARY.

AFTERGLOW LAGERBOCK QGUILA SILVERGOD ANGOSTABA

AQUOSITY

HOCKLY.

Meaning:

Afterglow leaves here on August 18th. Expect to arrive  
21st August.

Hockly.



(21)

N O T I C E.  
- - - - -

Colonial Secretary's Office,  
Stanley, Falkland Islands.  
17th August, 1923.

With reference to the Notice of the 3rd of  
August, 1923, His Excellency the Acting Governor  
directs it to be notified, for general information,  
that H.M.C.S. "Afterglow" will leave Punta Arenas  
on the 18th of August and that it is expected that  
she will arrive at Stanley on the 21st instant.

Published by Command,

G. R. L. Brown,

for Colonial Secretary.

22

NOTICE.

Colonial Secretary's Office,  
Stanley, Falkland Islands.  
21st August, 1923.

His Excellency the Acting Governor directs  
it to be notified, for general information, that  
H.M.C.S. "Afterglow" left Punta Arenas on the 19th  
of August at 1.30 p.m.

Published by Command,

G. R. L. Brown,  
for Colonial Secretary.

1100

ERNEST W. HOBBS

TELE. ADDRESS:

HOBBS PUNTA ARENAS

CODES:

SCOTT'S

BENTLEY'S

A. B. C. 5th. Ed.

PUNTA ARENAS,  
(MAGALLANES)

July 17th

(24)  
de 1923.

Sir,

I beg to enclose copy of the list of disbursements made to date for the account of the Falkland Islands Government amounting to the sum of £316.18.6 which please pay to The Falkland Islands Company to the credit of my account.

I am enclosing vouchers for all the items charged, with the exception of the doctors account for £3.0.3, this receipt is in the hands of Captain Hockley.

I am sending this letter via Montevideo, duplicates will go forward by the "After Glow"

I am, Sir,

Your obedient servant,

Ernest W Hobbs

H.E. the Governor

Stanley

Falkland Islands

The Falkland Islands Government in a/c with E.W.Hobbs

					DEBE	HABER
1923						
Mayon	30	To	Payment to Cap. C.E.Hockly	£	39. 8.10	
		"	" " " " "			
			(\$1872.- @ \$33.60)		55.14. 4	
June	7	"	Payment to Cap.C.Hockly \$952.- @ \$33.20		28.13. 6	
		"	" " " "		6.10. 6	
"	19	"	" " " "		5. 0. 0	
"		"	" " " " \$2.353.-@ \$33.20		70.17. 6	
"	26	"	" " " "		87. 3.11	
"		"	Payment to the British Vice.Consul a/c telegrams as per adjoined list \$321.70 @ \$33.20		9.13.10	
July	13	"	Payment to Cap.Hockly as per letter from H.H.Heaton Esq.of the 5th.inst. \$120.- @ \$33.20		3. 1. 3	
"		"	Payment to Dr.Munizaga professional services to the tri."Afterglow" \$100.- @ \$33.20	✓	3. 0. 3	£309.3.11
"	17	"	2½% Commission on above payments			7.14.7
			Balance in my favour			£316.18. 6 =====

Punta Arenas, Julio 17 de 1923

Ernest W. Hobbs

ERNEST W HOBBS

TELE. ADDRESS:

PUNTA ARENAS

ADDRES:

SCOT'S

BENLEY'S

A. B. C. Stn. Ed.

PUNTA ARENAS,  
(MAGALLANES)

August 18th

de 1923.

1102

26

Per H.M.C.S. "Afterglow"

Sir,

Enclosed I beg to hand you my account for disbursements connected with H.M.C.S. "Afterglow" showing a balance in my favour of £493.8.11. which sum please <sup>pay</sup> in to my credit with the Falkland Islands Company.

Trusting you will find the accounts in order,

I am, Sir,

Your obedient servant,

Ernest W Hobbs

H.E. the Governor

Falkland Islands

The Falkland Islands Government in a/c with Ernest W. Hobbs

					<u>DEBE</u>	<u>HABER</u>
1923						
July	20	To Payment <del>x</del> to Cap. C. Hockly				
		\$2.955.- @ \$33.20			£ 89. 0. 1	✓
Aug.	1	" " " \$1.420.-			42.15. 5	✓
		" " " Cap. C. Hockly			44. 0. 0	✓
"	16	" " " " "			20. 0. 0	✓
"	18	" a/c Samsing & Co. 2 charts			14. 0	✓
"		" " J. Peruzović (Chemist) \$21.20			11.10	✓
"		" " Taller Minerva 31/7/23			12. 6. 6	✓
"		" " " " "			28. 1. 8	✓
"		" " " " 13/8/23			2. 3. 0	x
"		" " " " 17/8/23			1. 0. 0	✓
"		" " Soc. A. Com. Braun & Blanchard				
		a/c coal			85. 9. 5	✓
"		" " " " 17/8/23			5. 0. 0	✓
"		" " Arentsen Hnos. stores			17. 0. 0	✓
"		" " " " " \$5.159.65				
		@ \$36.-			143. 6. 5	✓
"		" 2 1/2% Commission charge on £491.8/4			12. 6. 0	✓
"						
	18	By Amount deposited by Cap. C. Hockly				
		\$369.70 @ \$36.-				£ 10. 5. 5 ✓
"		Balance				493. 8.11 ✓
					£ 503.14. 4	£ 503.14. 4
					=====	=====
1923						
August	18	To Balance in my favour.....			£ 493. 8.11	✓
					=====	
					<u>E. &amp; O. E.</u>	

Punta Arenas, August 18th. 1923

Ernest W. Hobbs



1103 (27)

NA/288/23.

