

C.S.

Patrol Boat.
(Sealing)

1922.

SHI/VES/1 # 7

No. 68/22

Harbour Master.

SUBJECT.

1922.

14th Jan.
Previous Paper.

Report on ~~from~~ voyages of HMS
'afterglow'

MINUTES.

Minute from Harbour Master 14 Jan 1922

Report.

Encl.

Encl.

Y.S.

Submitted for information

2. I understand that passage was given to Mr. Hanso and his son and that the same fare as that charged by the Falkland was paid.
3. I would suggest £1 a day as a reasonable fare with a minimum of 10/- for less than 12 hours if any meals are provided.
4. The Postmaster and H.M. might suggest a charge for ~~stake~~ carriage of mails. A lump sum would probably be best.

21/1/22

H.C.S.

Rates for passages as proposed, authorized.

2. Postmaster & Harbour Master should make proposals with regard to mail.

3. On return of afterglow from

Subsequent Paper.

Boiler should be overhauled & pipes for W.C. should be repaired & renewed.

4. Question of accommodation for guards at Elephant Is. should be provided with as early as possible.

5. When Govt Harbourer visits Elephant Is. will be please report what he admin should be done with regard to Harb Seal Colony there.

6. The discrepancy with receipts to make water supply at Port Point Island available for Elephant Is. should be corrected.

7. Porpoise Island is evidently the most suitable place for carrying rept.

M.
23 January 1922

H.M. To you

4/2/22

B.H. on return of
after
22/1/22

The Hon. Col. Secretary.

Noted and returned herewith.

Colin P. G. G.
Harbour Master

6/2/22

Letter from Harbour Master d 6 Feb. 1922 — Encl (2)
Copy of Report — Encl (2a)

Y.B.
Submitted

H.H.H.H.H. 6/2/22

H.C.S.

When again to visit as completed
 Afternoon should proceed with all deposits
 to the Bank & bring out Park Book to
 Shirley.

2. Arrangements should then be made for
 publishing journal on Lagoon Islands.

3. Your Narration on the voyage will
 with to visit Papay Island, New Island
 Peace Island: arrangements should be
 made for this.

4. Volcanic Rock & Mountain remain
 to be visited and earliest opportunity
 should be taken on return from Lagoon Islands.

Sh.
 8 May 1922

It is unfortunate that we have been such
 a long spell of bad weather & as storm
 is advancing rapidly every endeavour should
 be made to complete the collection of plants & insects
 south of the lagoon.

Harbour Master

Accordingly and please
pass to the Government Naturalist
to note

TTTTT 8/2/22

The Hon. Col. Secretary.

Notes passed to Govt Naturalist.

Colin Stockley.
Harbour Master
8/2/22

The Government Naturalist.

Passed to you accordingly.

Colin Stockley.
Harbour Master
8/2/22

Hon. Col Sec.

Notes and returned please.

J. S. Hamilton
Govt Naturalist
9th February 1922

Minute from Harbour Master d 17/2/22 — Encl (3)

Copy of Report ————— Encl (3a)

J. S. Submitter

TTTTT 20/2/22

20 May 1922

Telegram from Master H.M.C.S. "Afterglow"

d 15 May 1922 — Encl (4)

Telegram from Master H.M.C.S. "Afterglow"

d 18 July 1922 — Encl (5)

Extracts of minutes sent to Hon Col. Treasurer
 & the Local Auditor, 18th July 1922 - Encl (6)

Report by Harbour Master of 20th Aug: 1922 - Encl (7)

Y.B.
 Submitted.

2. The report is satisfactory
 though very bad weather was experienced.
 It would seem advisable to obtain
 a further report from Mr. Barclay on
 the boats.

ttttt 23 Aug. 22

H.C.S.

This a useful report & Govt Naturalist
 should see it.

2. A further report on boats from Mr Barclay
 is desirable: he should see boats when
 they are under steam: this could be
 arranged by having the gun practice,
 which you proposed, as soon as possible
 after his return from present trip say
 Monday 28th August if this can be
 arranged: the arrangements to Arrington
 can be begun immediately after this.

A.R.

23 August 1922

Govt Naturalist

Please see the pass to
 the who will note for action and
 transmit to C.S. ttttt 24/8/22

N.C.A.

Noted please

J. B. Hamilton

Govt. Naturalist

6th Sept. 1922

Letter to Col. Engineer of 6th Sept. 1922 — Encl. (8)
Report from Col. Engineer of 9th Sept. 1922 — Encl. (9)

N. S. the Governor.

Mr. Brassey refers to ~~attached to 30/4/22~~ ^{in N.P. 461/22} Submitted. ~~the Report to which~~
to Brassey.
for C.S. 13. 9. 22

H.C.S.

Would you please ascertain from
Mr. Neave whether, with his concurrence,
arrangements could be made with the
Agent of Messrs Clayton & Co of the expense
which he desires in ~~arranging~~ effecting
repairs to boilers. This cost would be prepared
to pay for expense prior or work done.

Yrs.

14 Sept 1922

Letter to Mr. Neave of 20th Sept. 1922 — Encl. (10)

Letter from Mr. Neave of 22nd Sept. 1922 — Encl. (11)

Letter to Agent. Messrs Clayton & Co. 25/9/22.

Copy of Encl. (12) to Harbour Master. Encl. (12)

25/9/22. Encl. (13)

Copy of Encl. (12) to Col. Engineer. Encl. (13)

25/9/22.

Letter from Mr. F. Wild of 29th Sept: 1922 — Encl (16)*Hachius master**For note please send to per
to the Colonial Engineer. It is hoped
that he may find it possible to be
present**Attil 30/9/22*

The Hon. Col. Secretary-

-Noted & passed to the Colonial

Engineer-

*Colin E. Lococky. Harbour Master
30-9-22.*

To the Colonial Engineer.

*To you accordingly.**Colin E. Lococky.
Harbour Master.
30. 9. 22.*

The Hon. Col. Secy.,

Mr W. Wild, from the Admiralty Works, has examined boiler and the repairs required have been explained to him. It was hoped that caulking and tightening the seams in the combustion chambers could have been proceeded with at once, but, from the note enclosed herewith it ^{seems} would that this is not possible. Nevertheless I shall endeavour to arrange with Mr Wild to have the combustion chambers done before the vessel again goes on service.

With regard to the other repairs it is suggested to wait until the caulking of tanks at the camber is completed when the air compressor can be removed to the sheds and the Afterglow can be taken to the camber. This will enable seams, rivets etc. to be machine caulked.

It is expected that the plant will be available in March or April 1923.

*R. B. Lococky.
Col. Engineer, 5/10/*

Yr.

Submitted

This appears satisfactory in
so far as it may be assumed
that useful work can be done

J. H. H. 6/10/22
600/2422

C.S.

In further report in due course
please.

J. H. H. 7/10/22

Minute to Master, H.M.C.S. "Afterglow" of 26th Oct.
1922. — Encl. (16)

Letter to Capt. Howard, H.M.C.S. "Afterglow"
of 16.12.22 — Encl. (17)

- Copy of (17) forwarded to Harbour Master, 16.12.22.

H.M.

Copies of the log of the Afterglow
for the last two voyages ~~submitted for~~
~~at the command of the vessel~~ to be
put up please. The typewritten
copy is duplicate of the log during
the previous tour is required.

2. In the course of the last voyage
several matters came to notice which
require mention or action: —

- (1) At Pebble Island a cabin toilet stand was procured from Mr. S. Dean in exchange for the sea-washstand and looking-glass in the washroom. Mr. Dean was compromised that the difference in value would be made good to him & I was paid by him for the toilet stand. Will you kindly ascertain the value of the washstand and make out a voucher for the difference.
- (2) The easy chair in the washroom requires recovering in leather and a second canvas cover provided.
- (3) The ^{two} ~~two~~ ^{hook} rail should be removed and ^{two} hooks substituted - then being placed in the vacant space behind the toilet stand.
- (4) The medicine chest takes up a great deal of room is unnecessarily large and should be done away with. All the medicines required by the ship should I suggest be carried in the space behind the toilet stand. The upper part of the space could form a small cupboard with shelves if necessary and a lock on the door. In this connection the P.W.D. carpenter might examine the mechanism in which the toilet stand was fixed up a board temporarily. The work seems to have been very well done but may ~~be~~ require alterations.

(5) The new skylight leaks ^{very} badly if any water comes over and a certain amount of water comes down the companion. Will you kindly arrange for this to be remedied. It is to be hoped that the necessity for a waterproof fitting over the skylight may be avoided.

3. As you will gather from (17) herein the Governor considered on his recent tour that the state of the vessel and its management were very creditable to your department. It is probable that the matters mentioned in para. 2 have already been reported to you by the Master

TTTTT 18/12/22

I might add that the Governor considered the alterations carried out by the P.W.D. most satisfactory. The boiler remains to be attended to and further efforts might be made by you to get the early assistance required from the Admiralty contractors.

TTTTT 18/12

The Hon. Col. Secretary.

Copies of log of "Afranglow" for last two voyages.
herein.

Colin Estlin.
Harbour Master.
22/12/22

The Hon. Col. Secretary.

Submitted.

It has not been practicable to take action up to the present.

Colin Estlin.
Harbour Master.
22/12/22

Yr.

Submittin

Will yr. be pleased to detach
a copy of yr's order for future
reference

Thank you.

Ttltt 29/12/22

R.

30 Dec 22

Harbour Master,

Thank you.

2. In addition to above alteration
there is the matter of altering the fore
hatch, ~~which~~ this was to have been
done at the same time as the other
repairs.

Ttltt 30/12/22

Minute from Harbour Master of 26th Jan 1923
with enclosure A _____ Encl (19)

C.

After discussion with you you
were to see Mr. Wild but it appears
that you were waiting for this info.

Before entering into arrangements for
bracing the after part for repairs will
you please ascertain the Harbour Master's
views on the practicality

Ttltt 2/1/23

The Hon. Col. Secy.,

Noted.

2. Copy of letter to Mr Wild.....

Encl 10

3. I have seen the Harbour Master with regard to the beaching of the "Afterglow".

R. B. Barclay.
Colonial Engineer.

3/2/23.

C.S. Has Mr. Wild called yet?

T. H. 12/2/23

The Hon; Col; Secretary.

Mr Wild has not called and I have not received any reply to my letter of the 3rd February.

R. B. Barclay.
Col; Engineer.

13/2/23.

C.S. You have now I think seen Mr. Wild

T. H. 16/2/23

The Hon. Col. Secy.,

I have had a long conversation with Mr Wild on the question of repairs to the boiler of the "Afterglow".

(2) Mr Wild informs me that he received instructions from his Firm to ship at once to England the compressor plant and lifting gear so the idea of effecting the necessary repairs with machine tools in the Colony is finally settled.

