

CONFIDENTIAL.

SHI/VES/3 # 2

SECRETARIAT

1494/F

1494/F

(Formerly)

SUBJECT:

FALKLAND ISLANDS CO., LTD.

R.M.S. "DARWIN"

CONNECTED FILES.

NUMBER

0327

1494/C

1494/E

3/1/58

Mail Contracts

Demurrages of Vessels

Allocation of Freight for Govt. Cargo.

Establishment of Overseas Mail Service

~~CLOSED~~



## 2

SENT

Date \_\_\_\_\_

To

H/o 17/c

GOVERNOR.

See 3

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 6. 6. 57      Time: 1545      Received: 7.6.57 Time: 10000

2      No: 75      Your telegram No: 88.

Darwin.

Marconi query 414 kc/s as edge of band.  
Query 425 intended.

SECRETARY OF STATE.

P/L:MF

Copy to; Superintendent Posts and Telegraphs Department.

Reply at 11.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 8.6.57

Time: 1030

Received:

Time:

3 No: 95. Your telegram No: 75.  
Darwin 425 kc/s intended.

GOVERNOR.

P/L:  
JB/MF

PA 14  
8/6

DECODE.TELEGRAM.

From THULIUM, CHELMSFORD.

To GOVERNOR.

Despatched . 20/6/57. 19 Time : 1648.

Received : 21/6/57. 19 Time : 1030.

KINDLY CABLE DETAILS TWO MEGACYCLE RADIOTELEPHONE  
 FREQUENCIES FOR NEW STEAMER DARWIN.

THULIUM.

S.P.T. HAS REPLIED TO THIS TODAY AND WILL LET US HAVE A COPY PL. K.I.V.

(INTLD) JB.  
21/6.P/L  
ING.

Reply at 6

*C.S. copy*  
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

*H/O.*

*6.*

Number	Office of Origin	Words	Handed in at	Date
	Psy Etat	15	2030	21.6.57.
To	THULIUM CHELMSFORD.			

TWO MEGACYCLE FREQUENCIES FOR SS DARWIN STOP KC/S 2006 2109 2182  
3200.

GOVERNOR.  
~~GOVERNOR~~

*see 5.*

Time

*PAH*  
*24/6/57*

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

29th June, 1957.

Sir,

I confirm my conversation with you on 27th June last advising the departure of s.s. "Darwin" from United Kingdom p.m. 26th.

Later advices are that the vessel will call at Lisbon, St. Vincent and Montevideo en route and expects to arrive at Stanley on 29th July.

I am,

Sir,

your obedient servant,

*John Brown*  
For Manager.

*Achid*  
*1/7.*

The Honourable

The Colonial Secretary,  
Stanley.

*W. Brown with  
Manager to the vessel*

Reply at 8

1817

1494/F

25  
9.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

10th July, 1957.

s.s. "Darwin" - latest news.

Left St. Vincent 1630 GMT Tuesday 9th July.

Eta Montevideo 23rd July. Etd Montevideo 25th July.

Due Stanley 29th/30th July weather permitting.

Now proceeding at 11 knots on three quarter power.

*July -*RA 177  
10-7-57RA 177  
10-7-57



16th July, 1958.

Dear Willis,

The Falkland Islands Trading Company Limited would consider a voyage to Cape Town next year in conjunction with the run to South Georgia if a subsidy for a call at Tristan can be arranged. As you know, we are paying them £3,600 for the South Georgia run and they would be prepared to call at Tristan either on the way to the Cape or on the way back for a further £1,400. For this amount they would be prepared to stay three days at Tristan, but if the weather caused them to stay any longer the question of demurrage would arise, and Barton is taking this up with his Head Office in London.

It struck me that a call at Tristan might be very useful in the middle of the winter, for the next call there would not be until one of our F.I.D.S. ships comes out in 3 or 4 months' time. As far as we can make out, a deviation to Tristan on the way from South Georgia to the Cape is 320 miles. You might, perhaps, feel there is the need of a call in both directions, and no doubt this can be arranged for some increase in the charge.

Would you let me know what you think about this idea, and if it is on the cards I suggest you discuss it with Young of the Falkland Islands Company in London. It is anticipated that the voyage would start from Stanley during the second half of June next year.

Yours ever,

E. P. Arrowsmith.

*Reply at 15*

M. A. Willis, Esq., M.B.E.,  
COLONIAL OFFICE.

EPA/IT  
Copied MF

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

31st July, 1957.

Dear Mr. Denton Thompson,

With reference to our several conversations regarding "Darwin's" arrival -

*I have told H.M.*

"CLIO" will take His Excellency the Governor, yourself, Dr. Slessor, Customs, Mr. Gilruth, D. Hardy (Shipping Office), V. Harrison and another (for tape recording), our Foreman Stevedore, Stephanie White and myself off to Port William at at time to be arranged later - provisionally a.m. Saturday. You kindly arranged for a flag to be loaned by the Harbour Dept. for our launch.

*11*

*Suggested to / have that the Governor, his wife and daughter.*

AT JETTY. As soon as Customs permit members of Exco. and Legco. and wives will be invited on board to meet Mrs. Arrowsmith. Permits to board the vessel have been issued by us. I think you agreed that the Police would accept these passes as such.

PARTY. Would you please ask His Excellency the Governor, Mrs. and Miss Arrowsmith to a cocktail party on board "Darwin" on Sunday evening from 6 - 7.30 p.m.

