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(Formerly)

COMMISSION OF ENQUIRY INTO PHILOMEL

CONNECTED FILES.

NUMBER

2189

m. v. FORREST

The Hon,
The Colonial Secretary
STANLEY.



November 16th 1965

Sir,

Thank you for your letters of Nov. 9th & 12th (2).

Executive Council, Dec. 15th. I am afraid that it will not be at all possible for me to attend this meeting; we shall be busy shearing and in the ordinary way I could get away, but this season we are very short-handed.

Replacement of "Philomel".

36 in 21891111 You will have had my telegram of 13th in this respect :-
" Yours November 12th agree to Pothole (stop) must emphasise absolute necessity to West Falklands (stop) Party mentioned has no interest in our winter freights & mail and Xmas mail. - MILLER %

I would not altogether agree that it is necessary to appoint a Commissioner to sound out public feeling, although I would agree that Mr Barton would make a very good one.

Any commissioner making inquiries throughout Stanley is almost certain to find a large measure of opposition to the purchase of a replacement vessel. Stanley residents have no interest in such a vessel when the "Darwin" brings their food and mail right to their door-step and takes the outward mail away for them.

The N.P.P. are totally unaware that in general the west side of West Falkland gets no call of "Darwin" between May/June and November.

They obviously are quite unconcerned that over that period of six months we on this side of the Colony would have to see our heavy mails accumulate in the Post Office, and in addition we would have no means of obtaining essential stores and equipment.

I would suggest that the correct approach to such people would be to ask them whether they would be prepared to have no call of "Darwin" in Stanley with any mails or foodstuffs, over the same period.

There is a further point that newcomers have not yet appreciated. On two occasions since the Air Service was inaugurated in 1950 owing to aircraft damage, the "Philomel" has been the only reliable means of any inter-island communication, and this means medical cases too.

In 1957 the "Fitzroy" left for U.K. in May, and the "Darwin" did not arrive out until September. At the same time the only spare Beaver engine was found u/s and we had no air service whilst we had no FIC ships. During that period "Philomel" did all that we required though naturally as some disadvantage to bulk inter-island travel.

Any responsible people in Stanley will inevitably have a very heavy and daunting responsibility if they try to stop the purchase of a replacement vessel - merely because such a vessel is no use to them.

Yours faithfully,

Admiral Miller
Member for West Falklands.

COMMISSION

Made under section 2 of the Commissions of Inquiry Ordinance

IN THE NAME of Her Majesty ELIZABETH II., by the Grace of God of the United Kingdom of Great Britain and Northern Ireland and of Her other Realms and Territories Queen, Head of the Commonwealth, Defender of the Faith.

By His Excellency SIR COSMO DUGAL PATRICK THOMAS HASKARD, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Most Excellent Order of the British Empire, Governor and Commander-in-Chief in and over the Colony of the Falkland Islands and its Dependencies.

Haskard

By virtue of the powers vested in me by section 2 of the Commissions of Inquiry Ordinance, I do appoint -

Arthur Grenfell Barton, Esquire, Commander of the Most Excellent Order of the British Empire, Justice of the Peace,

to inquire into, and report on, the need for the replacement of the existing Government cargo vessel, the m.v. Philomel.

GOD SAVE THE QUEEN

Given at Government House, Stanley, this *twenty first* day of *November*, 1965.

By His Excellency's Command,

W. H. Humber

Colonial Secretary

24th November, 65.

Sir,

I am directed to inform you that His Excellency the Governor has been pleased to appoint you to be a Commissioner for the purpose of receiving and examining such evidence and statements as may be presented to you concerning the need for the replacement of the existing Government cargo vessel, the m.v. Philomel. You are requested -

to invite evidence orally and in writing;

to call for, and examine, such further evidence as you may consider necessary; and

to collate the evidence and views presented to you, and report them to the Governor in Council.

I am,

Sir,

Your obedient servant,

(Sgd) W. H. Thompson

COLONIAL SECRETARY

The Hon. Mr. A.G. Barton, C.B.E., J.P.,
STANLEY.

IM.

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G A Z E T T E N O T I C E

No. 19.

Colonial Secretary's Office,
Stanley, Falkland Islands.
24th November, 1965.

Inquiry into the need for the replacement of the m.v. Philonel

Any person, persons or organization wishing to submit views, either orally or in writing to the Commission should submit such views or apply for an interview not later than the 11th January, 1966. Acceptance of such views shall be at the discretion of the Commissioner.

All correspondence should be addressed to -

The Commissioner,
Inquiry into the replacement of m.v. Philonel,
The Secretariat,
Stanley.

By Command,

L. H. Manser
Colonial Secretary.

Ref: 2189/II.
IM.

ba

HOLMESTED BLAKE & COMPANY, LIMITED

DIRECTORS: R. BLAKE, H. S. HOLMESTED, E. G. MATHEWS, A. L. BLAKE, MRS. C. A. E. STRONACH

LONDON OFFICE:
120. PALL MALL,
LONDON, S.W.1
TELEPHONE: WHITEHALL 6077/8

HILL COVE,
FALKLAND ISLANDS

CABLES: "BLAKE FOXBAY"

The Commissioner

The Enquiry Into The Replacement Of M.V.Philomel.

Sir,

I feel there should be a minimum standard of public services for The Camp and Stanley. Into this standard comes a reasonably regular supply of paper and parcel mail, and a means of getting urgently required stores and spare parts from Stanley to the farms. If this transport is not a commercial proposition then it becomes Government's duty to provide it. A boat call every six weeks or two months, I would consider the absolute minimum. Maintenance of this service, I feel, is the basic roll of the present Philomel. In 1966 we are scheduled for a boat call at this station, in January and May. I do not think this is an adequate mail service or a regular enough cargo service.

Could the Airservice carry out the present commitments of the Philomel? I think this is doubtful. There are very few days when the Airservice is not flying, ^{due to lack of passengers} and to give it the Philomel's work would just mean a poorer passenger service with the present equipment. It is also much more expensive to carry cargo and mail by air than by sea. It is possible that two larger aircraft could cope with mail, cargo and passengers, but I could not justify two planes at £60,000 each, when I can't justify one Philomel. Also I wonder what would happen to the heavy mail and cargo service when the pilots are on leave, for I think it is agreed that there is sufficient work at the moment to keep one pilot more than busy during the time he is on his own.

We live in a Colony where the cost of most services are out of all proportion to the number of people who use them, and I can see no reason for making the Philomel the one economy.

Signed



Commissioner,
Enquiry into replacement M.V. Philomel.
Stanley.

R.B. Napier,
West Point Island,
Falkland Islands,
4th December 1965.