3. The following arrangements

3. The following arrangements were finally agreed to:

On the return of the "Afterglow" the steam will be kept on the boiler and examination of combustion chamber seams will be made. Mr Wild will then see if he can tighten the seams with hand tools. Whatever is done will only be of a temporary nature so as to enable the vessel to proceed with greater safety to Monte Video or other port where complete overhaul and all boiler repairs can be effected.

R. R. Basely.

Colonial Engineer

18/2/23.

J. B.

Submitted

This is very disappointing. This night be referred to the Harbour Master and the Engineer of the Afterglow be be asked whether he considers that the proposed work will be useful and whether it cannot be performed by the Staff at his disposal

TTTTT 21/2/23

H.P.S.

Will you please report to H.M. accordingly

R.

22 February 1923

Harbour Master

Accordingly

TTTTT 22/2/23

The Hon. Col. Secretary.

Submitted

I would request that this M.P. may be held over until the return of the "Afterglow".

2. The Engineer of the "Afterglow" would then be asked to submit a report on the boiler in connection with the proposal for Mr Wild to work on the combustion chamber seams with hand tools.

Colin Estlin

Harbour Master

23/2/23

Minute from Col Engineer of 9th March 1923 - Encl (21)

Y.S. Submitted with (21)

H.H.H. 11/3/23

H.P.S. I spoke to Col. Symonds about this yesterday & visited Afterglow on which work of caulking was proceeding. When it has been completed Col. Symonds will be ~~responsible~~ able to report definitely on position & to advise as to what should be done. I should like to discuss the whole matter with you & Col. Symonds.

A.M.

12 March 1923

Minute from Col Engineer of 13th March 1923 - Encl (22)

Y.B.

Sub illu with further report.
Will Y.B. be pleased to fix a
time for the C.S. and myself
(? Harbour Master also) to attend
at Swimmers' House.

H.H.H.H.H. 14/7/23

H.P.S.

Thursday 15th March 10.30 am.

H.P.

14 March 1923

H.P.S.

This matter was discussed ~~at~~ length
with the Colonial Engineer today.

2. With a view to a decision being arrived
at as to whether the existing boiler should
be repaired or replaced by a new boiler
the Colonial Engineer proposes

(1) Prepare draft of a telegram to
Crown Agents requesting them to ascertain
cost of the type of boiler which Mr. Brindley
Sutcliffe + probable time for delivery. The
telegram should give full particulars as
to what is required + C.A. should be asked

to reply by telegram.

- (2) After the telegram has gone prepare a detailed statement of repairs required. The statement should be in such a form & giving such information as will enable an engineering firm to understand exactly what repairs are necessary & what work they will involve.

- And
(3) Later prepare a report on defects of boiler for transmission to the Secretary of State.

RM

15 March 1923.

C.S. Accordingly

filed 15/3/23

The Hon. Col. Secy.,

With regard to the result of steam pressure on seams mentioned in para. 3 of my minute of 13/3/23. The boiler has been given a pressure of 120 lbs per sq. inch and the seams in furnaces examined (Starboard and Port) are tight, no leakage of any sort being seen. Circumferential seam at back end of boiler could not be examined but there is not the heavy blow at the back of boiler as formerly. Slight leakage on front circumferential seams and also on rivets. The work done by Messrs Clayton & Co., under Mr Wild, is most satisfactory. Steam has been ordered for Wednesday or Thursday next, ready to proceed to sea.

2. I would suggest that the following cable be sent to the Crown Agents re quotation for a new boiler: in order to facilitate delivery I have given standard size of Marine Boiler suitable for the vessel.

"Cable quotation for Scotch Marine Boiler. Diameter ten feet, length nine feet six inches, two 38 inch furnaces, 106 tubes of three and a quarter inch diameter, working pressure 160 lbs per sq. inch, plates best Siemens' mild steel, include smoke-box and up-take but not mountings; or boiler to replace D.122 supplied by Edwin Danks, Oldbury, Birmingham, 1918, Lloyd's test 394 of 31/5/18. State when can deliver."

R.B. Basely.

Colonial Engineer.

16/3/23.

Minute from Col Engineer of 19th March 1923 — Encl (23)

a/c for repairs to boiler of "Afterglow" — Encl (23a)

Y.R.

Submitted

- (1) That cable as above be sent
- (2) That £30 be paid for work on the boiler as recommended by the C.E.
- (3) That the Afterglow proceed to Darwin on 22nd inst.

~~With~~

P.S. The cost of the work done would have been paid for from VI B 6 in the ordinary way but by some mistake for which I cannot now account, no money is set down under this sub-head. May a S.W. for £50 issue?

H.P.S.

Cable & proposed WH sent to Comm agents.

2. £30 (including remuneration of £5 to Mr. Kidd) WH paid for caulking of boiler. a special warrant for the amount to issue.
3. Arrived to proceed to Darwin 29th 9 am.

Sh.

20 March 1923

Harbour Master

In Special Warrant

please

TTTTT

20th March 1923

The Hon. Col. Secretary.

Submitted.

Special Warrant for £30:0:0

Colin Estocadey.
Harbour Master
21/3/23

Telegram to Crown Agents 24th March 1923

(24)

Colonial Engineer.

To see

Apr. 13

for CS.

24/3/23

The Hon. Col. Secy.,

~~Noted~~ Cable of 24/3/23 noted.

2. I should be glad if the Harbour Master would notify Mr Wild when the payment can be made in connection with repairs to boiler.

H. R. Barclay.

Colonial Engineer.

27/3/23.

Y.B.

S.W. submitted for former of
approval

(25)

TTTTT

29/3/23

H.

30 March 1923

Hon Treasurer }
Harbour Master }

For usual action. please

G.H.B.
J.W.S.
3rd April 1923

Harbour Master.

S.W. no. 9 withdrawn & passed to you
accordingly.

H. R. Barclay
Treasurer.

1st April 1923.

The Hon. Col. Secretary.

Noted & returned herewith.

Colin Esdaly
Harbour Master
5 April 23

The Hon. Col. Secretary.

Vouchers have been passed to the Treasury.

(1) Mr. Will. Messrs Clayton, Sons & Co. Ltd
for £25.0.0.

(2) Mr. Will. for £5.0.0.

2. These have been paid to Mr. Will. this day

Colum E. Locung.
Hambro's Market
5 April 1923

Letter to Messrs Clayton Sons & Co. Ltd.
5 April 1923 (26)

Report by Colonial Engineers
29th March 1923 (27)

See H.E.S. minutes
15 March 1923

Y.E.
No reply has been received to
Encl 24. Might the Crown Agents be
asked when reply may be expected?

G.H.B.
S.E.C.S.O.
24 April 1923.

It is not known when telegram of 24th March
was transmitted to Corinto: if some after 24th
March telegram can go to Crown Agents &
respond: it is quite possible that they
have called for tenders for a Marine Boiler
& on that can some time must elapse before
a reply can be expected.

24 April 1923.

Telegram to Crown Agents, 3/5/23 Encl. (28)

Telegram from Crown Agents of 9th May 1923 - Encl (29)

Telegram from Crown Agents: 14/5/23 Encl. (30)

Colonial Engineer.

Reply to telegram of 24th
March has now been received.
Encl 30.

CRB
JSC/ESD
15th May 1923

The Hon. Col. Secy.,

Thank you.

2. I am of opinion that Messrs Danks include mountings: freight charges would amount to about £40 and further expense of lifting old boiler and fitting new one would bring the total cost to about £1200.

3. It is most useful to have obtained this information but the vessel has now gone to Punta Arenas for boiler repairs and it is hoped that the repairs, when done, will enable the boiler to last for many years.

R. R. Basely.

Colonial Engineer.

17/5/23.

Letter to Crown Agents, 18/5/23. — (31)

Letter from Playton & Son Ltd
of 23rd May 1923 — (32)

Colonial Engineer.

To Mr

CRB

Di. K. J.

21 July 1923

The Hon; Colonial Secretary.

Thank you.

Noted and returned.

R. M. Askey.
Colonial Engineer.

1/8/23.

Crown Agents Telegram Recorders — Encl 33-36

①

HARBOUR MASTER'S OFFICE

Stanley.

14th, January. 1922

The Hon. Col. Secretary

Sir,

I beg to submit the attached report of the maiden voyage of the H.M.C.S. "AFTERGLOW", under this Colony's Flag, in connection with the protection of the Fur Seal rookeries of the Falkland Islands.

The number of Fur seal observed on the Seal Rock, Elephant Jason Island and reports from New Island and Beaver Island has tended to strengthen my confidence in my report on the Protection of the Fur Seal rookeries made in April 1921.

I am, Sir,

Your obedient Servant,

Colin Mackay
Harbour Master.

REPORT ON MAIDEN VOYAGE OF THE H.M.C.S. "AFTERGLOW"
.....

1a

H.M.C.S. "AFTERGLOW" proceeded from Stanley at 9.10 a m, on the 30th, December 1921 in connection with the establishing of the Seal Protection Patrol.

BLEAKER ISLAND was the first port of call, Mr A.F.Cobb assured me of his willingness to at all times assist in furnishing the Patrol Vessel with Fresh provisions.

SEA LIONS ISLAND a landing was impracticable
PORT STEPHENS.

Mr J Robertson the Manager has expressed his desire to do all that he can to promote the furtherance of the Seal protection.

Water can be obtained at the Jetty, from a pipe laid direct /

from a 3000 gallon tank which is pumped up from a F.W. spring by a windmill a short distance from the settlement.

FRESH PROVISIONS may be obtained in large quantities and a

general store is usually kept well stocked. A telephone in the ~~Manager~~
Managers house, adjacent to the Jetty, is a ready means of communicat
- ion through to Fox Bay W/T Station.

WORK SHOPS contain lathes, drills and planes and a quantity of

packings are kept in stock. I have been assured that they are at any time at the disposal of and available for the ~~xx~~ use of the Patrol ~~xx~~
Vessel.

BIRD ISLAND

Adverse weather delayed the landing at Bird Island of the Government Naturalist and his assistant until the 3rd, January 1922.

WEST POINT ISLAND

Examination of Hope Harbour appears to show that West Point Island anchorage has advantages as the main anchorage for the Patrol Vessel.

Water supply is good and runs from a F.W. spring into the

Cove on the East side. This supply has in previous years been used by Whalers and Sealers, but now requires the dam rebuilding and a length of pipe, about 12 feet long, to carry water clear of the bank. This would appear a easy matter and could be executed by the crew of the Patrol Vessel.

Ten, 35 gallon barrels have been landed for transport of water from shore to ship.