MAILS. I confirm that there are approximately 700 bags of mail on board which are available for early discharge.

Yours sincerely,

*Martin*

12  
H.F.A.  
24.7.57  
31.7.57

P.A.A.  
148

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



*Stanley,*

30th July, 1957.

Sir,

Our Head Office have received an enquiry for a direct voyage of s.s. "Darwin" with 40 passengers from Montevideo to South Georgia, and then Stanley, in March/April next.

I am to request your agreement to such a voyage being made.

I am,

Sir,

your obedient servant,

  
For Manager.

The Honourable  
The Colonial Secretary,  
Stanley.

*Reply at 14*

1494/E

14th August,

57

13

Sir,

I am directed to refer to your letter of the 30th July regarding a proposed voyage of the s.s. "Darwin" from Montevideo to South Georgia in March or April 1958.

2. Government would have no objection to the proposed voyage on the understanding that it would not seriously interfere with the regular mail service.

I am,

Sir,

Your obedient servant,

(Sgd.) A. G. Denton-Thompson.

COLONIAL SECRETARY.

The Manager,  
Falkland Islands Company Limited,  
STANLEY.

AGDT/MF

PAY  
1879

COPY

Original filed in D/1/58

15  
COLONIAL OFFICE  
The Church House,  
Great Smith Street,  
S.W.1.

FST 24/7/01

31st July, 1958

My dear Arrowsmith,

9A  
Many thanks for your letter of the 16th July conveying the welcome news of the willingness of the Falkland Islands Company to allow the "Darwin" to call at Tristan next year.

This is a very favourable offer and I hope we can take advantage of it. I am leaving for Cape Town next week for discussion with the Fishing Company who do most of the ship transport between Cape Town and the island and shall be in a better position to decide whether or not to accept the Company's offer when I get back. Meanwhile I have informed the Administrator so that he may be considering the matter.

Yours ever,  
(Sgd.) M. A. Willis.

E. P. ARROWSMITH, ESQ., C.M.G.

19 2/1/59



TRADING

16

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

*Stanley,*

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

A.G.Denton-Thompson, Esq., O.B.E., M.C.  
Colonial Secretary.  
Stanley.

12th June, 1960.

R.M.S. "Darwin".

*Dear Aubrey,*

Regarding your recent note to Martin Creece concerning Richard Hills signing off "Darwin" the facts are briefly:-

He originally joined the ship as Deck Boy in early 1959, but had to leave after a short while for medical reasons; T.B. I think. After medical treatment and recovery he rejoined the ship on 17/3/60 as a fill-in J.O.S. during a temporary shuffle of crew while the 2nd Officer took some leave. Hills fully understood that this was only temporary. He duly signed off on vessel's return from Montevideo on 29/3/60. However in view of his expressed wish to go to sea I told him he would be considered for the first permanent berth on deck becoming available, and in the meantime arranged, through Mr. Barton, for him to be given employment ashore by the Company. It was by no means incumbent upon me to do this, but was merely done to help the boy. He received employment in the Works Department. Shortly thereafter a vacancy as fireman became available. This was offered to Hills on a purely temporary basis, which he was given fully to understand, providing he could obtain medical clearance to work in an engine room atmosphere in view of his previous illness. He had also previously expressed some interest in mechanics. The necessary medical clearance was obtained from Dr. Slessor, and Hills joined the ship as fireman on 16/4/60 on the understanding that the job was temporary and, in view of Dr. Slessor's advice, should not be for longer than three months. Shortly after this it was confirmed that two Danish seamen would be coming out to join vessel's deck department, and relieve the one Danish seaman already serving onboard. This meant that two men were arriving to fill one vacancy and therefore another vacancy must be found. This could only be done by signing Hills off and transferring a member of the deck department with much longer service than Hills to fill his place in the stokehold, this on the basis of length of service and 'last come last served', which is the only fair way. I could not in all fairness retain Hills in the engine department and dispense with the services of someone else on deck who had served considerably longer than him. Hills was signed off on 28/5/60 and returned to his arranged employment in the Works Department. He still remains available for consideration for the first vacancy on deck. The Chief Engineer was quite satisfied with his services.

Regarding the two Danish seamen, my understanding was that when permission was granted last year to employ two Danish seamen in "Darwin" it covered two Danish seamen for an indefinite period, irrespective of who they were. Thus as each two completed their respective tours they would automatically be replaced by two more. As you are aware two were originally contracted last year, but only one arrived, the other having taken influenza at the last moment. Nothing was done about sending this man out later, but two have arrived now to maintain the number originally permitted. I would appreciate clarification of the position; it seems somewhat unnecessary to have to obtain permission separately for two each year.

*Yours, Fred.*

*Reply at 17*

*J. 654 in 05/06/60 On 1.6.60 13.6.60*

Ref: 1494/F

Copy filed in 0560/A/IV

14th June, 1960

Dear Freddy,

16 Thank you for your very detailed and helpful letter of the 12th June, about the employment of young Richard Mills. I quite understand the position.

We are anxious not to disturb the consultative machinery we have arranged over the employment of foreigners and which has worked well for some years. Consequently we should be glad if you would ensure that Government is approached in the case of each foreigner the Company proposes to employ and on each occasion. Normally of course there would be no difficulty. /X

I am sending a copy of this letter to Martin.

Yours sincerely,

Aubrey

Capt. P. W. White,  
R.M.S. "DARWIN"

ACDT/MP

Copy to Mr. Greece.

PA.  
&  
S.G.C.C.