Dear Sir,

With regard to the recent broadcast on replacement of M.V. "Philomel"

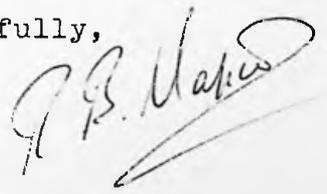
As I am sure the wish of almost everybody in the camp that the "Philomel" be replaced, over the past years "Philomel" has done a wonderful service to the people in the camp, and I am certain that without a government ship it would be almost impossible to get people to stay on the more remote Islands, "Philomel" is often the only means of transport for getting peoples furniture etc from Stanley or for that matter from farm to farm, "Philomel" has moved two families furniture to and from West Point during the last few months, as "Darwin" only makes four or five voyages to the far West a year with sometimes as much as four month intervals, it most likely means that we would be often short of stores etc.

Most Island farms have small ships which can go to Stanley, however by the time the ship is fully manned it often means that there are no men left on farm to carry on essential jobs.

The arrival of the "Philomel" to the camp stations is ~~greatly~~ with mail is greatly looked forward to and is felt by most camp people to be money spent for a worthy cause.

If Government should decide against a replacement for Philomel, but continue with the new Stanley roads project it would I'm sure cause great resentment by the camp people, who would feel that Stanley people were getting everything they wanted, while the wishes of the camp people ignored.

Yours faithfully,



A

Bertrand & Felton Ltd.
Roy Cove,
Falkland Islands.

The Commissioner of Inquiry.
New "Philomel".
STANLEY.

Dec.5th, 1965.

7

Dear Sir,

In connection with the referendum through yourself as to the desirability of replacing the present "Philomel" with a new vessel I am writing to give the point of view of residents in this area.

Over the past years it is a well known fact, and the progressively further from Stanley the more emphatic, that camp people generally cannot easily carry on without a vessel available for freight and heavy mail carrying, especially during the winter months when the F.Is. Company's vessel does not make coastwise voyages beyond Foxbay or the Sound.

I understand that there is a considerable body of opinion in and close to Stanley that says this Colony cannot afford such a replacement. Such people, especially those who live in Stanley, have no uses for "Philomel" at all. "Darwin" brings all their mail and perishable cargo direct from Montevideo at regular intervals.

All such people have only to walk to either the Post Office or to the various Stores, to obtain what they want.

In the camp and especially the far West we are not so fortunate. "Darwin" rarely makes coastwise voyages to the far west between the months of May/June and November.

During this period of five months, if there is no vessel such as "Philomel" available, these people have no means of getting heavy mails (other than overland from Foxbay which is almost impossible when the camp tracks deteriorate in wet weather) and they cannot get cargo at all.

Some years ago there were other privately owned small vessel available to do this work, but such ~~are~~ no longer exist, at least as far as moving to the far west is concerned.

Therefore it cannot be too heavily emphasised that we in this area just cannot do without such a vessel in the winter months.

But this is by no means the only reason for the necessity of a "Philomel" replacement. We have known the time when the aircraft were entirely out of action and no F.I.C. vessel in the Colony. At that time (and 1957 winter was the outstanding occasion) the only means of transporting hospital cases & carriage of mails and ~~pass~~ limited passengers was by the "Philomel".

In 1957, "Fitzroy" departed for the U.K. and "Darwin" did not arrive in the Colony until September. We were thus four months with no FIC vessel and at the same time the aircraft engine became u/s and we had no aircraft to fly until "Darwin" brought a new engine.

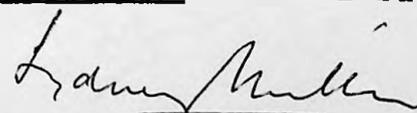
There is also another need for a "Philomel", which again cannot possibly occur to Stanley residents. From time to time with shifting of labour, farms require employees' furniture to be picked up from one distant port and brought to another. Such work can only rarely be done by FIC vessel if she happens to be both going in the right direction and calling at the ports in question.

When the question of total cost is considered, residents of Stanley and nearby should remember that all camp people contribute in a large manner to heavy expense of Stanley installations, many of which are of only indirect interest to camp people, and then only for the brief periods in which they can make use of them - possibly two out of every 52 weeks. I am referring to the Filtration plant, Power Station, Stanley roads etc. etc.

When camp people need power supply, water supply etc, the farms incur the whole cost - they do not ask Stanley to subscribe.

I hope, Sir, I have made it abundantly clear that the Camp, and especially the far West, cannot carry on without a vessel such as "Philomel".

Yours faithfully,



8

BERTRAND & FELTON LTD.

ROY COVE,

FALKLAND ISLANDS

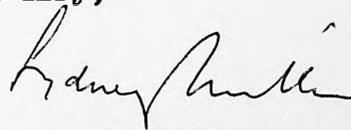
December 5th 1965

The Hon.
The Colonial Secretary.
STANLEY.

Sir,

I would be grateful if you would pass the attached letter to the person who is to conduct an inquiry, in January, into the question of whether there is to be a replacement of the present Government vessel "Philomel".

Yours faithfully,



Manager.



L
20113/12
9

DARWIN HARBOUR,
FALKLAND ISLANDS.
6th. December, 1965.

The Commissioner,
Replacement of "Philomel" Inquiry,
The Secretariate,
STANLEY.

Dear Sir,

I am sure most people in the Colony will be very sorry to see the "Philomel" go, and not be replaced; however we must look facts squarely in the face.

I understand for some years Government has had to draw on Reserves to balance Expenditure, also the "Philomel" is run at a considerable Loss each year, I presume this will increase, with the expected rise in salaries and wages.

To me the question seems to be, "Does the Colony really require the services given by the "Philomel", at the expense involved?. Personally I do not think we do, for reasons given below:-

1. The primary reason for acquiring the "Philomel" was as a hospital ship, to take patients from the Camp to Stanley in need of urgent hospital attention. I think it is true to say, this function has been entirely taken over by the Air Service.
2. Secondly I cannot see the "Philomel" or her replacement being economic or really necessary for taking freights round the Islands; as Camp Manager for The Falkland Islands Co. Ltd., I do not foresee our Farms making regular use of such a ship for freight purposes.

In view of the facts as I see them, I cannot support the suggestion for a replacement for "Philomel". I think we should endeavour to continue to maintain a good air service, as almost everyone in the Colony benefits. To continue to deliver paper and parcel mail by air, when time and space permits. I understand one of the planes will have to be replaced shortly, so suggest any funds available be allocated to this, rather than a replacement for "Philomel".

Yours faithfully,



(R.G. Vinson.)

Chatres
Falkland Islands
8th December, 1965

10

The Commissioner
Philomel Replacement
Secretariat
Stanley.



Dear Sir,

We the undersigned think that a replacement to the 'Philomel' for camp connections to Stanley is essential especially at times when 'Darwin' is not visiting the West island even for delivery of mails.

It is difficult to keep a farm store fully stocked even with essentials unless a ship makes more frequent calls to say nothing of paper and parcel post delivery.

We think also that with a sound ship more money could be made with cargo and sheep shifting and as regards the latter Stanley residents could be supplied with reasonable mutton instead of having the tail end of a large shipment which has lost condition and can no longer be termed as mutton. The large shipments are always problematical anyway and depend so often on the Darwin having to make a date in Montevideo for connections, or weather.

