

C.S.

PORT & MARINE.

(Misc.)

SHIVES/2 # 19

193 6.

No. 127/35.36

Hon. Col. Sec.

SUBJECT.

193 6.

16th June.

Previous Paper.

Disposal of m.b. "Alert" on the completion of the survey of Stanley Harbour.

107/33

145/36.

1-3

MINUTES.

Letter from Mr Kelway 24/8/36

Y.E. Submitted.

The M.L. "Alert" broke down completely before the survey of the Harbour was completed and I have had the whole engine and connecting parts removed in order that a complete inspection of the Hull & engine could be carried out.

2. The inspection revealed that at one time or another the Alert has had an accident which required the bottom planks and stays to be renewed.

3. Commande Millet of the "Pinda" was good enough to examine the engine with Mr. Kelway and to carry out their recommendations the cost of engine parts & spares will be about £64.

4. To carry out these engine repairs and the renewal of parts of the wood work, painting and a possible alteration of the rig it would cost, roughly, at least £100.

5. The launch could be made serviceable and would be useful if funds could be made available to reconstruct it and I would recommend the inclusion of the cost in next Year's estimates - a detailed estimate to be prepared if the launch is handed over to the Colony free of cost by the Discovery Committee.

Subsequent Paper.

6. Should Y.E. approve may I submit a draft despatch asking that the launch be handed over to the Gov. free of cost and seeking approval of the expenditure involved for reconditioning?

J. Col.  
4/9/36

The file in which the Alert was sent shd. be collected. I do not think that we shall be able to get her free

W.H.H.  
4/9/36

Y.E.

The file is attached and the particulars are at red (10) in 107/33.

2. From red (11) it seems that the Alert was not in use during the period 1933 - 1935.

3. From red (27) and (28); (32) (37) (68) para 1 of (76) etc in 107/33, the breakdown before the end of the survey and other information I shall try, with Y.E.'s approval, to put up a draft application to acquire the "Alert" without charge to the Colony.

J. Col.  
8/9/36

Please. Mrs. Capt. Hutchins' opinion that she is definitely unfit to go outside harbour limits

W.H.H.  
9/8/36

Y.E. Draft Desp. submitted for approval.

J. Col.  
21/9/36

W.H.H. 25/9

4-6

Respatch to S. of S. no: 134 of 23/9/36

Y.E.

Desp. submitted for signature.

J. Sed.  
24/9/36

P.A.  
23/9/36

Y.E.

In view of the breakdown of the "M. R. Penguin"  
I would suggest for the consideration of Y.E.  
that the work of renovating the "Alert" might be  
taken on hand and that the parts which must be  
sent to the U.K. be shipped on the Cargo vessel  
due to leave here about 16<sup>th</sup> Oct.

2. At present there is not a single Govt  
vessel available and when the "Penguin" is  
repaired there will be no guarantee that the  
boiler will hold out.

3. Again even though the Discovery Committee  
wish to retain the "Alert" the vessel will still  
require renovations & they can bear any costs.

4. It is true that a new vessel is expected  
next year but even then while on tour it  
is more desirable that a vessel should be  
available in Stanley.

J. Sed.  
131 x 106

~~Handwritten signature~~ 14/10/36

- ① Minute to Engineer, G.L. "Penguin" 14/10/36
- ② Spare parts for "Alert"
- ③ List of parts for reconditioning "Alert"

P.A.  
21/10/36

Telegram from S. I. S. No. 117 of 27/11/36. (10).

Y.E.  
Submitted.

I attach mt. I/145/36. all the new parts have been ordered  
and the part to be re-conditioned was despatched on the  
Morada approval having been given by Y.E. with minute sheet of  
the file

Y. E.  
28/11/36

D. P. W. to see

~~Y. E.~~ 28/11/36

Hon. D. P. W.  
To see

Y. E.  
30/11/36

Hon. Col. Sec.

Seen, thank you.

Y. E.  
30/11/36

P.A.  
30/11/36

Stanley,  
24th August, 1936.

Sir,

With reference to your request for a report on the present condition of the engine of the motor boat "Alert", I beg to state that it is badly worn and requires a number of new parts. It should be remembered that the engine is 11 years old and has had a good deal of hard work both at South Georgia and in Stanley where the vessel has been used for surveying.

2. When the "Alert" arrived at Stanley from South Georgia, the engine was in a very bad state of preservation and there were no spare parts available. The boat was used continually for ten months on survey work at Stanley and finally broke down, due to fair, wear and tear.