1494/F. 25. 37. 18

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

*Stanley,*

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

12th April, 19 61.

Sir,

Both Chief Engineer Donald and Second Engineer Preiss will be leaving R.M.S. "Darwin" this voyage in Montevideo, the former for health reasons, the latter on personal grounds.

They will be replaced by R.W. Lobbon and J.M. Bruce, both certificated Chief and Second Engineers respectively, who will join the vessel before her return to Stanley early in May.

I am,

Sir,

your obedient servant,

*A. G. Bawdon*

Manager.

The Honourable  
The Colonial Secretary,  
Stanley.

Ack'd  
H 13/4/61.

KIV 24.

30.

PA 25.5.61

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

7th November, 1961.

The Honourable the Colonial Secretary,  
S t a n l e y.

Sir,

G.K. Archibald, Esq.

Before the R.R.S. "Shackleton" left Stanley last season we asked His Excellency the Governor whether it would be possible to release the Chief Officer for a period in 1962 to take over the duties of Master of R.M.S. "Darwin" while Capt. F.W. White goes on leave, and His Excellency was good enough to permit us to make the initial approach to Mr. Archibald.

Our London Office interviewed Mr. Archibald and he has acknowledged a letter of appointment dated 15th September 1961 in which his terms and conditions are set out in detail. We have therefore to apply officially for his release from approximately mid-February to late September and hope this can be arranged.

It will be necessary for him to make at least one coastwise voyage under Capt. White in Feb./Mar. to familiarise himself with the working of the ship before Capt. White hands over in Montevideo on the 30th March. Capt. White is due to return to Montevideo and resume command on or about the 20th September as from which date Mr. Archibald will be due leave at the rate of  $2\frac{1}{2}$  days for every 30 days served on "Darwin". If he is required to rejoin Government Service the Company will provide Air or Sea passage to Britain or bring him back to Stanley to await his ship, in which case we shall extend his leave to cover the period of waiting, if any.

I am,

Sir,

Your obedient servant,

*A. E. Newton*  
MANAGER.

*Ack'd  
J. H. 1961*

27.

See FID 6.

I suggest that you detach the other copy & submit to  
H.E. in your files for formal approval for the release of the  
Archival U.

8  
9/4/61

H.C.S.

28.

Copy detached. I will inform you of  
progress made.

E. Ruff

10.11.61

8  
13/11/61

FN

13.11.61



# The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851 TO

REGISTERED 1905

AGENTS FOR LLOYDS

TELEGRAMS "ELETTWIC LORSTANLEY" VIA RADIO

*Stanley.*

AS/SRP

12th November, 1966

The Colonial Secretary,  
Secretariat,  
STANLEY.



*S.*  
*22/11*

Dear Sir,

## The Late German Pereira

We hereby apply for your permission to exhume the body of the late German Pereira. This is being done at the request of Pereira's widow, who wishes the body to be returned to her in Montevideo. The timber coffin was enclosed in a sealed metal container before interment.

Yours faithfully,

*M. Slagter*  
Colonial Manager.

*y*

*30*

*Reg. Sec.*

*Speak*

*Reply at 32.*

*21/11/66*

COLONIAL SECRETARY'S OFFICE,  
STANLEY,  
FALKLAND ISLANDS.



German Prisoner.  
deceased

The exhumation of the remains  
of the above is authorised: as is  
the transport to Uruguay.

W. H. Snowdon  
Actg Judge  
Supreme Court.

22. November  
1966.

35

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			3.4.67

To	Captain FW White OBE RMS Darwin	HOA/c
----	---------------------------------	-------

From all of us in the service of the Falkland Islands Government  
thank you very much for all you have done for the Colony and for  
us all personally stop To you your wife and the family we say God  
Bless and may the future be happy and full of success stop Desire  
the Right

Thompson

Colonial Secretary

Time

DECODE.

TELEGRAM.

36

*From* White R.M.S. Darwin

*To* Thompson Colonial Secretary, Stanley

---

*Despatched :* 4th April 19 67 *Time :* 1200

*Received :* 19 *Time :*

Very many thanks yourself and Government service  
from family and myself for your very kind telegram  
which is greatly appreciated and the thoughts therein  
make any past services rendered worth while. Warmest  
regards to all. Trinitas in unitate

White

P/L : ER

Be

31/67)

37/A  
BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO.

7 December, 1967.

Dear Sir,

In July of this year, to meet your urgent need for a radio operator, a Mr. José María Quintana was signed on the articles of agreement of the R.M.S. "DARWIN". As you know, the requirements of the Merchant Shipping (Radio) Rules 1965 (Section 15(4)) specify that a radio officer on board a ship not registered in the United Kingdom must hold a valid certificate of proficiency or competence in radiotelegraphy granted by an authority empowered or recognised in that behalf by the laws of the country in which the ship is registered and recognised by the Postmaster General as the equivalent of such a certificate granted by him.

Mr. Quintana has, I understand, a second class certificate of proficiency issued by the Uruguayan authorities.

As the R.M.S. "DARWIN" is registered in Port Stanley you should therefore take steps to ensure that this certificate of proficiency is recognised by the authorities in the Falkland Islands.

Yours faithfully,

(U.J. Sharkey)  
Acting British Vice-Consul

The Master,  
R.M.S. "Darwin",  
Montevideo.

c.c. Colonial Secretary, Falkland Islands.

HM.  
For inf.  
11/10/68



~~372.~~

38

65.