Yours faithfully

A. L. ...
.....

R. Buckland
.....

A. S. Harvey
.....

J. Price
.....

H. J. Henriksen
.....

W. J. Long
.....

J. ...
.....

J. Plummer
.....

J. C. Harvey
.....

Ch. H. ...
.....

John Hayward
.....

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M. B. ...
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J. A. ...
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P. D. Hayward
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R. Smith
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F. ...
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Pebble Island, 11
West Falkland Is.
11th December 1965.

A.G. Barton Esqre.,
Commissioner for the Enquiry into the
Philomel Replacement,
Government Secretariat,
Stanley.



Dear Sir,

Proposed replacement for the M.V. Philomel

I find this difficult to answer decisively; unless one knows what sort of Vessel it is proposed to get and at what price and for what usage out here, then one can only generalize. In my opinion an alternative means of communication to R.M.S. Darwin between this Colony and the Coast should exist: Recent events in Monte-Video must surely confirm this. Without any knowhow at all to help me, I would however have thought the promotion of an Airservice to Chile was much more likely to be of lasting benefit to the Colony; I mean one for land-planes. In the event that this could be achieved in the near future then I see need to replace Philomel, our Communications, overseas and Local would be assured by Air and that is what matters to Government and the people as a whole. *Query. How does a land-plane carry Parcel Mail & deliver to Camp Stations without an all-weather landing field?*

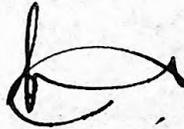
In judging this Philomel replacement issue, I think it important that it be considered from the point of view, of benefit, or, no benefit, to the people, having regard to the very considerable cost. I think all persuasive claims for a replacement from Farms must be very carefully considered. There is no justification for spending a large amount of the peoples money merely so that some Sheep-Farms can more conveniently and more cheaply get their stores and materials moved, if the main benefit is going to go to a few Share-Holders, who are probably not even resident in the Colony. Some Farms already run their own small vessels and there is no reason why others should not do so if they desire additional Shipping facilities. I cannot see that any Philomel Replacement will benefit more than a small section of the Local Community and then only in a minor way; it will certainly as pointed out above, benefit some businesses.

However, if an Overseas Airlink cannot be established; if the right Vessel is obtained and if it be run in ~~XXX~~ a Commercial and business-like manner; then, I think a replacement should be got for Philomel.

The Vessel should be Steel built and large enough to trade to Chile; She should be a modern small Diesel Cargo-boat incorporating the latest ideas. I have made my views on the type of Vessel needed already to the Secretariat; The only addition to the views expressed then would be for the Vessel to have double-bottoms for Oil and Water. I have also made my views known about how such a Vessel should be run. Unless the Vessel is intended to pay its way dont get it. If you get a Vessel, all inhibitions about competing with local firms should be abandoned and every effort should be made to make the Vessel at least self-supporting.

To sum up as a Tax-Payer and Citizen of this Colony; I would prefer an Airservice; a ship is a second best in my view. If however a Ship is to be got; get the right one and run it properly.

Yours faithfully



(A.B. Monk)

12 for Mr Barlow
S. 23/12

New J

Dec 11th 1965

Dear Sir

- Just a few lines about the Philomel
I think it would be better to keep her,
I don't think there is enough work for a
bigger Boat. At present there is a little work
for her. But that won't last long. I would think
it would be better to get another ~~craft~~ (A/R.)
then you may be able to keep
two, of them in working order at a time
- there seems to be plenty work for the Sir Craft
excuse my writing as I am not much
at it

Regards

J J Davis

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.

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12th. December, 1965.

The Commissioner
Replacement of M/V. Philomel,
Stanley.

Dear Sir,

The people on this station, and myself consider that the replacement of the M/V. Philomel to be essential.

The carriage of mails and sundry cargo particularly to the out-lying Islands and to those mainland ports which receive but two calls a year by R.M.S. Darwin, is regarded by those concerned as a very important amenity.

There is the medical aspect also to be considered, the R.M.S. Darwin is often out of the country on her voyages between the Islands and Montevideo, and it might so happen that the planes might not be able to fly to take into Stanley a medical case needing immediate hospital treatment, and in an emergency such as this the Government Ship could be called upon.

We all know that a replacement to take the M/V. Philomel's place is going to be very expensive but we hope that the Government will give the proposition serious consideration.

Yours faithfully,

A.H. Clement

Manager.

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DARWIN SHIPPING LIMITED

E. G. Vinson

Directors: A. G. Barton, C.B.E., W. H. Young.

Telegrams: " Fleetwing Portstanley "

STANLEY,
FALKLAND ISLANDS.

13th December, 1965

WHY/SGC

The Commissioner,
Replacement of "Philomel" Inquiry,
The Secretariat,
Stanley.

Si. 14/12

Dear Sir,

I feel that the Colony cannot afford the expense involved in replacing the "Philomel". A replacement could not be run economically, and there is no doubt that an increased deficit on the Government Shipping account must be expected if a new vessel is obtained.

At present freights are offered to the "Philomel" by the Falkland Islands Company's store departments and farms, but these are only available when it appears unlikely that the goods involved cannot be shipped in reasonable time by R.M.S. "Darwin" or M.V. "A.E.S.", and if the new vessel had substantially more cargo space than the "Philomel", the position might arise when Darwin Shipping Limited had to restrict the freights offered to ensure that a reasonable portion of local freights accrued to their own vessels.

As you are aware the Company expects all consigning clients to restrict their produce shipments to the Company's vessels, and I cannot visualize the circumstances whereby substantial produce freights could be earned by the Government vessel.

At your request I am forwarding under separate cover details of all coastwise calls made by "Darwin" and "A.E.S." during the past 5 years.

Yours faithfully,



Director.

Ack'd
25/12/65

J. R. Aldridge

15 In Dunedin 21/12

15 Dec 1965

Hill Cove

Dear Sir

May I express my and I know the feelings of the employees of Hill Cove views on the replacement of Philomel. I worked on the far West in the days before Philomel, in those days we were lucky to receive at least 4 direct mails a year, all our other mails had to come overland from Fox Bay with the result that sometimes through accident with horses or the weather the mail arrived in a very damaged state, if the Philomel was not replaced those days could come back although to day with tractors androvers conditions could be very much better, even though these means of transport are limited in what they can carry so in the end we are still waiting for important mail & cargo so I would say the Philomel should be replaced. In replacing Philomel I would go so far as to say the replacement should ~~be~~ have cargo space a couple of ton measurement bigger than Philomel as I think I am right in saying that very seldom does Philomel come around the South and far West with out having to shut out important cargo. The question will then arise that there will be difficulty in maintaining the underwater fittings. In the West yard the Falkland Island Company has a small slip that they have slipped all these small vessels for years

before I could ~~not~~ remember and are still doing it; surely with modern methods something on the same lines could not be made in the Government Dock yard with the aid of some cement and a very low tide, a cradle with pump up tyres such as the air service is using could be sunk under the vessel alongside the jetty then cradle and vessel could be towed into position at high tide and a diesel winch do the rest, then tools and machine shop would be on hand. If my slipping plan seems to have slipped astray, I still say that the Philomet should still be ~~replaced~~ replaced then we could look forward to regular mail when they arrive in Stanley also important cargo that we would otherwise only get at very irregular intervals

yours sincerely
T G Alford

DARWIN SHIPPING LIMITED

R. G. VINSON

Directors: ~~A.G. Barton, C.B.E.~~, W. H. Young.