COAL The storage of a reserve stock of coal on the ~~existing~~ sloping

banks of the cove will render the transport to the vessel not
difficult. Mr Arthur Felton, however, has suggested that this coal
be placed under cover, owing to the very heavy rains and strong
winds experienced. He has in the meanwhile offered the use of a
store shed until such time that the shed is required.

FRESH PROVISIONS These can be obtained in any quantity for the

Patrol Vessel and for the Elephant Jason Guard.

ELEPHANT JASON ISLAND

Seal Rock, Elephant Jason Is Fur Seal rookery was approached
to within 30 yards in the " Afterglow".

The rookery appeared to be in an undisturbed state.
The herd was very much larger in numbers than when I observed the
rookery in April last, pups were numerous and the water in the
vicinity was also thick with Fur Seal.

The landing of the material for the erection of the
accomodation of the guard may be effected on the N.E. side of the ~~ix~~
island. A passage way through the Tussac grass will have to be cut to
a depth of about 75 yards in order to transport material to clear
ground. There would appear to be no difficulty in this matter, the
cutting of the passage way and erection of house should be
completed within 10 days. Landing of material etc will be dependant
ent on weather conditions.

CARCASS ISLAND

Mr Jasen Hanson of Carcass Island has expressed his
willingness to assist in the maintenance of the Elephant Jason
guard and the Patrol Vessel.

Information obtained from him may be of value in the
consideration of his experience of the Jason Islands.

He is of the opinion that the Elephant Jason Guard
should be maintained throughout the year.

Sheep might be kept at the NE end of Island, Elephant
Jason, thereby maintaining a supply of Fresh meat in the event of
a landing being delayed through adverse weather.

Water supply is assured.

Hair Seal rookery on the SE side of Elephant Jason should be ~~destroyed~~ destroyed. He states that he has at times, when bound for Steeple Jason, observed Hair Seal hauled up on Seal rock, this might in time be detrimental to the Fur Seal on the Seal rock.

The other Islands of the Jason group might be examined for Fur Seal. In previous years Fur Seal inhabited West Cays.

South Jason Island has upon it a number of cattle, which may be obtained by the crew of the Patrol Vessel if desirous of procuring beef.

The time for procuring Furskins from the Jasons should not be later than the 12th, December of each year.

Fur seal inhabit those islands or that part of the Coast which has deep water alongside, seemingly preferring to jump from the water upon rock. Hair Seal rather appearing to prefer a shelving beach upon which they can land more easily and through surf.

SANDERS ISLAND

The east coast of Sanders Island containing fine sand beaches and having a rise and fall of tide of ~~11~~ 11 feet, is approached, however, through a channel of a dangerous nature. Reef Channel abounds with shoals and outlying dangers. These shoals are covered with kelp and in consequence readily observed at Low Water, at $\frac{1}{2}$ Tide there are but few good navigation marks.

HILL COVE

Mail was landed at Hill Cove where a number of West Falkland Station owners and Managers were assembled for a conference. At their request they were conducted over the Patrol Vessel and the purpose of the Patrol Vessel explained to them.

It was not apparently generally known that the Government intended to take Seal for the benefit of the Colony.

They were, however, unanimous in regard to a more regular Mail and Passenger service which they stated was what they had anticipated.

NEW ISLAND AND BEAVER ISLAND.

These Islands were visited and mail landed.

The inhabitants of both Islands report the undoubted presence of Fur Seal around their coasts, inhabiting caves.

Mr Duncan of Beaver Is is an enthusiast on the killing of the Hair Seal for oil as a source of revenue to the Colony. He has himself tried out in previous years with good results, obtaining an average of 4 gallons for each animal taken.

Beaver Island anchorage has good holding ground. A jetty built upon a fine sandy beach has in previous years been used by Whalers for the purpose of careening their vessels.

Rise and Fall 11 feet

Duration of tide $6\frac{1}{2}$ hours

Fresh water is abundant. This is obtained from a torrent running into the sea in close proximity to the jetty. This water runs through land which holds practically no peat and in consequence does not contain those bodies liable to choke tubes etc. A F.W. well is also available a short distance from the jetty.

PATROL VESSEL'

Through the voyage the vessel has shown herself possesse^d of most excellent sea going qualities.

The wather experienced has on the whole been very bad, high seas have prevailed, heavy races and tide rips have been navigated with but little difficulty.

In heavy seas the vessel has ridden easily without straining and without shipping heavy water, her action is lively but regular.

In a high following sea there was no fault in the steering. Sails have been utilised when possible and these have assisted very considerably to steady the vessel;

Engines and Boiler

The Engineer reports very favourably on the working of the machinery under his charge.

Speed has been maintained, Coal and water consumption has been economical.

The boiler is leaking in the furnace fronts. The Engineer states that the vessel could run for a time but points out that an overhaul is essential as soon as possible to prevent more serious complications.

Sanitary arrangements

Sanitary arrangements need overhaul. Two W.C.'s are provided on the upper deck, the carry away from each forks into one discharge, one pipe is worn through and causes leakage into the Engine Room, this pipe needs to be removed and renewed.

A Sanitary tank is fitted upon the house top, tank is worn and leaking badly and requires to be ~~new~~ renewed.

Flushing pipes from sanitary tank leak badly, at joints, into the closet.

...gs, parcel post, as taken on board in Stanley, in
...cases proved to be too large for convenient stowage
below decks.

Stowage for mails is only available in the fore peak, the
companion hatch of which is small, measuring only 18 inches athwart
ships.

Mail for the following stations were carried and landed:-

Bleaker Is, Port Stephens, Weddle Is, West Point, Carcass Is, ~~San~~
Sanders Is, Hill Cove, New Is and Beaver Island.

PASSENGERS, ACCOMODATION'.

In view of the inclement weather prevailing on the coast
of these Islands and in consequence the uncertainty as to the
possibility of making the desired anchorage in accordance with
schedule time, the carrying of passengers on a voyage which ~~XXXXXX~~
necessitates the provision of sleeping accomodation, is limited
to the number of 2 males.

The Forward accomodation is fitted with 5 bunks i.e.

- 4 bunks in room
- 1 " " Cabin

Accomodation is for Master, Gunner and Engineer.

The After accomodation, Crew, is fitted with 10 bunks.
Of these 8 are used by the crew, the remaining two bunks are
virtually lockers built in upon the casing covering the tiller head
and not at all suitable for the purpose of passenger accomodation.



Harbour Master's Office,
Stanley.

6th, February, 1922

To
The Hon. Colonial Secretary
Stanley.

Sir,

In accordance with instructions I proceeded
on a voyage in the H.M.C.S. "AFTERGLOW", in connection
with the protection of the Fur Seal rookeries of the
Falkland Islands.

I beg to submit attached report thereon.

I am, Sir,
Your obedient Servant,

Colin G. Rochly
Harbour Master

H.M.C.S. "Afterglow" proceeded from Stanley at 9 a m , 23rd January, on a voyage in connection with the Protection of the Fur Seal Rookeries of the Falkland Islands.

At Noon the weather prospects were threatening and at 4 pm (wind S.W.7, sea high and confused), the Motley Islands being heavily hazed with sand, it was considered adviseable to make Seal Cove anchorage.

At daybreak, 24th, January, weather had slightly moderated-

6am	S.W. 6	barometer	29.25
8am	--do--	"	29.40
11am	W.S.W. 5	"	29.50

when a departure was made for Bleaker Island,

Noon W.S.W. 5 moderate confused sea and swell.

BLEAKER ISLAND.

Bleaker Is anchorage was made at 2.50 pm and owing to prevailing weather conditions it was considered adviseable to remain at this anchorage during the night.

FOX BAY.

Fox Bay was made at 6.15 pm, 26th, January, West Falkland Mail and Parcel Post was landed.

During the passage the Speedwell cutter was observed grounded on Narrow Point, Eagle Passage, course was altered and boat lowered and sent to offer assistance of any nature that might be required. It was found that the cutter had dragged from her moorings at Speedwell on Saturday the 21st January, but required no assistance or relief.

FOX BAY TO BEAUCHERE ISLAND

Owing to prevailing weather conditions the departure from Fox Bay was delayed until the morning of the 27th, January when the weather promised fine, Wind WSW 3/4, blue sky, light SWly sea.

During the passage south, however, the WSWly wind gained in force and about 11 am resulted in a strong SW gale with high confused sea, making it adviseable to make Fanny Road: there to await the weather moderating.

A strong SW gale, with rain and hail, prevailed through the days of the ~~XX~~ 27th and 28th, slightly moderating on the 29th. A high confused sea was observed running across the entrance to the Road ~~and~~ and breaking heavily on the islets in the vicinity, observation was also made from the mainland.

On the 30th January, the weather showing no immediate signs of further moderation and it being considered that a landing at the Beauchene Islands would not be practicable until after a shift of wind and considerable decrease of sea, a departure was made for ~~North~~ North Arm with the view of obtaining boiler water and of communicating with Stanley.

After arrival at North Arm it was found

- 1 Water was not procurable except it be transported a distance of over a mile.
- 2 No courier was proceeding to Darwin for several days.

During the day of the 30th, the light Nly wind increased in force and veering to the NE was at 6 am blowing a strong gale.

At Noon the wind had veered and was blowing a strong gale from the SE.

At 4 am 1st February wind had dropped light and veered to the NW, sky heavily overcast.

With this change of weather, the barometer steady, it was decided that a message be sent to His Excellency the Governor requesting further instructions.

Mrs Simpson, Manager at North Arm, was pleased to provide the necessary courier whom Mr Hamilton, Govt Naturalist, accompanied.

On the 2nd February, the appearance of the weather indicated a rapid decrease of sea, though a considerable swell was still running. Light airs varying from North to South thro West being experienced throughout the day, dull and overcast sky, light rain at frequent intervals and steady barometer.

In the late afternoon a message having been received from His Excellency the Governor, the "Afterglow" left North Arm at 5am 3rd February, a moderate SW wind was experienced with a considerable

During the run to Stanley the 3 pdr Hotchkiss was tried. one round being fired, after examination, gun and mounting appeared to be in order.

"Afterglow" berthed alongside the Dockyard Jetty.

MINUTE PAPER.

Departmental Number.

From The Harbour Master

Date 17th, February 1922

To The Hon. Col. Secretary

SUBJECT.

H.M.C.S. "Afterglow" Report on Voyage No3

Reference
Numbers. }

Sir,

I beg to submit attached report upon Voyage
No 3 of the H.M.C.S. "Afterglow now completed.

I am, Sir,

Your obedient Servant

Colin Mackay

Harbour Master

Report on Voyage No 3 of the H.M.C.S. "Afterglow"

30

The H.M.C.S. "Afterglow" left Stanley at 6:35 a.m. on the 13th, February 1932 on a voyage to Fox Bay and Port Howard.