It will not be necessary to  
recognize the proficiency of Quintana's  
Radio Ticket as he will be signing off.  
Darius when the next calls at Montecarlo

ff

83-1-28

P.R.

24th December,

69

R.M.S. "Darwin":  
Board of Trade Safety Certificates.

You will recall that at your request I recently sent a telegram to the Ministry of Foreign and Commonwealth Affairs. For the record, I send you its text and the text of the reply to it of the substance of which I informed you telephonically recently:

Chairman informs me Board of Trade unwilling issue these certificates view this Territory's dependent status. Territory does not have own legislation and British legislation applies. Grateful if you can clarify situation urgently with BOT and keep FIC London Office in touch.

\* To this I have now received the following reply:

Safety of life at sea Convention 1960 does not (rpt not) extend to the Falkland Islands as the "Darwin" is registered at Port Stanley she cannot hold a Convention Certificate and United Kingdom certificates are not applicable to the voyages concerned,

2. We have discussed this telephonically. It appears that nothing further can be done at present.

Reply 870

J. A. Jones  
Colonial Secretary.

Mr. A. Sloggie,  
The Falkland Islands Company Limited,  
STANLEY

JML

39  
42

# DARWIN SHIPPING LIMITED

Directors: R.G.Vinson, A. Stoggie

Telegrams: "Fleeting Port Stanley"

STANLEY,  
FALKLAND ISLANDS.

2nd June 1970

D/3/3

The Colonial Secretary  
STANLEY

Dear Sir,

R. M. S. "DARWIN"

As you may be aware, Captain Miller is due to proceed on overseas leave in 1971. It has been suggested that an Officer of the "Biscoe" or "Shackleton" in possession of a Master's ticket, might be prepared to act as relief Master of R.M.S. "Darwin" for the appropriate period. Would you please let us know as soon as possible if you approve of such an arrangement so that we can approach the authorities involved.

It is envisaged that the Officer concerned would remain in Stanley when his vessel returns to the United Kingdom at the end of next season, have perhaps one or two weeks to familiarise himself with the "Darwin" and her work around Camp, and then return to the United Kingdom after Captain Miller's return from leave.

Yours faithfully,

*A. Stoggie*

CHAIRMAN

Reply at 4/11

C.S. Message from Captain Miller to Mr Staggie  
h.g. Mr Madden to see. Then file. 14941F 48  
27/6/70

FAIRING ATTEMPTS FAILED STOP NOW TRYING INSTALLATION  
OF REINFORCING BRIDGES AROUND FURNACE AS IS STOP OTHER  
THAN THIS NO ALTERNATIVE NEW BOILER OR AT LEAST NEW  
FURNACE EX UK STOP STARBOARD BOILER STILL NEEDS CLEANING  
BEFORE SHIP OPERATIONAL OR AT LEAST SURVEYED INTERNALLY  
AND CLEANED STEAMING ASSUMING PORT REPAIRED SUCCESSFULLY  
STOP OVERALL SITUATION SOME HOPE YET BUT ETD INDEFINITE

MILLER

Cost £1600 k 11 y'day, 26/6/70

Confidential

A.

H/M

R. M. L. 'Darrin'

Can you please refer me to the authority under which R. M. L. 'Darrin' flies a defaced red ensign? (See Col. Reg. 125.)

J.  
W. Lee.

B.

6. 8. 70.

C.S. 'Darrin' has flown a defaced red ensign for many years and I assume they have the necessary Royal Warrant? If not we can fine them up to £500 under the Merchant Shipping Act of 1894, Section 73(a) - a welcome boost to revenue!

C.

J.  
W. Lee.  
7. 8. 70

H/M

I imagine they must have a Warrant - & we should have a record of the fact: but I suppose it was lost in the fire.

2 Grateful if you would ascertain from R. M. L. what their authority is.

3 Let us have this paper placed in appropriate file. 7/13/8



14th August

Dear Sir,

R.M.S. "Darwin". 42

44 I understand, with reference to your letter D/3/3 of the 2nd June, and my letter 1494/F of the 5th June, that you have been informed orally by the Governor that while he personally has no objection to the proposal made in your letter it is a matter which you will need to arrange through your parent company with the Director of the British Antarctic Survey in London.

Yours faithfully,

(J. A. Jones)  
COLONIAL SECRETARY.

The Manager,  
Darwin Shipping Limited,  
STANLEY.

AC.

~~Handwritten signature~~

See 49.  
Handwritten signature

inf. 6.  
10/8/70

Harbour Master,

48c  
46c.

To you pl.

f c.s.

15.8.70.

C.S.

Have spoken to Mr. Sloggie and Captain Miller regarding Warrant to fly defaced red ensign. Captain Miller advises that no Warrant is held by Darwin Shipping Ltd. and that further more a warrant is not necessary. MSA 1894 Section 73(2) and Col. Regs. seem quite clear on this point.

H.M. 15.8.70.

Harbour Master

Grateful if you will extract Section 73(2) of the Merchant Shipping Act 1894 below.

C.S.

Relative section of Merchant Shipping Act herewith:

Section 73 (1) The red ensign usually worn by merchant ships, without any defacement or modification whatsoever, is hereby declared to be the proper national colours for all ships and boats belonging to any British subject, except in the case of Her Majesty's ships or boats, or in the case of any other ship or boat for the time being allowed to wear any other national colours in pursuance of a warrant from Her Majesty or from the Admiralty.