3. In my examination of the engine I had the opinion of the Chief Engineer of the R.Y. "Penola" and he suggested that all worn parts should be forwarded to the Makers to be reconditioned. I agree with his opinion and I consider that once the engine is reconditioned it will with care still give many years efficient service.

4. I attach a list of spare parts which would be required together with a list of the parts which would require to be forwarded to England for reconditioning. I estimate that the cost of the spare parts and reconditioning would amount to £63.18. 3.

I have the honour to be,

Sir,

Your obedient servant,

*G. Helweg*

Your Master,  
Stanley.

(2)

MOTOR BOAT "ALERT".

List of Parts to be forwarded to Makers to be reconditioned.

PARSON'S ENGINE 4½" SERIES M.E. 1859/4302.

Crankshaft, timing gear, skew gear.  
To be refitted. Crankshaft bearings white metal, also big end bearings to be fitted. Oil pipe in sump. Skew gear wheel for pumps.

Camshaft bearings to be refitted also governor gears and Tayshaft.

Reverse gear to be reconditioned.

2 Circulation pipes for cylinders.

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Estimated cost of reconditioning above parts...	£34.	0.	0.
Estimated cost of spare parts ...	19.	18.	3.
Freight, etc., ...	10.	0.	0.
	<hr/>		
	£63.	18.	3.
	<hr/>		

MOTOR BOAT "ALERT".

Spare parts required for Engine No.  $4\frac{1}{2}$ " Series M.E. 1859/4302.

PARSONS ENGINE.

1 Propeller shaft tapered, keywayed and screwed for propeller. Two nuts, 1 coupling. Size of shaft $7' 4\frac{3}{4}$ " long dia. $1\frac{3}{8}$ ". Bronze. (To be fitted to propeller)	6.	0.	0.
3 Inlet valves	1.	11.	6.
3 Exhaust valves	1.	11.	6.
3 Connecting rod top end bushes	1.	7.	0.
12 Piston rings $4\frac{1}{2}$ "	1.	16.	0.
3 Connecting rod big end bearings White metal.	2.	14.	0.
3 Gudgeon pins	1.	7.	0.
3 Priming cocks		9.	0.
6 Eyelet terminals			6.
12 yards high tension wire		7.	0.
4 feet Piping for oil pump, size - dia. outside $\frac{3}{8}$ "		4.	0.
2 Unions, solderless for $\frac{3}{8}$ " pipe		4.	9.
1 oil pump relief valve		2.	6.
2 " " " " springs		2.	0.
1 valve tappet adjusting screw		1.	6.
1 Universal wheel drawer	2.	0.	0.
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	£19.	18.	3.
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GOVERNMENT HOUSE,

STANLEY.

23rd September, 1936.

FALKLAND ISLANDS.

No. 137.

Sir,

I have the honour to refer to the despatch, No. 17 of the 27th of January from Sir Philip Cunliffe-Lister (now Lord Swinton) in which I was informed that the 'Discovery' Committee offered their motor launch "Alert" for service in connection with the Admiralty survey of the Stanley Harbour and to inform you that the survey has now been completed and that the motor launch "Alert" is available for disposal.

2. It was stated in the particulars of the launch which formed an enclosure to the despatch under reference that the "Alert" was built in 1928.

3. After the surveys in South Georgia conducted by Lieut-Commander J. M. Chaplin, R.N., and concluded in 1930, the "Alert" was laid up until 1935 when she was transhipped from South Georgia to Stanley at the expense of this Government for service in connection with the harbour survey.

4. On arrival in the Colony it was found necessary to engage the services of the Superintendent Engineer of the Falkland Islands Company who is also a Lloyds Surveyor to survey the vessel. As a result of his examination, an extensive overhaul was required as several hull plank seams and butts had sprung; the remaining hull planking together with the stern posts

and/

HT HONOURABLE

G. ORMSBY-CORE, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.



and the deck planking had to be re-caulked and the propeller shaft and stern gland repacked. The engine was dismantled as the pistons had to be drawn and cleaned and the piston rings freed. The connecting rod bearings and main bearings required attention likewise the lubricating oil pumps, valves and clutch gear. There was doubt about the fuel tanks being perfectly tight with the result that the fuel supply system was altered. The engine governor, magneto and engineroom bilge pump also required overhaul and the engineroom floor woodwork repaired.

5. The launch was made ready for the survey but it was the opinion of Captain Hutchison, R.N., who conducted the survey, that the "Alert" was definitely unfit to go outside harbour limits.