Telegrams: "Fleetwing Portstanley"

STANLEY,
FALKLAND ISLANDS.

15TH DECEMBER, 1965.

MR. A.G. BARTON C.B.E.,
COMMISSIONER APPOINTED TO
ENQUIRE INTO THE NEED FOR
A REPLACEMENT FOR M/V 'PHILOMEL',
ROWEN HOUSE,
STANLEY.

A.G.B.

WHY/BOB.

DEAR SIR,

ENCLOSED PLEASE FIND A SCHEDULE OF CALLS MADE BY
R.M.S. 'DARWIN' AND M/V 'A.E.S.' COASTWISE DURING THE
YEARS 1961 TO 1965 INCLUSIVE.

CALLS MARKED WITH AN ASTERISK ARE 'A.E.S.' CALLS.

YOURS FAITHFULLY,



CHAIRMAN.

	1961		1962		1963		1964		1965		AVERAGE OVER 5 YEARS		
	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	TOTAL CALLS 1961-65		
<u>BLUFF COVE</u>	30 Mar -	1 -	10 Apr 29 May	1 1	-	-	5 June	1 -	30 Mar 3 Apr	8 May	2 1	4 3	0.8 0.6
<u>FITZROY</u>	30 Jan 5 Sept 28 Mar 9 Aug	3 1	13 Jan * 15 June 27 May	2 1	6 Apr 27 Mar 10 June 26 Aug 21 Sept 12 Nov	3 3	6 Jan 13 Apr 17 Mar 4 June 21 Sept 23 Dec	4 2	17 Feb 4 June 3 May 28 July 26 June 21 Sept	4 2	16 9	3.2 1.8	
<u>GOOSE GREEN</u>	13 Jan * 14 Nov 30 Jan 26 Mar * 7 June 11 Aug 12 Oct * 29 Dec	7 1	14 Jan * - 27 Jan 12 Mar 13 Apr * 20 June * 19 July 20 Aug 27 Sept 17 Nov	9 -	31 Jan * 9 Jan 4 Mar 1 July 7 Apr 10 Sept 16 Apr * 12 Nov 29 Apr 11 Dec 11 July * 29 July 24 Sept 15 Oct	9 5	10 Jan * - 7 Feb 18 Mar 4 May 9 June * 7 July 27 July 5 Sept 22 Sept 1 Nov * 23 Dec	12 -	23 Jan * 29 May 18 Feb 9 Dec 4 Apr 23 June * 21 Sept 22 Oct *	6 2	43 8	8.6 1.6	
<u>NORTH ARM</u>	14 Jan * - 10 Apr 12 June * 26 Nov	4 -	16 Jan * - 12 Apr 12 Apr * 9 May 21 June * 22 Dec	6 -	5 Mar 10 June 18 Apr * 9 Sept 10 June 14 Nov 30 July 21 Dec 31 Dec	5 4	6 Feb - 15 May 24 May 24 Sept 15 Sept 21 Dec 17 Dec	4 -	18 Feb 29 May 9 Apr 17 Aug 4 May 12 Dec 27 June 22 Sept	5 3	24 7	4.8 1.4	
<u>WALKER CREEK</u>	- -	- -	18 July	1 -	10 Jan	1 -	18 Mar	1 -	- -	- -	2 1	0.4 0.2	
<u>LIVELY ISLAND</u>	19 Apr - 20 May 8 June	3 -	28 May - 20 July 21 Aug	3 -	7 Apr 11 Sept 24 Sept 21 Dec	2 2	27 May - 8 July	2 -	18 Feb - 5 Apr 12 Apr	3 -	13 2	2.6 0.4	
<u>SEA LION ISLAND</u>	10 Apr -	1 -	- -	- -	- -	- -	9 Jan -	1 -	- -	- -	2 -	0.4 -	
<u>BLEAKER ISLAND</u>	7 Feb 22 Apr	1 1	31 May -	1 -	1 July 9 Sept	1 1	24 May -	1 -	30 Mar 29 May 4 May	2 1	6 3	1.2 0.6	
<u>BARREN ISLAND</u>	13 Apr -	1 -	29 May -	1 -	4 July 11 June	1 1	26 May 8 July 15 Apr	2 1	12 Apr -	1 -	6 2	1.2 0.4	
<u>GOLDING ISLAND</u>	-	-	3 May -	1 -	3 May -	1 -	- -	- -	- -	- -	2 -	0.4 -	