Fox Bay was reached at Noon on the 14th, February.

The Master of the "Afterglow" that he at once saw Mr Palk R.N. who arranged to be ready to leave Fox Bay at 9 a.m. the next morning, the 15th, February.

Thereupon the "Afterglow" left for Port Howard, arriving there at 5:20 p.m. to embark a medical case for urgent treatment in Stanley.

Shortly after arrival at Port Howard the Master of the "Afterglow" was informed, by telephone, by Mr Evans and the Government Geologist, Dr Baker, that Mr Palk had arrived at Chartres, West Falkland Island.

A departure was made from Port Howard on the morning of the 15th, February at 4:20 a.m., arriving at Fox Bay at 9 a.m. the same day.

The Master finding that Mr Palk was absent from Fox Bay and that the time of his return was not to be ascertained, the Government Wireless operator was embarked and a departure made at 9:45 a.m. for Stanley.

H.M.C.S. "Afterglow" arrived in Stanley at 4:15 p.m. on the 16th, February and was berthed alongside the Dockyard Jetty.

Colin Goodby

Harbour Master
17/2/22

TELEGRAM.



From : Captain Howatt, Fox Bay.

To : Secretary, Port Stanley.

Dispatched : 15th May,

19 22 Time. 3 pm.

Received : 16th May,

19 22 Time. 10.25 am

Secretary,

Port-Stanley

Arrived today.

Howatt.

TELEGRAM.

From : Master of "Afterglow"

To : Colonial Secretary

Dispatched : 15th July

19 22 *Time.* -----

Received : 17th July

19 22n *Time.* 10am

Colonial Secretary

Port Stanley.

Afterglow arrive Stanley Monday afternoon.

Howatt.

FALKLAND ISLANDS.



1293

C.S. No.....

MINUTE PAPER.

Departmental Number.

From...The Harbour Master.....

Date...20th, August 1922

To...The Hon. Col. Secretary.....

SUBJECT.

Protection of the Fur seal Rookeries of the
Falkland Islands.

Reference
Numbers.

Sir,

I beg to submit attached report in connection
with the Protection of the Fur seal Rookeries of the
Falkland Islands.

I am, Sir,

Your obedient servant,

Colin Estrope

Harbour Master

REPORT IN CONNECTION WITH THE PROTECTION OF THE FUR SEAL ROOKERIES~~5%~~

In accordance with instructions I proceeded in the H.M.C.S. "Afterglow", leaving Stanley on the morning of the 25th, July, in connection with the Protection of the Fur Seal Rookeries of the Falkland Islands.

After rounding Cape Pembroke a considerable N.W. sea and heavy rain was experienced throughout the day. This night, the night of the 25th, was spent at Bleaker Island anchorage during which time a W.N.W. gale was experienced.

Leaving Bleaker Island anchorage on the morning of the 26th, it was anticipated, as weather showed every indication of moderating, that Port Stephens would be made prior to darkness falling. Towards Noon, the wind increasing in force from the W.S.W., sky heavily overcast and high W.S.W. sea, it was considered adviseable to make Speedwell Island anchorage, it being apparent that Cape Meredith could not be rounded before dark.

A W.S.W. ly gale prevailed throughout the day of the 27th, moderating after sunset.

Leaving Speedwell Is anchorage on the morning of the 28th, it was observed that during the passage towards the Arch Islands, a number of Fur Seal were seen proceeding in a N. W. ly direction, Port Stephens was made with wind increasing in force from the N.E. with a moderate confused sea.

During the night of the 28th, the wind veered to the S.W. 5/6.

Leaving Port Stephens anchorage on the morning of the 29th and on making the open sea- a strong wind (S.W.) and high S.W. sea was experienced and as there appeared to be every indication of foul weather, it was deemed adviseable, on account of weather conditions as well as for economic consumption of coal, to return to the anchorage. At 9 am wind veered to the N.W. force 6/7, continuing with unabated vigour throughout the day.

During the night of the 29th the wind backed to the S.E. and blowing a gale with very heavy rain, continued with but little change in direction until the morning of the 31st when wind died away to gentle variable breezes. Observation from the high land of Port Stephens showed a high Sly sea on the South coast and it was, therefore, considered adviseable to remain at anchor.

Leaving Port Stephens on the morning of the 1st of August, courses were laid for Bird Island, with intention of obtaining information in connection with the Fur Seal rookeries on that Island,

BIRD ISLAND.

A patrol of Bird Island was carried out and observation made with intention of locating Fur Seal.

Weather conditions were not favourable. A strong N.E. wind causing severe whollys from the high land.

2. It would appear, taking into consideration observations made when under instructions a landing was effected from the s/s "Falklands" in April 1921, that the S.W. portion of the coast line of the Island is the only part inhabited by Fur Seal, the remainder of the Island, where many landing places occur, being the home of countless Hair Seal. With the exception of a bare rocky point, which point is the most western point of the Island, upon which point Fur Seal have been observed, which in size would appear to indicate this point as being the hauling ground of young batchelors.

3. The S.W. portion of the coast is precipitious, smooth faced cliff, 150/200 feet, in which large fissures are to be observed. These fissures are numerous and varying in width and depth. There would appear to be only one shallow but wide break which is the hauling ground. This break, terraced cliff, was observed to contain but few Fur Seal, those that were observed lay on the Eastern side and were apparently Whigs. On the Western side of this break the land rises to an eminence below which perpendicular cliffs contain many fissures and caves.

(a) On the Eastern side of this point was observed a fissure about 10 yards wide running into a depth of about 20/50 yards, at the back of which appeared to be a cave and towards which cave were proceeding a number of Fur Seal, about 20 in number.

(b) A further 100 yards towards the Westward a fissure about 10 yard wide and running into a depth of about 25 yards was observed. In this fissure at its base, masses of fallen cliff lay, heaped about, upon these masses, which resemble large boulders, and upon the ledges formed by them Fur Seal were observed.

(c) At the extreme of this Eastern ~~Ledge~~ Point, well defined by an arch way of cliff between the extreme point and the mainland of the Island is a wide cave, the depth of which was not discernible, appearing to have a floor (about 6 feet above sea level.) upon which a number of Fur Seal were observed whilst others were in the water in the vicinity.

(d) A number of small, but shallow, caves were observed, within which upon narrow ledges, were a number of Fur Seal.

4. In reference to para 3(a) I would report that Mr Roderick Carey of Port Stephens, to whom at a previous time a Sealing licence for Bird Is was granted, has informed me that he has entered this cave by descending the cliff side of the fissure and moving round a wide secure ledge. After proceeding a short distance within, he noted that the cave turned to the right, a very short distance from this turn he observed that further progress would necessitate passing through a passageway about 6 feet broad and 4 feet high above sea level. Upon inspection he saw that this passageway was about 6 feet long after which it opened into a large cave, but owing to lack of means of illuminating the interior he was not able to proceed further.

Mr Carey states that this inner cave is accessible from above by means of a fissure in the cliff, and through this fissure the precipitation of a missile causes disturbance and clamour to Seal below and he is of the opinion, judging by the noise within, that the number of seal was considerable.

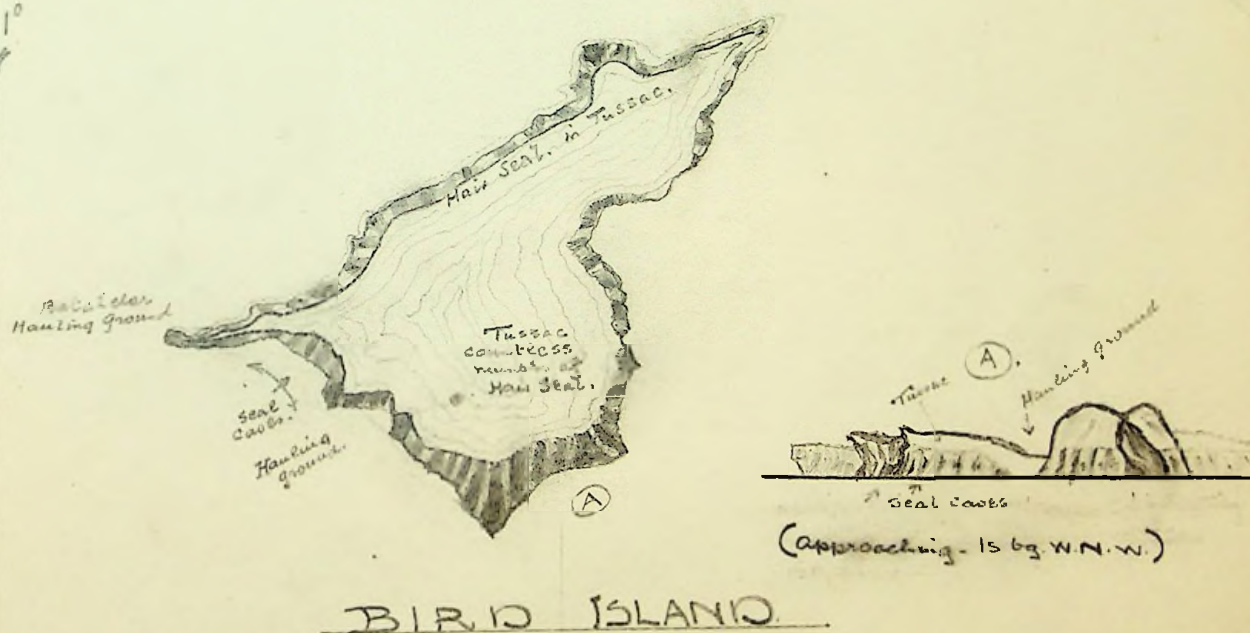
Mr E.R.Gledall, at the present Guard in Charge of the Elephant Jason Island, who has had considerable experience in Sealing was at a previous time employed by one who had a Sealing Licence for Bird Is, states that he has descended by means of a jacob ladder, ropes etc., into the cave as above mentioned and other similar caves and has there found abundance of Fur Seal, but not having assistance to guard the path of egress, by boat, the majority of the inmates of the caves escaped.

5. It would thus appear probable after thus investigating the coast line, by as near an approach as weather conditions would permit, upon this occasion the wind was N.E. 6/7, severe wholly's descending from the high land thereby causing considerable sea disturbance, and considering the reports of Mr Carey and Mr Gledall, the number of Fur Seal that inhabit Bird Island is very considerable.

6. From information received from those who have been employed Sealing upon this Island, it would appear that killing upon the hauling ground is attended, even with rifles, with small results, seals being very timid quickly take to the water or the shelter of adjacent rocks to extract them from which is exceedingly difficult and often only if successful the ~~sk~~

skin is badly torn. By descending the fissures in the cliffs and thus entering the caves, by means of Jacod ladders, ropes etc., killing by clubbing is comparatively easy, results being greatly augmented if a boat is guarding the path of egress at the mouth of the caves where pelagic sealing by clubbing could be resorted too with good results.