British Vice-Consulate,

Punta Arenas, Chile.

18th August 1923.

Sir,

*Bills 4.*  
(£1543.2.0) In accordance with instructions contained in a letter from the Colonial Secretary of the Falkland Islands, dated 9th May last, I have the honour to forward herewith receipted bills for the sum of One thousand five hundred and forty-three pounds, two shillings, sterling, being account presented by Messrs. Sociedad Anónima Comercial "Braun & Blanchard" for repairs to H.M.C.S. "AFTERGLOW", at this port.

Draft for this amount, No. CA. 3/23, dated 18/8/23, at three days' sight, payable to the firm in question has been drawn on the Crown Agents for the Colonies.

I have the honour to be,

Sir,

Your Excellency's most obedient,

humble servant,

*T. B. Williams*  
British Vice-Consul.

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

348/23.

24th August,

23.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letters of the 17th of July and the 18th of August, submitting accounts in respect of expenditure disbursed by you on behalf of this Government, and to thank you for the assistance rendered.

2. I am to say that settlement of the total amount of your account namely £810. 7s. 5d is being effected, according to arrangement, by payment to the Falkland Islands Company.

I am,

Sir,

Your obedient servant,

G. R. L. Brown.

for Colonial Secretary.

E. W. Hobbs, Esq.,  
Punta Arenas,  
Chile.

348/23.

24th August,

23.

Gentlemen,

I am directed by the Acting Governor to inform you that the British Vice-Consul at Punta Arenas, has drawn upon you in the sum of One thousand five hundred and forty-three pounds, two shillings, in respect of disbursements made by him on behalf of the Colonial Government in connection with the repair of H.M.C.S. "Afterglow", and to request that you will be so good as to honour his draft when presented.

Draft No. C.A  
3/23 of 18th  
August, 1923, for  
£1,543. 2/-.

I am,

Gentlemen,

Your obedient servant,

G. R. L. Brown.

for Colonial Secretary.

The Crown Agents for the Colonies,  
4, Millbank, Westminster,  
London, S.W. 1.

# ABSTRACT OF ACCOUNTS AT PUNTA ARENAS.

H. M. C. S. " AFTERGLOW ".

By accounts rendered.

Total favour Mr E.W.Hobbs.

£ 810 : 7 : 5

Less. Personal to Mr Heaton £3:1:3

Telegrams.Vice Consulate

£5:1:10

£ 8:3:1 8 : 3 : 1

TOTAL

£ 802 : 4 : 4

Favour Chilean Consul. £ 3 : 11 : 6

Charged to Grand Total £ 805 : 15 : 10

AMOUNT.....Subhead .Head.... Description of Vote.

£	s	d			
1.	30	0	0	I	VI A Personal Emoluments
2.	68	1	9	(a)	VI B " "
3.	13	2	1	4	VI B Deck Stores
					a/c Taller Minerva £12:6:6
					a/c Admiralty charts £- :14:0
					Receipt clock key £- : 1:7
4.	38	10	3	5	VI B Engine Room Stores
					a/c Taller Minerva £31:4:8
					a/c Casa Jacobs £ 7:5:7
5.	90	9	5	2	VIB Coal
					a/c Train & Blanchard £85: 9:5
					a/c Pilotage to & from Hulk £ 5:00:0
6.	162	18	5	3	VI B Victualling
					a/c Arentsen £160:6:5
					2 Heat Tins@£30
					Transport Stores to Slipway etc@£20
					Washing, Ships £32 £ 2:12:0
7.	62	17	1	II	VI B Overhaul of Patrol Boat
					Wages. Temporary Engineer
8.	32	10	7	II	VI B Maintenance of --do--
9.	4	3	1	II	VI B Chemist II/IO
					Doctor's a/c £3:0:3
					Medical Comforts for C.Evans II/-

( \* Continued )

AMOUNT			Charged to		Description of vote
£	s	d	Subhead	Head	
10.	4	:12 : 0	II	VI B	Telegrams. Punta Arenas to Stanley through the British Vice Consulate, in relation to "Afterglow".
11.	20	: 0 : 7	II	VI B	Commission to Mr E.W.Hobbs for monies advanced on a/c of "Afterglow" at Punta Arenas.
12.	I	:II : 0	II	VI B	Gratuity to the Slipway Clerk for services rendered whilst "Afterglow" was on the slip.
13.	273	: 8 ; I	II	VI B	Maintenance of Crew on shore whilst vessel was the Ship.

-----  
 £ 802:4 :4  
 -----

£ 3/II:6

II

VI B

Bills of Health etc from the Chilean Consul at Stanley

333333  
 444444

£ 805:15:10  
 -----

*Colin Eslocally*  
 Harbour Master  
 29.8.83