(2) If any distinctive national colours, except such red ensign or except the Union Flag with a white border, or if any colours usually worn by Her Majesty's ships or resembling those of Her Majesty, or if the pendant usually carried by Her Majesty's ships or any pendant resembling that pendant, are or is hoisted on board any ship or boat belonging to any British subject without warrant from Her Majesty or from the Admiralty, the master of the ship or boat, or the owner thereof, if on board the same, and every other person hoisting the colours or pendant, shall for each offence incur a fine not exceeding five hundred pounds.

H.M. 20.8.70.

48 I discussed with Mr. Sloggie on 2/9/70 the question to which pp 46 and 49 refer. We examined the relevant British legislation and Colonial Regulations and Mr. Sloggie agreed that the only possible interpretation, in the absence of specific authority from the Crown or the Admiralty, was that R.M.S. "Darwin" is not entitled to fly a defaced Red Ensign. Mr. Sloggie told me that he would do some further private checking and should he find nothing to alter his view he would arrange to be provided with supplies of the undefaced Red Ensign for future use.

2. Mr. Sloggie subsequently phoned me to say that he had made arrangements for ordering a dozen Red Ensigns, and R.M.S. "Darwin" would fly that flag once it was available.

3. It is clear from the Colonial Regulation and Mr. Sloggie agreed with this, that there could be circumstances under which "Darwin" could fly a defaced Red Ensign in addition to an undefaced Red Ensign; but this would require warrant from the Crown or the Admiralty and Mr. Sloggie informed me that he did not propose to seek such authority.

(J. A. Jones)  
Colonial Secretary  
13/9/70

C.S. Darwin is now flying on undefaced Red Ensign.

4.9.70

4.5.

To Rec. 8/9

C.S. Noted, thank you.

16 8/9/70

PA 8/9/70

890  
55

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

28th August 1970

D/3/10

The Colonial Secretary  
STANLEY

Dear Sir,

R.M.S. "DARWIN" - SURVEYS SAFETY EQUIPMENT

41 (Your letter 0327/V dated 24th December 1969)

56  
With reference to your above letter and other correspondence on this subject, we enclose a copy of a report by Captain Miller dated 30th May 1970. Subsequent to this report, we advised our London Office that in view of "Darwin's" age and the uncertainty of her future role in the Colony, we did not consider the expense justified. We did not consult with you before submitting this recommendation to London Office.

Should you have any comments on this recommendation, please let us know as soon as possible.

Yours faithfully,

*W. H. H. H.*

COLONIAL MANAGER

Enc.

See 60  
H/H. No doubt you will have comments - which you may wish to concert with C.T.

2 The letter should be acknowledged & Colonial Manager informed that comments will be made in due course. 17/2/79

R.M.S. "Darwin"  
Coastwise N.10

30th May 1970

Colonial Manager  
Stanley

Dear Sir,

Lloyd's Register letter dated 28.3.70.

Passenger & Safety Convention Rules

Although not a signatory member of these various conventions, we must comply with the rules as if we were, if we are to continue to call at any port - even once - in a convention member country. Chile, Argentina and, more recently, Uruguay, are all full convention members. Compliance and surveillance, particularly in the two former countries, is rigidly enforced and controlled. //

I beg to submit comment on the letter as follows:

Page 2 para 1. Cross-flooding of the wing bunker tanks and the wing domestic fresh water tanks is fitted.

Page 2 para 2. One class 'B' bulkhead is fitted, but I am doubtful if it would comply fully with the new rules. An automatic heat-sensing alarm system is fitted covering all the accommodation, but no sprinkler system. The accommodation construction is not fire-resistant, and would in fact support the spread of a well-seated fire. Holds and forecastle are covered by a smoke detector, without an automatic alarm, and steam smothering is available to these spaces. Engine/boiler room has no detection or alarm system, and steam smothering is fitted. A CO2 gas system is also fitted to the boiler room bilges, which is not, in my opinion, a great asset, due to the type of gas cylinders and the dangerous result of this gas mixing with steam smothering. An inert gas would be much preferred.

Page 2, para 3. NRVs are fitted on all hold bilge suctions. The only well is in the after hold - number 3 - at the aft bulkhead against the shell on the port side. Other holds have full length wing bilges.

/Page 2, para 4

Page 2, para 4. Remote fuel and suction controls are outside and we comply. However, there is no effective division between the engine and boiler rooms.

Page 2, para 5. We do not comply fully. Some re-wiring would be required.

Page 3, para 1. Tunnel escape and emergency lights comply. Battery power, controls thereof, all comply. The emergency generator in the funnel casing will require re-location to comply, however.

Page 3, para 2. Emergency ventilator fan stops will also require re-location from the funnel casing.

Page 5, para 3. With the exception of the additional engine and the searchlight mountings, we comply fully with all the new L.S.A. rules.

Page 4, para 1. We have always carried buoyant apparatus in the form of seats on the boat deck, replacing the original buoyancy tanks with plastic buoyancy.

Page 4, note, para 1. No, I must disagree. The diesel engine takes up more capacity than the original engine. Also the searchlights will necessitate the approved type of cab, which will further reduce the overall capacity. I would estimate this to be finally about 72 persons.

I would conclude by saying that the gutting and refitting of all the accommodation with fire-resistant or fire-retardent material would be very costly and uneconomical in view of the projected life of the ship. A fire-door would also be required at the curving companionway leading from the upper deck down to the main deck in the passenger accommodation.