7. Attached Sketch represents Bird Island and indicates the position of caves and of the hauling ground, showing also the precipitous nature of the coast.



Colin F. Hock
Harbour Master
10th August

~~was~~ not practicable without assistance. The Guard was therefore employed:-

Searching for Peat, Freshwater and Firewood.

(a) Peat was located in small quantities, but Tussac peat abounds.

Arrangements were made for cutting etc., It will be necessary that a small amount of wood be sent to the Island in order that a small ready use shed may be erected.

(b) Freshwater, a second spring was located upon the high slopes at the North end of the central ridge.

(c) Firewood, by cutting a passageway, about 100 yards, through the tussac belt on the N.W. side of the Northern extreme of the Is a small bay may be reached into which drift wood apparently accumulates. Arrangements have been made accordingly.

Monday the 7th, at 9:40am the "Afterglow" having arrived and landed 4 members of the crew, transport of the Gun and mounting was continued- (The Master reported that owing to weather conditions that prevailed at Carcass Is anchorage during the night of the 5th, the early morning and forenoon of the 6th, no attempt had been made to make the Jason Is on the 6th,)- shortly after Noon, wind increasing in force (in squalls 7) from the S.W., the "Afterglow" weighed anchor and stood off and on. At 3:15 pm "Afterglow" recalled the member of her crew and at 4:15 pm left the Island. At this time the 3 pdr and mounting being at the gun position, the Guard continued work and placed and mounted the gun.

Wednesday the 9th, "Afterglow" arrived at 11 am, the Gunner landed, breech block was assembled, gun fired, (one round) and proved to be in order. At 1:45pm I embarked in the "Afterglow" and left the Island.

Carriage of stores, materials etc.,

The carriage of stores, materials from the beach to the Guard House was not attended with any difficulty, cases being purposely made up small and attention paid to the weight, but that of the 3 pdr. mounting etc., was not easy. The pathway, cut through the tussac in February last, was sodden and slippery on the ascent, owing to the heavy rain that have apparently been experienced of late. The gun, mounting etc., though not large in size or excessive in weight, are of such size, shape and weight as to render them difficult of handling. After passing through the tussac and across the more even ground of the Eastern slope, towards the Guard House, the ground on the Western side of the Island becomes exceedingly rough, being covered with grass bogs, large baleam mounds, rocks and holes etc., making transport most difficult.

Reports made by the late Guard in Charge.

In connection with the reports made by the late Guard in charge in relation to the stability of the Guard House, erected under my supervision in February last, and the health of the remaining members of the Guard, I would beg to state that during my stay in the Guard house I have ascertained that these reports are exaggerated and in some cases have no foundation.

The two remaining members of the Guard, J. Machonachie & S. Glæddal stated that the Guard House, at all times has appeared to be secure upon its foundations and that ~~part~~ that part of the roof which became detached was a small piece, about 1 foot long, of lead ridging at the Gable end, and not half of the roof as reported and logged by the late Guard in charge. In severe weather whollys which at times descend from the central ridge cause a very slight tremor to the house, this, however has in no way caused uneasiness nor has it lead them to believe that the Guard House is not stable.

Both these Guards state that they are in every way contented in each others company. The appointment of E. R. Glæddal as Guard in Charge is welcomed by them and it is anticipated that with his practical knowledge of camp life, of seals and of sealing, he will infuse into the Guards an even greater spirit of interest into their duties.

Vic tualling.

In reference to the apparent excessive consumption of provisions, up to the 12th July, it would appear that the late Guard in charge was solely responsible for the duties as cook and though the waste of stores was pointed out to him by the other members of the Guard, it is apparent he resented their action.

Fur Seal. Seal Rock.

Seal Rock appeared to be thickly populated by Fur Seal.

Vegetables, Fresh.

The Guard have been directed to prepare ground with the view of laying out gardens to supply the Guard House and the Patrol Vessel with Fresh Vegetables.

Thursday the 10th at 5:45am a departure was made from West Point Island anchorage to carry out a survey of the Western Islands of the Jason Group in connection with Fur Seal Rookeries.

Rounding the Northern extreme of the Elephant Jason Is courses were set so that the Grand and Steeple Jasons should form a lee, anticipating that the S.W.ly sea would moderate during the forenoon. Clearing the West extreme of the Steeple Jason Is and approaching the East Cays it was observed at 11:50am, that the wind had increased in force and a considerable S.W.ly sea was running, causing ship to pitch and roll violently. Seas were breaking in the vicinity of the East Cays.

Chart No 1354A, The Falkland Islands, does not denote any cut-dangers in the vicinity of this Island, but rocks and reefs were observed and the Master intimated that in consequence of the prevailing bad weather he did not consider it safe to proceed to within that distance of the Cays which would enable observation for Fur Seal practicable. I concurred with his views and therefore vessel was turned and courses set for West Point Anchorage which was reached at 3:15 p.m.

During the night of the 10th and the day of the 11th, a S.W.ly gale prevailed. In the early morning of the 12th, the wind veered to the N.W. and moderated to force 4 which fell away to a gentle breeze during the day of the 13th, with passing squalls of rain. The sea showed no signs of moderating a very heavy confused Westerly sea prevailing.

On the 14th, after consultation with the Master of the "Afterglow" who was of the opinion that the sea was too rough to proceed to the Jason group as was intended, it was deemed advisable that if the weather conditions were not favourable on the morning of the 15th, further delay in the attempt to carry out the survey of the Jason group was not advisable.

The early morning of the 15th, showed no signs of the weather moderating and as the sea was breaking heavily on Pope Point and the wind had backed to the S.W. with a heavily overcast sky, a departure was made at 6am for Stanley. The Master considered it advisable to proceed via the North Coast and consequently "Afterglow" anchored in Stanley Inner Harbour at 10:30 p.m.