	1961		1962		1963		1964		1965		AVERAGE OVER 5 Years	
	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	TOTAL CALLS 1961-65	
<u>SPEEDWELL ISLAND</u>	16 Jan * 7 Feb 13 Apr 15 June * 12 Aug 19 Aug 14 Oct * 27 Nov	30 Sept 8 1	18 Jan * 23 Feb 11 Apr 12 Apr * 23 June * 7 Sept 27 Oct 21 Dec	21 July 22 Aug 8 2	1 Feb * 19 Apr * 12 June 3 July 13 July * 23 Sept 30 Dec	10 Apr 8 Sept 15 Nov 21 Dec 7 4	5 Feb 26 May 12 June * 5 Sept 23 sept	16 Apr 5 1	17 Jan 19 Feb 5 Apr 30 May 27 June 2 Sept 4 Sept 23 Sept 11 Oct	2 July 17 Aug 15 Sept (2) 30 Oct 16 Dec 9 6	37 14	7.4 2.8
<u>GEORGE ISLAND</u>	13 Apr 22 Apr	1 1	29 May -	1 -	3 July -	1 -	26 May -	1 -	11 Apr -	1 -	5 1	1.0 0.2
<u>SAN CARLOS</u>	17 Jan * 5 Feb 17 May 19 Sept 15 Oct *	14 Feb 29 May 17 Dec 5 3	19 Jan * 15 Mar 23 June * 24 Oct	13 Feb 28 Feb 22 Aug 17 Dec 4 4	14 Jan 9 Mar 13 June 12 Nov 29 Dec	20 May 6 Sept 2 Oct 30 Oct 12 Nov 20 Nov 19 Dec 5 7	4 Feb 14 Apr 16 June * 2 Sept 3 Nov * 20 Dec	15 May 4 Aug 5 Sept 16 December 6 4	22 Feb 5 May 1 Sept 4 Aug 29 Oct 23 Nov 17 Dec 3 7	11 Jan 9 Apr 20 July 4 Aug 23 Nov 17 Dec 23 25	4.6 5.0	
<u>PORT SAN CARLOS</u>	17 Jan * 9 Mar 17 May 21 July 15 Oct *	14 Feb 12 May 29 May 27 Sept 17 Dec 5 5	20 Jan * 10 Apr * 25 June * 24 Oct	8 Feb 1 Mar 18 July 18 Aug 22 Aug 21 Dec 4 6	4 Feb * 8 Mar 25 Apr * 15 July * 11 Nov	15 May 5 Sept 3 Oct 29 Oct 20 Nov 17 Dec 5 6	14 Jan * 25 Feb 14 Apr 16 June * 11 Aug 4 Nov * 11 Nov	16 May 4 Aug 16 Sept 17 Dec 7 4	22 Feb 6 May 24 May 1 Sept 4 Aug 28 Oct 23 Nov 17 Dec 4 10	11 Jan 8 Apr 30 Apr 5 June 2 July 20 July 4 Aug 28 Oct 23 Nov 17 Dec 25 31	5.0 6.2	
<u>DOUGLAS STATION (MORO)</u>	8 Jan 10 Feb 23 Apr 14 June	21 Nov 28 Nov 4 2	22 Jan * 19 Mar 30 June 23 Oct	28 Apr 3 May 25 Aug 17 Dec 4 4	22 Jan 4 Apr 20 May 9 July * 21 Nov	17 Jan 21 Mar 11 May 16 June 14 Aug 4 Sept 5 6	14 Jan * 21 Mar 16 June	6 May 2 Dec 3 2	22 Jan * 10 Apr * 9 July 6 Sept 15 Oct 17 Nov 3 5	22 Feb 10 June 6 Sept 15 Oct 17 Nov 19 19	3.8 3.8	
<u>SALVADOR</u>	8 Jan 10 Feb 22 Apr 14 June 21 Dec	9 Sept 19 Oct 21 Nov 28 Nov 5 4	22 Jan * 18 Mar 1 July 23 Oct	9 Apr 29 Apr 3 May 16 July 16 Aug 17 Dec 4 6	23 Jan 3 Apr 20 May 20 Nov	18 Jan 20 Mar 11 May 25 July 14 Aug 5 Sept 29 Oct 17 Dec 4 8	14 Jan 20 Mar 15 June 1 Sept 19 Dec	6 May 2 Aug 15 Sept 3 Oct 24 Nov 5 5	22 Jan * 9 Apr * 8 July 6 Sept 15 Oct 12 Nov (2) 17 Nov 3 8	11 Jan 22 Feb 10 June 6 Sept 15 Oct 21 31	4.2 6.2	
<u>RINCON GRANDE</u>	7 Jan 10 Feb 23 Apr 14 June 21 Dec	9 Sept 25 Sept 21 Nov 1 Dec 5 4	22 Jan * 19 Mar 30 June 23 Oct	24 Feb 28 Apr 4 May 16 July 16 Aug 17 Dec 4 6	22 Jan 3 Apr 8 July 21 May 20 Nov	20 Feb 21 Mar 20 May 13 Aug 4 Sept 1 Oct 5 7	14 Jan 21 Mar 19 Dec	4 March 6 May 2 Aug 15 Sept (2) 3 Oct 24 Nov 16 Dec 3 8	22 Jan * 8 Apr * 9 July 6 Sept 8 Oct 16 Oct 12 Nov 17 Nov 3 8	11 Jan 22 Feb 10 June 6 Sept 8 Oct 16 Oct 12 Nov 17 Nov 20 33	4.0 6.6	
<u>BEAVER ISLAND</u>	-	-	7 May -	1 -	30 Apr 4 Sept	1 1	7 May 21 Mar 12 Aug 30 Sept 20 Dec	1 4	27 Mar 11 Arp 14 Sept 19 Dec	1 3	4 8	0.8 1.6

1961		1962		1963		1964		1965		TOTAL CALLS 1961/65		AVERAGE OVER 5 YEARS	
DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	TOTAL CALLS 1961/65	TOTAL CALLS 1961/65	AVERAGE OVER 5 YEARS	AVERAGE OVER 5 YEARS
<u>TEAL INLET</u>	8 Jan 9 Sept 10 Feb 25 Sept 23 Apr 21 Nov 16 June 28 Nov 4 4	21 Jan * 24 Apr 18 Mar 3 May 29 June 16 Aug 22 Oct 17 Dec 4 4	22 Jan 18 Mar 4 Apr 20 Mar 20 May 10 May 20 Nov 25 July 4 Sept 4 6	15 Jan * 7 Mar 21 Mar 6 May 15 June 24 Nov 2 Sept 4 3	22 Jan 22 Feb 11 Apr * 11 June 9 July * 19 July 31 Aug 6 Sept 12 Nov 3 7 17 Nov	19 24	3.8	4.8					
<u>GREEN PATCH</u>	18 Jan * 28 Aug 4 Mar 13 Dec 12 June 3 2	22 Jan * 19 Feb 23 Jan 30 Mar 21 Mar 13 Apr 29 June * 29 Aug 21 Dec 4 5	24 Jan 23 Apr 5 Apr 29 Aug 22 May 1 Oct 19 Nov 21 Dec 28 Dec 5 4	3 Feb 21 July 20 Mar 15 Oct 16 June 4 Apr 21 July 3 4 3	11 Jan - 1 Mar 7 May 3 -	18 15	3.6	3.0					
<u>PORT LOUIS</u>	20 Jan * 28 Aug 4 Mar 13 Dec 13 June 3 2	23 Jan * 19 Feb 23 Jan 30 Mar 20 Mar 12 Apr 28 June * 22 May 29 Aug 4 6 21 Dec	24 Jan 23 Apr 5 Apr 29 Aug 21 May 1 Oct 28 Dec 4 3	20 Mar 2 Apr 16 June 23 Apr 22 July 16 Oct 5 Apr 2 4	11 Jan 5 Apr 1 Mar 7 May 3 1	16 16	3.2	3.2					
<u>JOHNSON HARBOUR</u>	20 Jan * 28 Aug 4 Mar 20 Sept 13 June 13 Dec 3 3	20 Mar 19 Feb 30 June * 12 Apr 22 Dec 2 3	24 Jan 23 Apr 5 Apr 17 May 22 May 29 Aug 19 Nov 2 Oct 28 Dec 5 4	19 Mar 5 Apr 16 June 23 Apr 20 July 17 Oct 5 Apr 2 4	11 Jan - 1 Mar 7 May 3 -	15 14	3.0	2.8					
<u>PEBBLE ISLAND</u>	3 Jan 17 Jan (2) 5 Mar 14 Feb 16 May 8 Apr (2) 18 July 4 May 1 Dec 17 Dec (2) 5 8	3 Jan 8 Feb 1 Feb 19 Mar (2) 16 Mar 2 Dec (2) 8 Apr * 2 May 13 Aug 18 Dec 7 5	15 Jan 16 Feb (2) 10 Mar 20 May (2) 24 Apr * 10 June 3 May 17 July (2) 13 Nov 16 Oct 29 Oct (2) 17 Dec 5 11	14 Jan 18 Mar 25 Feb 15 May (2) 19 Apr 28 June (2) 11 Nov 3 July (2) 6 Aug 31 Aug (2) 3 Oct 18 Dec 4 12	24 Jan 8 Feb (2) 23 Mar 14 Apr 24 May 1 May 3 Nov 17 June (2) 5 Aug (2) 4 Oct 17 Dec (2) 4 11	25 47	5.0	9.4					
<u>KEPPEL ISLAND</u>	15 May 20 Dec 1 1	19 March - 1	1 Sept 10 June 1 2 29 Oct	1 Sept - 2 3 Oct	14 Apr 17 June 6 Aug 4 Oct - 5 17 Dec	2 11	0.4	2.2					
<u>SAUNDERS ISLAND</u>	2 Jan 18 Jan 6 Mar 9 Apr (2) 20 July 8 May 20 Dec 3 5	3 Jan 25 Feb (2) 31 Jan 20 Mar (2) 3 May 28 June (2) 13 Aug 3 Dec (2) 18 Dec 5 8	15 Jan 11 Feb (2) 10 Mar 16 May (2) 2 May 16 June 13 Nov 19 July (2) 3 Oct (2) 18 Dec 4 10	13 Jan 19 Mar 18 May (2) 24 Feb 24 June (2) 15 Apr 3 July 12 Nov 6 Aug 1 Sept (2) 2 Oct 4 11 20 Dec	23 Jan 9 Feb (2) 23 Mar 13 Apr 2 July 17 June (2) 5 Aug (2) 5 Oct (2) 17 Dec (2) 3 11	19 45	3.8	9.0					
<u>DUNNOSE HEAD</u>	18 Apr - 29 Nov 2 -	4 May 27 Feb 16 Aug 2 1	17 Jan 19 July 14 Mar 15 Nov 3 1	11 Jan 25 June 6 May 15 Nov 3 1	20 Jan 12 Apr 27 May 5 Nov 3 1	13 4	2.6	0.8					