Yours faithfully,

(Sgd) R.N. Miller

Captain

7

C.S.

Apart from agreeing that it would be very costly it is difficult to comment on folio 56 without seeing the letter to which Captain Miller's comments refer. It would appear from the telegram at folio 40 that the particular rules do not apply to "Darwin" on her present voyages.

JH.  
H.M. 6.10.70.

C.S. (Mr Gleadell)

You should see from p. 56. I doubt that we should ask for a copy of the letter to which Miller's comments refer as it's presumably an internal one of the company's. However, a reply to p. 55 on the lines that it is difficult to comment helpfully without knowing to exactly what Miller was referring would be in order & should be given.

✓ L.A. 1  
2 I want to discuss this matter with you <sup>in the afternoon</sup> <sup>perhaps</sup> ~~the day after~~  
"Darwin" sent's worth again.

✓ 3 P. 58 needs to be actioned.

JH.  
8/10

9th October

70

Dear Sir,

R.M.S. Darwin - Surveys Safety Equipment

SS Thank you for your letter D/3/10 of 28th August 1970.

I find it difficult to comment usefully without knowing exactly what Captain Miller is referring to in his report.

Yours faithfully,

(L. Glodell)  
ACTING COLONIAL SECRETARY

The Colonial Manager,  
Falkland Islands Co. Ltd.,  
STANLEY

FA

Rec. 15.10.70.  
21 m 59



*finpe.* 61  
**The Falkland Islands Company, Limited.**

° (INCORPORATED BY ROYAL CHARTER 1851.) °

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



*Stanley,*

19th October

19 70

D/3/10

Acting Colonial Secretary  
STANLEY

Dear Sir,

R.M.S. "DARWIN" - SURVEYS SAFETY EQUIPMENT

*60* Further to our letter of 28th August 1970 and your reply No. 1494/F of 9th October 1970, we now enclose a copy of a memorandum prepared by Lloyd's Register of Shipping, London and referred to by Captain Miller in his report.

Your early comments would be appreciated.

Yours faithfully,

*[Signature]*  
COLONIAL MANAGER

Enc.

R. M. S. "DARWIN"BRITISH O.N. 156384

This case examined to ascertain as far as possible the degree of compliance with the 1960 Convention as an "existing ship" - i.e. 1948 Convention plus, where applicable, the 1966 I.M.C.O. Fire Amendments.

The only plans available are those structural, piping and electrical plans submitted at the time of building for classification purposes, there being no general arrangement or capacity plan. The piping and electrical plans give some indication of provisions relevant to Safety matters but the subdivision, stability, fire protection and other allied arrangements are not known.

As their passenger ships rules apply only to U.K. registered passenger ships the B.O.T. were not involved in the survey of the vessel during Construction. This has been confirmed by Mr. Matthews of the B.O.T. who also advised that only the examination of certain plans was carried out. No Safety certificate was issued, the Falkland Islands being a non Convention country.

However, the B.O.T. rules for Fire Appliances and Lifesaving Appliances apply to all British ships both passenger and cargo, wherever registered and it is concluded that these arrangements were approved and inspected by the B.O.T. in accordance with their rules (the 1948 Convention then in force) at the time of building.

The subdivision was apparently done for 48 passengers at a moulded draught of 13'6" at a unity factor. The B.O.T. also state (and this is referred to in LL correspondence with Builders - May 1957) that severe angle of heel results with machinery spaces and one wing (forward) compartment flooded, arrival condition.

This aspect has been examined in this Office, by rough estimate only, and is confirmed. It would also seem possible that the angle is such that the margin line becomes submerged - no GM figures are available but the "loss of GM" is considerable for such a small ship. Furthermore it is thought that flooding the after hold, including side water ballast tanks, may result in submersion of the margin line on account of angle of heel

/and

and trim. It would appear therefore that to comply with the Convention, cross flooding arrangements to wing compartments forward and aft will at least be required.

The measures of structural fire protection, if any, cannot be ascertained from the plans but the Owners should be advised of at least one A60 main vertical zone division is probably required and that A60 protection of machinery spaces at all levels, galley and control stations will be necessary. As far as can be ascertained there is no Automatic Sprinkler and alarm system in the ship although an automatic alarm and detection system exists, details of which are not known.

Pumping and piping arrangements are generally in accordance with the 1948 Convention although there are some bilge wells which may not comply fully. These should not extend downwards more than necessary, nor be less than 18 inches from the outer bottom plating or from the inner edge of the margin plate. The bilge main is located outside the B line and it is recommended this be moved inboard or provision made, by fitting N.R.Vs., to prevent flooding of one compartment from another should the bilge line be damaged. It is also recommended that where bilge pumps are outside the B line, N.R.Vs. be fitted at the junction of the pump<sup>5</sup> suctions to the bilge line.

All fuel pumps should be fitted with remote controls located outside the machinery spaces and above the bulkhead deck, in compliance with the 1966 I.M.C.O. Fire Amendments. It should be noted that a screen bulkhead (non W.T.) separates the engine and boiler rooms. Its fire protection qualities however are not known.