Harbour Master

Reported Presence of Fur Seal.

~~~~~~~~~

Whilst at Port Stephens it was reported to me by Mr Robertson the Manager of that settlement that he had been informed that Fur Seal had been observed in the entrance of Port Edgar and also in large numbers in Lake Hammond.

By the means of the telephone I communicated with a Mr Carey who is apparently in charge of that part of the Port Stephens camp which lies over from Port Edgar to the boundary fence at the head of Lake Hammond. Mr Carey reported to me the presence in the lake of a great number of Fur Seal, a great number had been seen by him hauled up on the sloping ground at the head of the lake. He further stated that Fur Seal were constantly observed within the entrance of Port Edgar and he suggested that as the Port Edgar ridge had been noted, at one time, as a Fur Seal rookery these flocks might appear to inhabit again the old rookery, coming into the waters of the lake for the purpose of feeding.

I have been given to understand that the presence of Fur Seal in this locality have, at various times during the passed 4 or 5 years, been reported.

Fur Seal have been reported by the H.M. C.S. "Afterglow" to have been observed, on various voyages, in this locality.

Boiler.

On the morning of the 5th, on arrival of the "Afterglow" I was informed that the Master desired me to proceed forthwith on board, this I accordingly did and was informed of an apparent serious leakage in the boiler.

I proceeded into the engine room and the Engineer pointed out the neighbourhood of the leak. From the back of the boiler could be heard the hissing noise as though of escaping steam together with what may have been water being forced through a crevice by steam.

I closely interrogated the Engineer and elicited from him that he was of the opinion that this leak might become dangerous at any time and that he did not feel justified in further running the vessel without making a report.

This leak has apparently been attended to in Stanley at a previous time.

Taking into consideration reports made by the men attached to the Naval W/T Station in Stanley who were employed in the Engine Room of the "Afterglow" in effecting repairs and having been informed of the opinion expressed by the boiler maker of the S/S "Oriana" who was employed on boiler repairs to the "Afterglow", and judging that the Engineer of the "Afterglow" is qualified to give his opinion I adjudged it advisable to request the Master to obtain a report in writing from the Engineer, a copy of which is attached to this report.

Copy of Report received from the Engineer of the "Afterglow".  
-----

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

August 5th, 1922.

To Captain Heckly.

Sir,

I think it is my duty to inform you that the back main seam along the bottom of the boiler Port side is leaking and when steaming with a working pressure of 160 lbs there appears to be a constant escape of water. The seam has been caulked by me several times also by the Boiler Maker from the R.M.S. "Oriana". This seam has been leaking since we left Port Stanley. When the boiler was opened for cleaning I put cement wash along this seam but it has not been successful. I do not think in its present state it is dangerous, and if you wish to go to the Jansen Group I think it will be safe to do so, but there is a slight risk with the boiler in this condition as it has been leaking in so many places. I am having constant trouble in arresting the leaks in the bottom of the combustion chamber and this last time in Stanley I had difficulty to stop them in the Starboard combustion chamber. The rivets along the front of the boiler are still leaking but no worse. I wish to tell you if these various leaks are allowed to continue I shall not be responsible for the condition of the boiler. I am asking Captain Howatt to give this letter to you.

Yours faithfully,

(Signed) A.J. Skelton.



The Hon. Col. Secy.,

I beg to acknowledge your minute of the 6th. September enclosing letter from Mr A.J. Skelton with reference to the boiler on the "Afterglow".

2. On the 8th. inst. I examined the boiler and found the following defects:

(a) Circumferential seam, front end plate.

Leaking on port and starboard sides (as reported M.P. 990/2I, para. 6a)

About 40 rivets leaking and showing heavy deposit. " "

(b) Circumferential seam, back end plate.

Leaking on port side. (as reported in M.P. 990/2I; para. 6b)

(c) Combustion Chambers.

Starboard. Seam on landing of furnace leaking from corner of double rivetting to about 8" from bottom of chamber; the worst leak being at the top of seam. Slight leak on seam at bottom of chamber. (As reported in M.P. 990/2I; para 6c)

Port. Slight moisture on seam at landing of furnace.

3. At the present time the strength and safety of the boiler is not to any great degree affected by the leakage, but in the course of time, owing to waste of plates and rivets, the matter will become serious. It would naturally be far more satisfactory to arrest the leaks at once but, as stated in a previous report, the work requires to be done by a Boilermaker. Covering plates could be placed over the circumferential seams and rivets but I do not recommend <sup>them</sup> otherwise than as a last resource.

4. I am given to understand that one of the men employed on the erection of the fuel tanks for the Admiralty is a Boilermaker by trade. I would therefore suggest that he be approached, through the correct channels, on the matter, with a view to effecting the necessary repairs, if at all possible with the appliances to hand. If arrangements could be made for him to call at this office the work could be explained to him when he might be able to say if he could assist in the matter.

*R. B. Barclay.*  
Colonial Engineer

9/9/22.

(10)

63/22

20th September,

22.

Sir,

I am directed by the Governor to enquire whether, with your concurrence, the representative of the Admiralty Contractors engaged in Naval Works can lend the assistance of a boiler-maker to examine, and if possible effect repairs to, the boiler of H.M.C.S. "Afterglow". A fee will be paid for any assistance rendered.

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton

Colonial Secretary.

A. A. P. Neave, Esq.,

Officer in Charge of Naval Works,

Stanley.





1373

(11)

22nd September, 1922.

No: 496/22.

Sir,

I have to acknowledge receipt of your letter No: 68/22 of 20th inst., and to inform you that I have no objection to the Admiralty Contractors rendering the assistance requested with regard to the boiler of H.M.C.S. "Afterglow".

I have informed the contractor's agent accordingly and understand that he will arrange for an inspection of the boiler at an early date with a view to reporting on the practicability of effecting satisfactory repairs.

Yours truly,

Officer in Charge of Works.

The Honourable

The Colonial Secretary,

STANLEY.

68/22.

12

25th September,

22.

Sir,

I am directed by the Governor to enquire whether you will be good enough to lend your assistance in the matter of effecting repairs to the boiler of H.M.C.S. "Afterglow". It is understood that you have a boilermaker among the employees of Messrs Clayton and it is hoped that it will be possible to arrange for an inspection of the boiler at an early date. The Government will be glad to pay a fee for any work which can be done.

2. The Officer-in-Charge of Naval Works has informed me that he has no objection to the proposal.

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton,

Colonial Secretary.

The Agent for Messrs

Clayton and Company,

Admiralty Contractors,

Stanley.

1408  
**CLAYTON, SON & CO. LTD.**

116

From DIRECTOR at

Port Stanley

DATE,

Sept 29

1922

No. 8.

41359

To Colonial Secretary's Office Port Stanley.

Dear Sir,

In reply to your letter dated  
25/9/22. re repairs to boiler of H.M.C.S. AFTERGLOW.

I should like to thoroughly inspect the  
boiler at 10 A.M. Monday the 2<sup>nd</sup> Oct.  
if possible.



Your obedient servant  
J. W. H. L.

From DIRECTOR at

Young Point

DATE, Oct 3<sup>rd</sup>

1912

No. 8.

41,350

Mr Baird

Dear Sir

In reference to our inspection of the H. M. C. S. *Aphryllow* *Bulwer*, I am sorry to say that I cannot see my way clear to repair same just at present, but, if we should have any wet weather, we may arrange to do the Combustion Chambers, this is of course subject to your approval.

I will call & see you on Friday morning to explain matters.

Yours truly  
J. Baird

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

26th October, 1922.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

To The Master, .....

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

(in absence of Harbour Master)

With reference to the forthcoming voyage of the "Afterglow" I am directed to inform you that the Government Naturalist will be a passenger on board and that the object of the voyage is

- (1) to take provisions to the Guard at the Jasons and to relieve one member of it
- (2) to enable the Government Naturalist to investigate and examine the seal rookeries with a view to operations if circumstances are favourable.

With respect to (2) above, the vessel and the crew will render all assistance required by the Government Naturalist for the object named, and in your opinion feasible.

2. "Afterglow" will incidentally call at Hill Cove or such other point on the West Island as may be most convenient and land two labourers for whom Mr. D. R. Watson will defray passage expenses. If you consider that there is sufficient accommodation for one other passage, this may be granted.

3. The Chief Constable will travel on duty, and Mr. Cole of the Public Works Department will be given a privilege passage in the men's quarters. By permission of the Governor Mr. Hansen will be landed at Grand Jason if weather permits.

H. Henniker-Heaton

Colonial Secretary.

68/22

16th December,

22

Sir,

I am directed by the Governor to convey to you His Excellency's appreciation of the seaman-like care with which H.M.C.S. "Afterglow" was navigated during the recent tour of the West Falklands, of the manner in which the officers carried out their duties and of the good order kept on board the vessel.

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton

Colonial Secretary.

Captain F. Howatt,

Master, H.M.C.S. "Afterglow",

Stanley.

1  
18

Copy of Log of H.M.C.S. "Afterglow". Voyage 17.

---

November.

|      |          |                                                                                                      |
|------|----------|------------------------------------------------------------------------------------------------------|
| 23rd | 9:00 am  | Arrived on board His Excellency the Governor with<br>The Hon. Colonial Secretary.                    |
|      | 9:05     | Left Stanley                                                                                         |
|      | 9:30 pm  | Arrived Pebble Is<br>H.E. The Governor with the Hon. Col. Secretary landed.                          |
| 24   |          | Laying at Pebble Is                                                                                  |
| 25   | 10:00 am | Left Pebble Is                                                                                       |
|      | 10:40    | Arrived East Is<br>H.E. The Governor with H.C.S. landed together with<br>Mr Deane, Mr Betts and son. |
|      | 12:20 pm | Left East Is                                                                                         |
|      | 12:40    | Arrived Pebble Is                                                                                    |
|      | 3:45     | Left Pebble Is with picnic party                                                                     |
|      | 4:20     | Arrived Rabbit Is<br>Landed picnic party                                                             |
|      | 6:00     | Left Rabbit Is                                                                                       |
|      | 6:35     | Arrived Pebble Is                                                                                    |
| 26   | 9:55 am  | Left Pebble Is                                                                                       |
|      | 12:05 pm | Arrived Saunders Is ( old settlement )<br>H.E. The Governor and the Hon. Col. Secretary landed       |
|      | 12:20    | Anchored in Saunders                                                                                 |
|      | 3:20     | Left Saunders                                                                                        |
|      | 5:5      | Arrived Hill Cove<br>H.E. The Governor and the Hon. Col. Secretary landed.                           |
| 27   |          | Laying in Hill cove                                                                                  |
| 28   |          | -----do-----                                                                                         |
| 29   | 9:25 am  | Left Hill Cove                                                                                       |
|      | 4:30 pm  | Arrived Chartres                                                                                     |