	1961		1962		1963		1964		1965		AVERAGE OVER 5 YEARS						
	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	TOTAL CALLS 1961-65						
<u>HILL COVE</u>	2 Jan 7 Mar 19 July 1 Dec	18 Jan 10 Apr	2 Jan 31 Jan 8 Apr 18 Dec 14 Aug	21 Mar 1 July 3 Dec	11 Mar 1 May 2 Aug 13 Nov	17 Feb 27 May 2 Oct 28 Oct 18 Dec	13 Jan 24 Feb 17 Apr 12 Nov	19 Mar 18 May 24 June 6 Aug 2 Sept 2 Oct 17 Dec	23 Jan 24 Mar 25 May 1 July 3 Nov	9 Feb 13 Apr 5 Aug 6 Oct 17 Dec	4 2	5 3	4 5	4 7	5 5	22 22	4.4 4.4
<u>ROY COVE</u>	8 Mar 15 Aug 29 Nov	19 Jan 9 Apr	1 Jan 29 Jan 5 May 15 Aug	27 Feb 1 July 3 Dec	17 Jan 12 Mar 1 May	18 Feb (2) 14 June 19 July 28 Oct	12 Jan 20 Feb 16 Apr 15 Nov	19 Mar 19 May 25 June (2) 7 Aug 1 Oct 19 Dec	21 Jan 25 Mar 26 May 29 June 4 Nov	10 Feb (2) 12 Apr 19 June 7 Aug 6 Oct 18 Dec	3 2	4 3	3 5	4 7	5 7	19 24	3.8 4.8
<u>WEST POINT ISLAND</u>	1 Jan 7 Mar 20 July 30 Nov	18 Jan 10 Apr (2) 10 May	2 Jan 30 Jan 3 May 14 Aug 19 Dec	27 Feb 1 July 3 Dec	15 Jan 12 Mar 1 May 13 Nov	17 Feb 27 May 19 July (2) 29 Oct 19 Dec	12 Jan 23 Feb 16 Apr 13 Nov	19 Mar 18 May 24 June 9 Aug 2 Oct 17 Dec	22 Jan 25 Mar 25 May 1 July 4 Nov	9 Feb 13 Apr 18 June 6 Aug (2) 5 Oct (2) 18 Dec	4 4	5 3	4 6	4 6	5 8	22 27	4.4 5.4
<u>CARCASS ISLAND</u>	1 Jan 8 Mar 20 July	20 Jan 9 Apr	2 Jan 31 Jan 8 Apr	27 Feb 1 July 3 Dec	15 Jan 11 Mar 2 Aug	17 Feb 27 May 19 July 29 Oct 19 Dec	12 Jan 16 Apr 13 Nov	19 March 18 May 24 June 2 Sept 2 Oct 17 Dec	22 Jan 24 Mar 24 May	9 Feb 13 Apr 18 June 6 Aug 6 Oct 17 Dec	3 2	3 3	3 5	3 6	3 6	15 22	3.0 4.4
<u>CHARTRES ISLAND</u>	1 Jan 8 Mar 16 Apr 13 Aug 29 Nov	19 Jan	1 Jan 29 Jan 5 May 15 Aug	2 July 4 Dec	16 Jan 13 Mar 1 May 1 Aug 14 Nov	18 Feb 29 Oct	11 Jan 23 Feb 17 Apr 13 Nov	20 Mar 25 June 10 Aug 1 Oct 18 Dec	22 Jan 26 Mar 28 May 30 June 4 Nov	10 Feb 12 Apr 19 June 6 Aug 6 Oct 18 Dec	5 1	4 2	5 2	4 5	5 6	23 16	4.6 3.2
<u>WEDDELL ISLAND</u>	19 Apr 13 Aug 15 Aug 28 Nov	-	1 Jan 29 Jan 8 May 17 Aug 19 Dec	3 July	14 Mar 30 Apr 31 July 15 Nov	13 June 10 Sept	10 Jan 22 Feb 6 May 16 Nov	21 Mar 11 Aug 30 Sept 19 Dec	20 Jan 26 Mar 27 May 28 June	11 Apr 17 Sept 20 Dec	4 -	5 1	4 2	4 4	4 3	21 10	4.2 2.0
<u>NEW ISLAND</u>	19 Apr 13 Aug 31 Dec	-	7 May 19 Dec	-	15 Mar	10 Sept	10 Jan 6 May	21 Mar 11 Aug 30 Sept 19 Dec	19 Jan 27 Mar	11 Apr 18 Sept 19 Dec	3 -	2 -	1 1	2 4	2 3	10 8	2.0 1.6
<u>PORT STEPHENS</u>	1 Feb 15 Apr 18 Aug 28 Nov 30 Dec	-	28 Jan 8 May 17 Aug 18 Nov 20 Dec	3rd July	18 Jan 16 Mar 22 Apr 31 July 22 Sept 16 Nov	13th June 11 Sept	10 Jan 17 Feb 5 May 12 Oct	22 Mar 12 Aug 29 Sept 19 Dec	18 Jan 21 Feb 28 May 28 June 5 Nov	10 Apr 18 Sept 20 Dec	5 -	5 1	6 2	4 4	5 3	25 10	5.0 2.0