Due to the smallness of the electrical installation it is considered unlikely that the required separation of main and emergency lighting will be satisfactory and the cable routes and the positions of associated main and emergency lighting distribution boards will need to be verified onboard; it is required that no cables, other than those for emergency lighting of the engine and boiler rooms, pass through the machinery spaces. The number and distribution of emergency lights will need to be checked for adequacy. Emergency lighting is to be provided in the shaft tunnel, an escape route from

64

the engine room, which should be connected to the accommodation emergency circuit and not to the engine room emergency circuit. The manual and automatic fire alarm and detection systems circuits should be connected to the emergency source of power (battery or equivalent). The positions of the emergency battery and control cubicle are not known but these should be outside the machinery spaces and above the bulkhead deck. The location of the emergency generator in the funnel casing is not acceptable and should, with its associated switchboard if located in the same space, be relocated in a position outside the machinery spaces and above the bulkhead deck.

J

K

Remote controls to vent fans etc. to be verified as being outside the machinery spaces - from data available it would seem some of these may be in the funnel casing.

L

It should be noted that the 1960 Convention requires that existing ships comply as far as is reasonable and practicable with the Lifesaving Appliances requirements of Chapter III of that Convention. In this respect the capacity of the lifeboats is satisfactory (there being provision for 78 persons - and passenger and crew total 72) but only one motor lifeboat is provided. Both lifeboats (there are only two on board) should be motor lifeboats each propelled by a compression ignition engine and capable of a speed of 6 knots when fully loaded. Each motor lifeboat is also to be provided with a search-light of not less than 80 watts powered by a suitable battery (charging facilities from the engine should be arranged) - the battery source of power is to be sufficient for a total period of 6 hours and capable of working for at least three hours continuously. It is not known if all the equipment in the lifeboats conforms to the 1960 requirements but from the Rpt. SE1 of 1957 this would seem to be fairly well covered - no details of lifeboat protection covers are available but it is concluded there are B.O.T. approved type, possibly purchased in the U.K. and fitted in Port Stanley. The provision of two 10 person inflatable liferafts complies with the 25% requirement of the Convention. No buoyant apparatus is carried however and this should be provided for 3% of all persons on board - this is a very small number and the smallest buoyant apparatus obtainable is probably not less than 8 persons.

M

N

O

P

Note The installation of an engine in the existing rowing lifeboat is a practicable solution but this will reduce the certified number of persons in that boat. However, it is considered this would not be any less than the existing motor lifeboat - thus total persons permitted on board the ship would be 76, which would still be satisfactory.

The breathing apparatus's provided as part of the firemens outfits are of the air hose only type and these should be changed for a type which is provided with an air pump in accordance with Regulation 63, Chapter II of the 1960 Convention and the 1966 I.M.C.O. Fire Amendments.

(Sgd) Lloyd's Register of Shipping London

18th March 1970

T.L.

Please see 61 and attachment. I fear this subject is over my head.

L.G.

22/10/70

H/M.

In your minute p. 59 you indicated that you could not reasonably comment upon pp. 56-7 without seeing the document to which they referred. This is now at pp. 62-5 & specifies the expense structure & other attractions to "Dunin" which would be necessary if she were to call at ports in Uruguay, Chile & Argentina all of which countries are signatories &, according to Captain Milner, so far as Chile & Argentina in particular are concerned, signed enforcers of the provisions of the Passenger & Safety Convention Rules.

2 Apart from your comments, for which I shall be glad, I should like to see justification of the statement at line 2, p. 56, that although we are not a signatory to the Convention we must comply with its provisions if "Dunin" visits a country which is a signatory.

J  
22/10



Y.E.

(1)

To modify 'Darwin' to the standard required for a U.K. registered passenger ship would be a major undertaking and very costly indeed. Many of the technical aspects are, I am afraid, beyond me but it would appear that certain bulkheads, fire proof doors, fire resistant materials in the accommodation and motor life boats would be required.

2 I have discussed the legal position at some length with Mr. Bennett. It seems doubtful whether a country signatory to the convention can force a non-signatory country into complying with the conditions of the convention. The first point to establish is whether the countries concerned, although signatories to the convention, have local legislation enforcing the terms of the convention upon all ships visiting their respective ports.

3 I doubt very much the statement in the first paragraph of Captain Miller's letter (56) regarding the rigid enforcement of convention rules by South American Countries.

4 I would suggest that all Fire and Safety regulations are embodied in the planning of any new ship that may be envisaged by FIC, ~~whether or not she is registered~~ irrespective of whether she is to be registered in the colony or U.K.

*J.P.*  
H.M. 4.11.70.

(2)

*H/M. Noted. Mr. Gleadall is fully briefed on the matter. We can hope to hear more from him about it in due course.*

2 He to be B.U. to me on 9/12. *J.P.*

(3)

C.S. Noted. S/c to B.U.

*J.P.*  
9/11

*Rev.* 9.12.70.

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING  
HELD ON 28th, 29th and 30th OCTOBER 1970

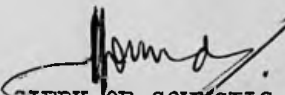
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1494/F

13. FUTURE OF R.M.S. DARWIN

Before leaving the meeting Mr Sloggie begged leave to mention that in a telephone conversation with his principals in London he had been asked to inform the Colony government that as the Falkland Islands Company had not been consulted over the planning of the future pattern of transport communications the company was obliged to proceed with its own plans.

The company did not expect to seek renewal of the Darwin Shipping Subsidy Agreement in 1971 as it did not contemplate replacing the "Darwin" but does plan to find an alternative for n.v. "A.E.S." Mr. Sloggie added that the company would continue to honour its obligations to its staff and clients.