| 30   |          | Laying at Chartres                                                                                   |

December

|   |         |                                                                                                           |
|---|---------|-----------------------------------------------------------------------------------------------------------|
| I | 9:40 am | Left Chartres                                                                                             |
|   | Noon    | Arrived Roy Cove<br>H.E. The Governor and the Hon. Col. Secretary landed.                                 |
|   | 4:45 pm | Left Roy Cove                                                                                             |
|   | 7:40    | Arrived West Point Is<br>H.E. The Governor and the Hon. Col. Secretary landed                             |
| 2 | 9:45 am | Left West Point<br>Mr A. F. Felton on board                                                               |
|   | 11:50   | Arrived Elephant Jason Is<br>H.E. The Governor and the Hon. Col. Secretary with<br>Mr A. F. Felton landed |
|   | 3:10 pm | Left E. Jason Is<br>Steamed round the Seal Rocks. Seal in large numbers                                   |
|   | 4:00    | Left Seal Rocks                                                                                           |
|   | 6:00    | Arrived Carcass Is<br>H.E. The Governor and the Hon. Col. Secretary landed.                               |
|   | 7:00    | Left Carcass Is                                                                                           |
|   | 7:45    | Arrived West Point Is<br>H.E. The Governor and the Hon. Col. Secretary landed.                            |
| 3 |         | Loading 37 bags of coal.                                                                                  |
| 4 | 8:25 am | Left West Point Is                                                                                        |



December

4      8:25 am      Left West Point Is  
        12:25 pm     Arrived Weddel Is  
                  H.E.The Governor and the Hon.Col.Secretary landed.  
        2:00        Left weddel Is  
                  Surveyed Bird Is  
        7:20        Arrived Port Stephens  
                  H.E.The Governor and the Hon.Col.Secretary landed.

5                              Laying at Port Stephens

6                              -----do-----

7      8:20 am      Left Port-Stephens--~~do~~-----  
        1:00 pm      Arrived Port Edgar  
        1:30        Left Port Edgar  
        3:55        Arrived Port Howard  
                  H.E.The Governor and the Hon.Col.Secretary landed.

8                              Laying in Port Howard

9      3:30 pm      Left Port Howard  
                  Called at sheep jetty  
                  H.E.The Governor and the Hon.Col.Secretary landed.  
        3:45        Left jetty, Mr Evans on board  
        7:55        Arrived Fox Bay  
                  H.E.The Governor and the Hon.Col.Secretary landed

10     4:15 am      left Fox Bay with 11 men for shearing at Ruggles Is  
        6:30        Arrived Ruggles Is, landed shearers.  
        7:30        Left ruggles Is  
        8:40        Arrived Great Is, Left orders for Captain of the  
                  S/S "Falkland" with J.Aitken.  
        9:40        Left Great Is  
        10:40       Arrived ruggles Is  
        1:45 pm     Left ruggles Is with shearers  
        2:55        Arrived Great Is  
                  blowing hard.  
        8:00        Landed shearers

11     9:30 am      Shearers came on board  
        9:45        Left Great Is  
        11:20       Arrivee Fox Bay

12                              Laying in Fox Bay waiting for weather to moderate

13                              -----do-----

14     10:15 am     Left Fox Bay  
        5:45 pm     Arrived Bleaker Is  
                  H.E.The Governor and the Ho.Col.Secretary landed.

15     9:30 am      Left Bleaker Is  
                  Encountered very heavy weather  
        7:30 pm      Arrived Stanley and moored to the Jetty.  
                  H.E.The Governor and th Hon.Col.Secretary landed.

Voyage I6

-----

November.

|    |          |                                                                                                                                      |
|----|----------|--------------------------------------------------------------------------------------------------------------------------------------|
| I6 | 10:25 am | Left Stanley for Volunteer Rocks<br>His Excellency the Governor on board with<br>The Hon.Colonial Secretary, DrDeane and MrHamilton. |
|    | 12:20 pm | Arrived off Volunteer Rocks                                                                                                          |
|    | 1:15     | Boat left ship with H <del>%S</del> %The Governor, The Hon.<br>Colonial Secretary and MrHamilton                                     |
|    | 1:25     | Anchored                                                                                                                             |
|    | 2:35     | Picked up boat                                                                                                                       |
|    | 2:45     | Left Volunteer Rocks for Kidney Is                                                                                                   |
|    | 3:40     | Arrived Kidney Is<br>H.F.The Governor, Colonial Secretary, with DrDeane<br>and MrHamilton landed                                     |
|    | 5:00     | Left Kidney Is                                                                                                                       |
|    | 6:00     | Arrived Stanley.                                                                                                                     |

Copy of Log of H.M.C.S. "Afterglow" Voyage No 15.

October,

28 6:30 am Left Stanley for West Falklands.  
 5:30 pm Eased down off Pebble to land Mail.  
 5:35 Full Ahead  
 Touched sand bank, Reef Channel, Dead low water.  
 10:10 Arrived Hill Cove

29 11:50 am Left Hill Cove  
 2:30 pm Arrived Carcass Is  
 4:10 Left Carcass Is  
 4:45 Arrived West Point Is

30 7:15 am Left West Point Is  
 9:40 Arrived Elephant Jason Is  
 Landed Stores etc, E. Mercer to relieve S. Gleadall  
 and J. Jones to relieve ~~E. Gleadall~~.  
 Mr Hamilton and the chief of Police landed.  
 11:40 Left E. Jason for Seal rocks  
 11:55 Eased down off Seal Rocks  
 There did not seem to be so many seal on rocks as  
 when we had been there before.  
 12:10 pm Proceeded Full speed  
 2:35 Arrived West Point Is  
 Landed 3½ tons coal

31 Waiting at West Point for a landing at Jason Is  
 November I -----do-----

2 6:30 am Left West Point Is  
 7:30 Arrived Carcass Is  
 Load stores for the Grand Jason Is  
 Waiting for landing at the Jason Is

3 -----do-----  
 blowing very hard from the S.W.

4 5:30 am Left Carcass Is  
 10:30 Arrived off Grand Jason Is, landed stores with  
 Mr J. Hansen and I man  
 11:45 Left Grand Jason Is with 2 bales of Skins  
 1:45 pm Eased down off Seal Rocks  
 Heavy swell on rocks no landing, Seal in large  
 numbers.  
 1:25 Proceeded to Carcass Is  
 3:15 Arrived Carcass Is

5 Laying at Carcass, blowing hard from N to West.

6 8:55 am Left Carcass Is  
 11:15 Arrived Seal Rocks  
 Mr Hamilton tried to make a landing, had to come back  
 aboard ship as there was rather much swell. Ship then  
 lay under shelter of E. Jason Is till swell went down.  
 2:30 pm Mr Hamilton made landing on Seal Rocks, shot 3 Fur  
 Seal, came on board "Afterglow" with them.  
 4:40 Left Seal Rocks  
 6:45 Arrived West Point

7 6:20 am Left West Point for Seal Rocks.  
 Had to turn back owing to wind springing up and heavy  
 sea.  
 8:35 Arrived West Point, Lowered lifeboat and took in load  
 of drinking water.

November

8 Laying at West Point waiting landing at Jason Is

9 -----dc-----

10 -----dc-----

11 9:50 am Left West Point Is  
 11:00 Stopped Engines, Half Masted Ensign for 2 Minutes.  
 11:20 Arrived Seal Rocks  
 Landed Mr Hamilton  
 4:30 pm Picked up MrHamilton and 11 Fur Seal.  
 4:50 Left Seal Rocks  
 6:55 Arrived Carcass Is

12 Waiting at Carcass for landing at Jason Is

13 8:55 am Left Carcass Is  
 11:15 Arrived Seal Rocks  
 Lowered boat and MrHamilton proceeded to shoot Seal  
 in the water, ship steaming slowly round rock.  
 2:30 pm MrHamilton came alongside and discharged 3 Fur Seal.  
 Hoisted boat.  
 2:45 Proceeded to West Point Is  
 5:5 Arrived West Point Is

14 7:50 am Arrived S3S "Falkland"  
 8:30 Boarded to ascertain if any orders  
 10:10 Left West Point  
 11:15 Eased down off Carcass to pick up Mail  
 11:20 Full speed  
 2:00 pm Arrived Hill Cove  
 Weather thick anchored for night

15 5:5 am Left Hill Cove  
 8:35 Eased down off Pebble Is, picked up mail  
 8:40 Full Speed  
 7:5 pm Arrived Stanley and moored to Jetty.

19

## MINUTE PAPER.

Departmental Number.

From.....The Harbour Master.....

Date.....26th January 1923.....

To.....The Hon.Col.Secretary.....



## SUBJECT.

H.M.C.S."Afterglow", Repairs to boiler,

Reference  
Numbers.

Sir,

I beg to submit the attached letter received this day from Mr Wild, Clayton, Son & Co in connection with the repairs necessary to the boiler of the H.M.C.S."Afterglow".

I am, Sir,

Your obedient servant,

*Colin Eschdley*

Harbour Master

From ERECTOR at

Havir Point

DATE,

Jan 26<sup>th</sup> 1915

No. 8.

41350

To Capt Gekker  
Dewar S.S.

(5a)

Following up our conversation of the 23<sup>rd</sup>, I now beg to inform you that I think it would be advisable for the repairs of H. M. C. S. after glow boiler to be carried out in a proper shipyard as the facilities at my disposal will not warrant a permanent repair.

The boiler will have to be lifted out and several rivets cut out and replaced, a proceeding which entails the risk of damaging the plates. Should this happen it would be highly inconvenient to obtain fresh material locally.

I am, therefore, reluctantly compelled

From ERECTOR at

DATE,

191

No. 8.

41350

to relinquish any idea of carrying  
out this work

Yours truly  
V. D. D.



Colonial Engineer's Office,  
Stanley,

3rd. February, 1923.

Sir,

Your letter of the 25th. January in reference to repairs to the boiler of H.M.C.S. "Afterglow" has been forwarded to me and I note with great regret that, owing to various circumstances, you are unable to see your way to undertake the repairs.

2. As you are aware certain repairs require immediate attention and it is most important that every endeavour should be made to effect these repairs, if at all possible, in the Colony. Perhaps an interview could be arranged when we could go fully into the matter. If you would kindly let me know when and where it would be convenient for us to meet I could arrange accordingly.

Trusting you will again consider this question and awaiting your favourable reply.

I am,

Sir,

Your obedient Servant,

*R. B. Baskin*

Colonial Engineer.

MR W. WILD,

NAVY POINT,

STANLEY.

## MINUTE PAPER.

Departmental Number.

From The Colonial Engineer

Date 9th. March, 1923.

To The Hon. Col. Secretary,

## SUBJECT.

Report on condition of boiler in H.M.C.S. "AFTERGLOW".

Reference  
Numbers. }

The Hon. Col. Secy.,

I examined the boiler of the "Afterglow" on the afternoon of the 8th. inst. and beg to submit the following report.

2. (a) The plate at the landing of furnace in the Starboard Combustion Chamber is in a very bad condition. Owing to the of leakage boiler having been worked the cause has now been exposed and it is clear that the furnace at the landing is cracked. The crack is in the length of the plate on the outer edge of the seam, in the thickness of the furnace plate, so forming two thicknesses of plate instead of one solid plate. The crack, in all probability, extends round the bottom of the combustion chamber; the present serious leak is owing to the crack having extended into the rivet.

(b) The seam at the landing of the furnace in the Port Combustion Chamber is badly leaking, but, as far as at present can be seen, it is a seam leak and not due to a crack in plate.

(c) The circumferential seam in back end of boiler is leaking badly and when under steam blows heavily. Many rivets are badly wasted, due to continued leaking of seams etc.

The above are the most serious defects.

The Chief Engineer reports that the boiler, when under steam, loses  $1\frac{1}{2}$  inches of water in 24 hours.

(over)

3. Before any suggestion can be made as to the form of permanent repair, especially in the case of 2 (a), rivets etc. will have to be cut out to find the full extent of damage to plates and seams: this work cannot be done in the Colony. Temporary repairs can be made with a view to reducing the heavy leakage.

Considering the poor condition of lower section of boiler and the heavy expense entailed, due to distance of Colony from Port of repair, it is very doubtful if the cheaper method would not be to re-boiler the vessel.

4. I have arranged with Mr Wild to endeavour to close the crack in the plate and tighten the seams; work in this connection commenced this morning. The future trips to be made by the vessel will be according to the results obtained by the above repairs. Every endeavour will be made to run three trips before the final trip to some Port of repair.