	1961		1962		1963		1964		1965		AVERAGE OVER 5 YEARS	
	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	TOTAL CALLS 1961-65	
<u>FOX BAY</u>	2 Feb 18 May 16 June * 19 Aug 14 Oct * 27 Nov 21 Dec	5 May 29 Sept	18 Jan * 24 Feb 13 Mar 12 Apr 29 May 6 Sept 25 Oct 19 Nov 21 Dec	19 July 21 Aug	2 Feb * 20 Feb 6 Mar 20 Apr * 12 June 1 July 13 July * 3 Aug 22 Sept 16 Nov 30 Dec	7 Sept 19 Dec	5 Feb 7 May 13 June * 8 July 3 Sept 22 Sept 2 Nov * 20 Dec	17 Apr 10 Dec	18 Jan 20 Feb 28 Mar 29 May 27 July 9 Aug 2 Sept 23 Sept 11 Oct	9 Apr 31 May 6 July 19 Aug 29 Oct 16 Dec	44 14	8.8 2.8
<u>PORT HOWARD</u>	3 Jan 16 Jan * 4 Feb 17 May 21 July 20 Oct *	24 Apr 6 May 18 Dec	19 Jan * 14 Mar 10 Apr * 26 June * 24 Oct	10 Feb 19 July 19 Aug 19 Dec	3 Feb * 7 Mar 23 Apr * 14 July * 12 Nov	15 Jan 6 Sept 3 Oct 16 Nov 19 Dec	12 Jan * 4 Feb 14 Apr 14 June * 11 Aug 14 Oct	5 Mar 18 Apr 17 May 5 Aug 3 Nov 9 Dec (2)	24 Jan * 24 Jan 21 Feb 6 Apr 5 May 1 Sept 6 Nov	12 Jan 2 June 5 July 18 Aug 29 Oct 16 Dec	29 25	5.8 5.0
<u>MIDDLE ISLAND</u>	-	-	-	-	16 Oct	1	6 Sept	1	-	-	2	0.4
<u>PATTERSONS POINT</u>	-	-	-	-	-	-	4 Nov	1	-	-	1	0.2
<u>BRENTON LOCH</u>	5 Feb 2 Dec	2	-	-	-	-	-	-	22 Feb 30 Apr	1 1	3 1	0.6 0.2
<u>DYKE ISLAND</u>	15 Apr	1	-	-	-	-	-	-	-	-	1	0.2
<u>AJAX BAY</u>	18 Sept 19 Sept 16 Oct * 27 Sept	15 Feb 12 May 2 June 4	28 Feb (2) 18 July 18 Aug (2)	5	16 Jan 4 Nov 21 Nov	3	4 Aug	-	20 July 23 Nov	- 2	3 15	0.6 3.0
<u>RUGGLES ISLAND</u>	6 Feb	1	27 Oct	1	-	-	14 Oct	1	-	-	3	0.6
<u>TRISTE ISLAND</u>	7 Feb	1	13 Apr	1	-	-	-	-	-	-	2	0.4
<u>MOTLEY ISLAND</u>	26 Oct	1	8 Sept- 27 Sept	2	18 Jan 31 Dec	2	18 Mar 24 Sept	2	-	-	7	1.4
<u>SWAN & WEST SWAN ISLANDS</u>	6 Feb	1	11 Apr *	1	25 Apr * 17 Nov	2	4 Feb 17 Nov	2	23 Feb 7 Nov	1 June (2) 2 2	8 2	1.6 0.4
<u>M. TYSSSEN ISLAND</u>	4 Jan 2 Dec	2	-	-	14 June	1	17 Nov	1	3 Sept	1	5	1.0
<u>SANDBAR ISLAND</u>	4 Jan 2 Dec	2	-	-	14 June 14 June	2	17 Nov	1	3 Sept	1	6	1.2

	1961		1962		1963		1964	1965		TOTAL CALLS 1961-65	AVERAGE OVER 5 YEARS	
	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL	TOTAL CALLS	DATES OF CALL			TOTAL CALLS
R/V WITH "GENTOO" AT P.S.C.	-		25 June *	1	-		-		-	1	0.2	
R/V WITH "GAMBLER"	20 Dec	1	-		-		-	27 June	1	2	0.4	
Volunteer Point	26 Jan	1	-		-		-	-		1	0.2	
Dunbar	10 Apr 11 May (2)		-		-		-	-		3	0.6	
Mnaybranch	25 Apr		-		-		-	-		1	0.2	
Port Purvis	-		11 Feb	1	16 Jan 4 Oct 30 Oct	3	23 June 1 Sept 3 Oct	3	4 Oct	1	8	1.6

Note: Red = M/V Philomel
 (2) = Philomel called on outward and again on homeward run.

EXTRACT FROM MINUTES OF MEETING NO. 9/65 OF EXECUTIVE COUNCIL
HELD ON THE 15TH AND 16TH DECEMBER, 1965

2386

26. PHILOMEL ENQUIRY

Council noted that the Honourable Mr. A.G. Barton had accepted the appointment of Commissioner to conduct an enquiry into the necessity of replacing n.v. Philomel.

The Colonial Secretary informed members that the plans of two metal hulled vessels had been recommended by Captain Turnbull and the Crown Agents had been asked to extend the option on these beyond the three months originally offered.

Clerk of the Council

W. K. Bertrand
18
23/12

C & K Bertrand
Carcass Island

Commissioner West Falkland Islands.
Inquiry Replacement M/V "Philomel" 16 December 1965
Secretariat
Stanley

Dear Sir

In our opinion a replacement of M/V "Philomel" is vital to these outer islands. Without her what is to bring heavy mail and sundry cargo not to mention the moving of personal and household effects when families move from one farm to another. One of employees most frequent complaints is the long time they have to wait for heavy mail and sundries. It is already very difficult to obtain suitable labour for these islands and without sufficient labour it is impossible to carry out improvement to grass land and erect extra fencing to improve the carrying capacity. For that matter it would not be possible to carry more stock without more labour.

Relving on one vessel to do all the service round the islands seems most unwise, as the recent mishap shows. It may be remembered that when the change over occurred from "Fitzroy" to "Darwin" in 1957 we were practically all winter with only "Philomel". Incidentally it may be interesting to find out just how much cargo the "Philomel" has carried, and she could have carried a lot more had she been larger.

Regarding the type of vessel required in my opinion the

1

replacement should be of the Dutch coaster type of sufficient size to go across to Punta Arenas if necessary, I think she should be of iron or steel construction and be of shallow draught with crew accommodation aft, and she should have proper cargo working gear.