6. Unfortunately the motor launch "Alert" caused several delays during the survey through breakdowns and the engine eventually/broke down completely and it was necessary to utilize the Government steam launch for several weeks.

7. At the first opportunity after the harbour survey the "Alert" was placed on the slips and the engine and connecting parts were removed in order that a complete inspection of the hull and engine could be carried out.

8. At the time when the inspection was carried out Commander Millet, R.N., who is at present seconded for duty with the R.Y. "Penola" was good enough to assist the Engineer of the Harbour Department in the examination of the engine which was the cause of the breakdown and on their report and recommendations a sum of 264 will be required for replacements apart from the cost of labour.

In/

In addition a further sum of between 350 and 240 will be required for renewal of parts of the woodwork, caulking and painting.

9. While unsafe for service outside the harbour limits the vessel could be made serviceable and useful for work within the limits of the harbour but in view of the expenditure which has already been incurred on the various repairs and overhauls which have taken place and the amount now required for renewals it would not be an economical proposition if this Government was required to pay for the purchase of the launch. As shown above the expenditure of about 3100 would be required for materials alone to fit the vessel for service.

10. In all the circumstances I ask that you will be good enough to approach the 'Discovery' Committee and obtain their agreement to the handing over of this motor launch to the Colony without charge. If the Committee entertain any doubts regarding the value of the launch as stated above I request that Captain Hutchison, R.N., who ran her for eight months, may be consulted.

11. In the event of the arrangements in the preceding para. being approved I also ask your approval to incur the expenditure of 2100 involved in reconditioning the vessel. The work could be carried out by Government labour without further cost.

I have the honour to be,

Sir,

Your most obedient  
humble servant,

(Sgd.) H. HENNIKER-HEATON

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No. 127/36.

MINUTE.

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

14th October, 19 36.

*From*

*To* The Engineer,

Harbour Master,

G. L. 'Penguin',

STANLEY.

STANLEY.

I have the honour to inform you that I have received instructions to the effect that the work of renovating the motor launch "Alert" should be taken in hand immediately and that the parts which require repair should be forwarded to the United Kingdom by the cargo vessel leaving Stanley about the 17th of October, 1936.

2. You should also submit an indent for the spare parts required for the vessel.



HARBOUR MASTER.

MOTOR BOAT "ALERT".

No. of engine. Series M.E. 1859/4302.

Parts to be sent to makers of Engine to be reconditioned.

Crankshaft timing gear, skew gear to be renewed.  
Crankshaft bearings, white metal, also big end bearings to be renewed. Oil pipe in sump. Skew gear wheel for pumps.

Camshaft bearings to be renewed. Skew gear wheel for governor spindle.

Reverse gears to be reconditioned also water pump.

Circulation pipes for cylinder.

Magneto to be reconditioned.

It is requested that the propeller be fitted to shaft.

	£.	s.	d.
Estimated cost of above renewals and reconditioning	35.	0.	0.
Cost of cases	4.	0.	6.
Freight on same, (both ways).	10.	0.	0.
	£. 49.	0.	0.

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4 1/2" Series M.E. 1859/4302.  
Spare parts for Parsons Engine.

Item		£	s	d
1	3 Inlet Valves.	1	11	6
2	3 Exhaust Valves.	1	11	6
3	3 Connecting rod top end bushes.	1	7	-
4	12 Piston Rings.	1	16	-
5	3 Connecting rod big end bearings White Metal.	2	14	-
	3 Gudgeon Pins.	1	7	-
	3 Priming Cocks.		9	-
	6 Eyelet Terminals.			6
	12 Yards High Tension wire.		7	-
	4 Feet of piping oil pump Size Diam. outside 3/8".		4	-
	2 Unions. Solderless for 3/8" Pipe.		4	9
	1 Oil Pump Relief Valve.		2	6
	2 " " " " Springs.		2	-
	1 Valve Tappet adjusting screw.		1	6
	1 Universal wheel drawer.	2	-	-
	1 Magneto 3 Cyl. Impulse Starter.	10	10	-
	1 Propeller shaft size 7'4 3/4" long. Diam. 1 3/8" bronze shaft.	6	-	-
		£	30	8
				3

DECODE.

TELEGRAM.

From Secretary of State for the Colonies,

To His Excellency the Governor.

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Despatched : 27th November, 19 36. Time : 1617.

Received : 28th November, 19 36. Time : 1130.

Red 6

No. 117. Your despatch No. 137 after consultation with Discovery Committee I agree suggestion Alert be handed over to Colonial Government without charge. I also approve expenditure referred to in paragraph 11.

SECRETARY OF STATE.