  
CLERK OF COUNCILS



71

4th December 1970

R.M.S. Darwin : Passenger and Safety Convention Rules

We have recently been informed by Darwin Shipping Limited that the cost of modifying the R.M.S. Darwin to comply with the international Passenger and Safety Convention Rules would, in view of the vessel's age, be uneconomic. And we are further given to understand by the Board of Trade through the F.C.O. that "Darwin" cannot hold a certificate under the Safety of Life at Sea Convention 1960 as this Convention does not extend to the Falkland Islands in which (at Stanley) the vessel is registered.

It has however been suggested by Miller that if "Darwin" is to continue to call at ports of Convention Member countries, among which Uruguay and Chile are numbered, or in the future to call at Argentine ports, Argentina also being a Convention Member country, the provisions of the Convention would be rigidly enforced and "Darwin" might therefore encounter difficulties.

It seems doubtful to me whether a country signatory to the Convention can oblige a non-signatory country to comply with the Convention conditions. In any case I would think that the first point to establish would be whether the countries concerned, signatories to the Convention, had enacted legislation enforcing the terms of the Convention upon all ships visiting their ports. (Apart from this I have some reservations regarding the degree of compliance with the provisions of the Convention which would in fact be demanded by the countries concerned: but this, naturally, is delicate ground).

I would be grateful if you and the Montevideo and Santiago addressees of this letter would let me know whether local legislation for the enforcement of the Convention's provisions upon all visiting ships has in fact been enacted; and if it has, in precisely what form.

Mr R.W. Whitney, O.B.E.,  
British Embassy,  
BUENOS AIRES

CONFIDENTIAL

EA

(J.A. Jones)

Copies to: Mr G.R. Lee, British Embassy, Santiago.  
Mr J.P.I. Hennessy, British Embassy, Montevideo.  
MR A.C.W. Lee, Foreign & Commonwealth Office  
(in duplicate)

Reply 76

Ru 20/1/71

R 7 73

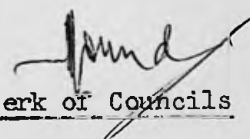
Extract from Minutes of Executive Council Meeting No. 12/70

held on Tuesday 15th December 1970

1494/F

2. WITHDRAWAL OF R.M.S. DARWIN

His Excellency distributed copies of the text of the draft announcement prepared by Darwin Shipping Limited with regard to the proposed withdrawal of R.M.S. Darwin from service at the end of 1971. It was noted that the announcement said that the Government had been given an outline of the company's proposals for an alternative and cheaper communications service in July 1970. As there was some doubt as to the accuracy of this the Acting Governor undertook to discuss the proposed announcement with the Manager of the company before it was released.

  
Clerk of Councils

FA

Sy. 1.4.71 (71)

CONFIDENTIAL

BRITISH EMBASSY  
BUENOS AIRES

17/10

3 March 1971

J A Jones Esq OBE  
Colonial Secretary  
PORT STANLEY

Dear Jones

## RMS DARWIN: PASSENGER AND SAFETY CONVENTION RULES

1. You wrote to Ray Whitney on 4 December 1970 and asked us to find out whether Argentine legislation enforces the terms of the Safety of Life at Sea Convention on ships visiting its ports, even if they do not belong to signatory countries. Our legal advisor has written to us in the following (somewhat confusing) terms:-

"1. In effect, Argentina has acceded to the Safety of Life at Sea International Convention (1960). Such accession was effected by means of Law 16862.

2. The scope of application of this international Convention refers to vessels which are registered in countries the Governments of which are parties to the Convention, and also to those registered in territories to which the Convention has been extended. Therefore a country signatory to the Convention can oblige ships flying the flag of countries which have not acceded or are non-signatory to the Convention, always provided that such signatory country has incorporated in its internal legislation the provisions of the Convention.

3. The Argentine Republic has incorporated in its internal legislation rules which coincide with the provisions of the Convention and that, therefore, applicable to all ships calling at its ports, whether they are registered or not in a country signatory to the Convention or which has acceded to it. As an instance, I may cite Art. 1466 of the Regulations for Sea and River Navigation ("Digesto Maritimo y Fluvial"), which provides that all vessels shall be governed, in waters of national jurisdiction, by the provisions of the International Regulations for Preventing Collisions at sea in so far as such provisions are not contrary to the Provisions established by the Digesto Maritimo y Fluvial.

The norms which have been established by Argentina on this subject are contained in a collection of provisions prepared by the Prefectura Naval Argentina (formerly Prefectura Nacional Maritima) known as "Digesto Maritima y Fluvial". The various provisions contained in that Digesto have been sanctioned by means of decrees of the Executive Power and Ordinances of the Prefectura Naval Argentina."

I enclose/

I enclose the document referred to in the legal advice. Its bulk clearly defies translation but I nonetheless imagine that in the future it will be a useful reference book for you to have in hand in Stanley.

2. Clearly it is now something of an academic question to consider whether the Darwin would encounter any difficulties on account of a failure to meet the standards demanded by the Convention on entering an Argentine port. In any case in the context of the desire to improve communications the Argentines have so far been cooperative, and realise that it is in their interests to do so in the future. It is unlikely therefore that they will raise problems on this score. But nevertheless this is a point we will bear very much in mind for the preliminary discussions if and when we make arrangements for a Falkland ship to use Argentine ports.

(sgd.) R. D. LAVERS

PS I am sending a copy of this letter with your previous correspondence, together with the extract from the Digesto Maritima y Fluvial, to John Ling in American Department. If he feels it will be useful for the legal advisers in the FCO to have the full Digesto we can easily arrange to obtain further copies.