*R. R. Basely.*

Colonial Engineer.

9/3/23.

FALKLAND ISLANDS.

C.S. No. 68/22.

## MINUTE PAPER.

Departmental Number.

From The Colonial Engineer

Date 13th. March, 1923.

To The Hon. Col. Secretary.

## SUBJECT.

Further report on condition of Boiler of H.M.C.S. "AFTERGLOW"

Reference  
Numbers. }

The Hon. Col. Secy.,

I beg to submit the following report,  
being a continuation of mine dated 9/3/23.

2. Work has been continued throughout the week-end and the boiler was yesterday given a water test of 80 lbs per sq. inch. The seams in the Starboard and Port furnaces, reference 2 (a and b) of 9/3/23, were tight. Slight moisture on one rivet in port furnace. Seam on the top of the port combustion chamber leaked but was made tight before the test was completed. The leakages at circumferential seam both front and back of boiler were greatly reduced, but still beading at various points on seams; rivets leaking. Owing to condition and position of rivets little can be done to arrest leakage: it requires that the old rivets be renewed.

3. The Chief Engineer has been instructed to set the fires away <sup>this</sup> to ~~morro~~ morning and have steam in 48 hours, when another examination of seams will be made. The result will be reported as early as possible.

4. With regard to the general question of repairs to the boiler; as will have been seen by previous reports the top section of the boiler (above the line of fire-bars) is in good order and condition, also the boiler is of strong construction having passed Lloyd's test in 1918.

The most serious defects

The most serious defects in the boiler are those which are due to faulty plates; in the first instance the crack in the starboard furnace plate and, secondly, the numerous pit-holes on caulking face of circumferential seams: holes of a depth of over  $\frac{1}{2}$ " are found in several places. It is very doubtful if permanent repairs could be made to the boiler and in any case the work would have to be done by skilled workmen with modern appliances. Further it is highly probable that the boiler will have to be removed to enable work on the rivets of the circumferential seams to be done. Assuming that the vessel is sent to a repair yard at Monte Video and repairs to the present boiler are effected to the surveyor's satisfaction, there would then not be, in my opinion, any guarantee that before the vessel had been on service in this Colony six months a recurrence of the trouble might not arise. Without a doubt the boiler has been forced and consequently strained, therefore no amount of repairing can guarantee a tight and sound boiler. In the event of the boiler having to be removed from the vessel it will involve considerable work as the deck and fiddley have not been constructed with a view to the removal of the boiler. Taking into consideration the condition of the boiler, the lack of means for repairs in this Colony, the great distance of this Colony from any port of repair, the severe climatic conditions and the nature of service on which the vessel is required to work, it is essential that anything which may be done to the boiler should be of a permanent nature and, in my opinion, it is not possible to obtain any such guarantee with the present boiler; there would always be the doubt that failure might occur. Such being the case it would be far more satisfactory to obtain a new boiler; that is to say if the Government wishes to retain the vessel in these waters for any length of time. The expense of sending the vessel to Monte Video and lifting the boiler would in both cases be the same, the extra expenditure would be the difference between the cost of repair and the cost of a new boiler landed in Monte Video; giving far more satisfactory results.

The cost of a new boiler, prior to 1914, would have

been £780/

been £780 , complete with all mountings; to-days quotation would probably be £1200 ,more or less . As mountings etc would not be required , allow cost of same to cover freight and lifting charges . The weight of boiler would be about 16 tons .

An alternative measure would be to fit the boiler in the vessel in Stanley; arrangements being made with the P.S.N. Co. to lift out the old boiler and lower the new one into the vessel at time of discharge . The work of removing decks etc. and fitting in the boiler would take much longer here than in a repair yard owing to lack of suitable labour and appliances .

5. I have endeavoured , at some length , to explain the position and could furnish further particulars should they be required .

*R. B. Brassey*

Colonial Engineer .

13/3/23 .

FALKLAND ISLANDS.

## MINUTE PAPER.

C.S. No. ....

Departmental Number.

From The Colonial Engineer

Date 19th March, 1923.

To The Hon. Col. Secretary,

## SUBJECT.

Enclosing an account for repairs to boiler of H.M.C.S. "Afterglow"

Reference  
Numbers. }

The Hon. Col. Secy.,

I beg to enclose herewith an account from Messrs Clayton, Son & Co. Ltd, Contractors, per Mr Wild, Stanley representative for the above firm.

2. I consider the charge of £25 to be fair and reasonable and would suggest that payment be made accordingly. If approved kindly state Head and sub-head under which charge is to be made.

3. I would like to state that Mr Wild informs me that he will only receive the sum of £2 from the above account owing to his being on the staff and therefore I would suggest that the Government give Mr Wild an honorarium of £5 for services rendered in connection with the work.

4. Mr Wild would be ~~glad~~ much obliged if this Government would write direct to Messrs Clayton, Son & Co. stating that this work was undertaken by the direct wish and request of the Government.

*R. B. Basely*  
Colonial Engineer.

19/3/23.



## CLAYTON, SON &amp; CO. LTD.

From DIRECTOR at Hong Kong Date, March 11th 191

No. 8

4666

To the Commercial Department Office

Dear Sir,

I beg to present the account  
 for repairs to the H. M. S. S.  
 Afterglow

your obedient servant

W. T. Loh

Banking of Boats

L. S. D.  
25 - 0 - 0

TELEGRAM.

*From :* The Colonial Secretary

*To :* The Crown Agents for the Colonies.

*Dispatched :* 24th March,

19 23. *Time.* 10 a.m.

*Received :* ... ..

19 *Time.*

CROWN

LONDON

KYKEROLKIJ OVALGQUAND MAKINCECOE ESTURVUSLI LERUAVUPAW  
 VUKDIYRYLF VYVEIJUCER ICWUAWAOME UBEHUVUBGE AMRIPVAONK  
 ESTURUAXJOM MAUEGONIXU OIHGOBIMYR ZARKAPACYL MONEJJEUHM  
 SAZUPCEXZY AMRIPUGDYZ IVGODSUJRO CRAOTMYNUK DYLAOOEIZY  
 CECOETUIOR D. 122 SPEYREDWIN DANKS OLDBURY BIRMINGHAM  
 1918 LLUYMTAGBA WERPUOARNI XYTMAXEDSE ICKECSHEZY  
 UZGYDEOMCU.

SECRETARY.

Meaning:

24th March. Please cable quotation for Scotch Marine boiler diameter 10 feet, length 9 feet 6 inches, two 38" furnaces 106 tubes of 3 $\frac{1}{4}$ " diameter, working pressure of 160 lbs per square inch, plates best Siemen's mild steel, includen smoke-box and up-take but not mountings: or boiler to replace D. 122 supplied by Edwin Danks, Oldbury, Birmingham, 1918, Lloyds test 394 of 31st May, 1918. Please state when you can deliver.

Colonial Secretary.

261

68/22

5th April,

23

Gentlemen,

I am directed by the Governor of the Falkland Islands to inform you that at the express request of this Government and with the concurrence of Mr. A. A. P. Neave, the Officer in charge of Naval Works locally, your representative, Mr. V. Wild, undertook certain temporary repairs to the boiler of the Government patrol boat which were urgently required to enable the vessel to be kept in service until more permanent repairs could be effected.

2. The work done was most satisfactory and I am to say that His Excellency is very grateful for the services of your representative in this connection. An account for £25 covering the expenses of these repairs was presented by Mr. Wild on your behalf, and payment duly made.

I am,

Gentlemen,

Your obedient servant,

H. Henniker-Heaton,

Colonial Secretary.

Messrs. Clayton, Son, & Co., Ltd.,

60, Queen Victoria Street,

London, E. C.

FALKLAND ISLANDS.



C.S. No. 990/21.

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; ab IOC 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 forming a double plate. As far as can at present be seen the depth of fracture is from caulking face the line of outer rivet holes; commencing at about on starboard side from centre line of furnace, and is thought extends for about 6" to 8" up port side. The rivets on landing require to be removed and to be thoroughly examined. Should it be found that crack in thickness of furnace plate is not beyond the first row, it is to be continued round landing and bottom.

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 fiddle 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. A. Baseley*, A.M.I.Mech.E.

Colonial Engineer.  
29/3/23.

TELEGRAM.

*From :* The Crown Agents for the Colonies.

*To :* The Colonial Secretary.

*Dispatched :* 14th May, 1923. Time. 3.25 p.m.

*Received :* 15th May, 1923. Time. 10.45 a.m.

SECRETARY

PORT STANLEY.

YNSJOYNMEZ NYKEBPUEUF IBYTACEOE AWLTAUTWOD LAGGING  
 AMRIPICWUA GYTPOCORUZ UVUDOICVER OELZYMYMUK HIEOTUXJOM  
 WAUEGANIXU FYLYOWIOYK HAUIREOOKK VUBAKMUPFA DANKS  
 OVAODWUMOK ONIRAHUIR EOOKKVUYTU EJWEN.

Meaning:

With reference to your telegram of 3rd May.

With reference to your telegram of 24th March now clear. Boiler as specified with lagging and furnace fitted but without funnel or mounting for working pressure 160 lbs per sq. inch estimated cost £700 f.o.b., delivery 2½ months Danks quotes £1260 f.o.b., delivery 12 weeks.

Crown Agents for the Colonies.



63/22.

18th May,

23.

Gentlemen,

I am directed by the Governor to acknowledge the receipt of your telegram of the 14th of May, reading as follows :

"With reference to your telegram of 3rd May, your telegram of 24th March now clear. Boiler as specified with lagging and furnace fitted but without funnel or mounting for working pressure 160 lbs per sq. in. estimated cost £700 f.o.b., delivery 2 ½ months. Danks quotes £1260 f.o.b., delivery 12 weeks."

2. The above quotation was asked for in order to arrive at an estimate of the cost of replacing the boiler of the "Afterglow", but as it was thought that some considerable time might elapse before a reply could be received to my telegram of the 24th of March, arrangements were made with Messrs. Braun & Blanchard of Punta Arenas to repair the present boiler and the vessel has proceeded to Punta Arenas for this purpose.

3. I am to say that the estimate which you have furnished will be most useful for future guidance, but that it is hoped that the repairs when effected will prove sufficient to keep the "Afterglow" in service for some years.

Gentlemen,

Your obedient servant,

The Crown Agents  
for the Colonies,

4, Millbank, Westminster,

London, S.W. 1.

G. R. L. Brown,

Colonial Secretary.

TELEGRAMS  
"GAS, LEEDS"  
CODES ABC (5TH & 6TH EDITIONS)  
LIEBERS STANDARD  
BENTLEYS  
TELEPHONE NO  
LEEDS 20226

ESTABLISHED 1864

CLAYTON, SON & CO., LTD.,  
CONSTRUCTIONAL ENGINEERS & BOILER MAKERS.

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VICTORIA 6070  
AUSTRALIAN OFFICE  
115, ELIZABETH ST.  
MELBOURNE

WHEN REPLYING  
PLEASE REFER TO



MOOR END WORKS,

HUNSLET,

LEEDS.

SC / JR.

Wednesday. MAY 23rd / 1923.

CONTRACTORS TO  
HIS MAJESTY'S GOVERNMENT.

MAKERS & ERECTORS  
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STRUCTURAL STEELWORK.

GAS HOLDERS & TANKS.

PURIFIERS.

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HEAPSTEDS.

GRAIN SILOS.

H. Henniker Heaton, Esq.,

Colonial Secretary, Colonial Secretary's Office,  
Stanley, FALKLAND ISLANDS.

Dear Sir,

REFERENCE NO. 68/22.

We thank you for your favour of the 5th.  
April, giving us Official notification of the Repair  
Work carried out by our Representative, Mr. V. Wild,  
on your account, and are glad to learn that the Work  
done was in every way satisfactory.

We have already been notified by our  
Representative of the amount of the debit, and the  
payment made by you to our Mr. Wild has been also  
credited to your Account.

We are glad that our Workmen have been  
able to render you this small service, and very much  
appreciate your expressions of approbation.

Yours truly.

CLAYTON, SON & CO., LIMITED

SECRETARY

Falklands 1640.

4, MILLBANK,

LONDON, S.W. 1.

*The Crown Agents have the honour to inform you that they sent the following telegram to you to-day:— 14th May 1923.*

21.

Encl (30)

SECRETARY      FALKLANDS

|            |            |            |            |            |
|------------|------------|------------|------------|------------|
| XNSJOYNMEZ | NYKEEDUEUF | IBYTACECOE | AWLTAUTWOD | LAGGING    |
| AMRIPICWUA | GYTPOCORUZ | OVUDOICVER | OEIZYMYUK  | HIEOTUXJOM |
| WADEGONIXU | FYLYOWIOYK | HAUIREOCKK | VUBAKMUPTA | DANKS      |
| QVACDWUMOK | ONIRAHUIR  | BOOKKVUYTU | EJWEN      |            |

MEANING:—

REFERRING TO YOUR TELEGRAM 3rd MAY YOUR TELEGRAM 24th MARCH NOW CLEAR. BOILER AS SPECIFIED WITH LAGGING AND FURNACE FITTINGS BUT WITHOUT FUNNEL OR MOUNTINGS FOR WORKING PRESSURE 160 LBS. PER SQUARE INCH ESTIMATED COST £700 F.O.B. DELIVERY 2½ MONTHS DANKS QUOTE \$1260 F.O.B. DELIVERY 12 WEEKS.

The Colonial Secretary,  
Falklands,

W