We are well aware of the cost of such a vessel also that she needs slipping facilities, however the latter does not seem to be of immediate necessity.

Yours faithfully

C. R. Stone

Darwin Harbour.

17.12.65.

To

The Commissioner,

Inquiry into the need for a replacement
for M.V. Philomel.

Dear Sir,

Ships are a vital means of communication to an island community. Hence the answer to the question "Is the Philomel to be replaced?" is of utmost importance to us all.

May I therefore submit the enclosed observations for your kind consideration.

Yours faithfully
Majorie Vinson.

The M.V. Philomel and her possible replacement.

Unlike most thriving communities, our only source of income is derived from the farms. It is therefore essential to have frequent and regular contact between the farms and their supply - Stanley. As our farm settlements are all ports, it would seem a ship is most necessary.

As farming becomes more mechanised + scientific in outlook, so will the need for regular supplies increase. At present there are long periods when farms have little or no access to stocks in Stanley.

M.V. Philomel.

This ship has been unfortunate in being out of commission for repairs for long periods most years. This has caused a good deal of frustration + dissatisfaction. A replacement must avoid faults in construction that the Philomel has shown. As we are a small community with a limited labour force + docking facilities it must be one that needs the minimum of maintenance.

Medical transport from the Camp to Stanley.

The Philomel was originally acquired with medical transport as her first priority. The Air Service has completely taken over this work.

Mail deliveries to the Camp.

This is an essential service and Government must allow for its transport. The Air Service copes successfully with the letter mail but the speedy delivery of paper + parcel mail is still quite a problem. This would be helped by a regular freight mail sea service.

Inter Island Freight Service.

If the Philomel is replaced her successor should have a regular + well advertised list of sailings. Essential trips - 1). While Darwin is on her docking trip. 2). While Darwin is visiting South Georgia. Others to be at stated intervals to farms not being visited by Darwin or A.E.S.

(The Philomel did do two trips this month; if they had been advertised + planned well ahead more use could have been made of them. Even if Darwin had not been delayed, there was still a need for the trips.)

Certain farms do not feel they could use a Gov. boat but I think if the service was to hand it would be used.

A grant aided Colony.

If the colony becomes grant aided, it would be very difficult to obtain new facilities. Therefore it is essential to keep up our equipment and if necessary renew. This must be taken into account when the decision about the Philomel is taken.

Government has been most successful with its Air Service. There is no reason why it should not provide a very good heavy mail - freight service. The Farms certainly need one.

20 1. Ross Road
Stanley

20-12-65

The Commissioner

Inquiry M.V. Philouel
Stanley

Dear Sir,

I think it is essential
that M.V. Philouel be replaced.

It is most necessary there
should be some vessel to take
cargo out to the outlying islands
and farms on the far West.

No one who has not lived
on a sheep farm can realize
the continual need for materials
spare parts etc, especially
in these days of mechanical

transport. And in the winter
when one hopes to get some
maintenance done there is
hardly any shipping round
these parts.

I should not think it is
worth while taking anyone's
point of view, unless they are
or have been Campers, as the
majority of people in Stanley
don't know a sheep from a
goat & care less.

Yours faithfully
Constance Austin

JAMES LOVEGROVE WALDRON
LIMITED.

Telegraphic Address:
HOWARD, FOXBAY, FALKLANDS.
BENTLEY'S CODE USED.

61
23/12
21
Port Howard,
West Falkland Islands.

December 21st. 1965.

The Commissioner,
Inquiry into the replacement of m. v. "Philomel",
The Secretariat,
Stanley.

Dear Sir,

First the writer must emphasise that he is not a seaman, but simply a freighter and consignee on behalf of this firm.

We consider the "Philomel's" replacement is essential. She is able to run local trips and undertake odd jobs which are too small and uneconomical for the likes of the "Darwin" class.

We believe she should have two holds, and be fitted to carry sheep below and above decks. We emphasise two holds, for the reason, say there was a small amount of inward cargo, this could be carried in No. 2 while No. 1 and deck could be used for carrying mutton sheep to Stanley.

We do not think that with a larger vessel it would be necessary to have to increase the crew numbers above the existing six members.

Furthermore we would suggest that the existing steaming bonus per mile should be abolished and in its place a bonus paid to the crew on the amount of cargo tonnage carried, including a fixed rate per head for all live stock shipped.

The vessel should have radar, echo sounding, a ~~small~~ small searchlight and motor winches including a motor windlass.

The crews quarters.....

The crews quarters should be up-to-date and be fitted with lavatories, showers and drying room.

There should be at least three spare bunks and blankets for the odd passengers. It is not fair to expect crew members to willingly lend some of their bedding to the passengers when on board over night, as is the case today.

The galley should have a small mess-room next door. This would abolish the existing arrangement of all food having to be passed below into the fo'c's'le.

The vessel should be equipped with a small sloping stern scow and motor boat to facilitate working open beaches and ports where she cannot get alongside.

If it were not for the "Philomel", quite often, we (the people of Port Howard) would have to wait for 2 or 3 and sometimes 4 U.K. paper and parcel mails, before receiving our delivery.

To sum up, what is needed is a bigger, better and more modern "Philomel".

Yours faithfully,

JAMES LOVEGROVE WALDRON LTD.

Neil Pole-Evans
..... FALKLAND MANAGER.

Falkland Islands Labour Federation

22

FORMED 28TH OCTOBER, 1943

All communications should
be addressed to the
General Secretary.

Registered under the Trade Union and
Trade Disputes Ordinance, 1942

Telegraphic Address:
"Federation Port Stanley"
Telephone: 123.

John Burt

*✓ 6,
24/12*

The Commissioner,
Replacement of m.v. "Philomel"
Secretariat,
STANLEY.

Federation Office,
Port Stanley,
Falkland Islands,
23rd December, 1965.

Dear Sir,

During the course of our Annual General Meeting held on the 17th December, 1965, the question of the need for replacing the "Philomel" was discussed with the following result:-

It was the unanimous opinion of those attending that a survey, or a further survey, be held to certify the present condition of "Philomel" and thus determine whether an early replacement is in fact necessary. The whole contents of the report of survey be made known to the general public. Members feel they are unable to offer you a decision one way or another until the public are given a firm opinion of the present condition of the vessel.

It was mentioned that for the past 12 months or so "Philomel" seems to be running well. But the fact that she may also be running out was not lost sight of.

Yours sincerely,



GENERAL SECRETARY.

2 Marmont Row.
P.O. Box 177.

Ross Road.
Stanley.

29th December. 1965.

23

The Commissioner.
'Philomel' Replacement Enquiry.
Secretariat.
Stanley.



To Mr Bell
G. 31.

Dear Sir,

In respect of the invitation issued by Government I beg to submit, for your consideration, my personal views on the much discussed replacement of mv 'Philomel'.

1. Is a replacement necessary? Surely the answer must be yes, from the standpoint of the services at present being rendered. It is not economical for a vessel the size of "Darwin" to undertake the frequent supply of essential or urgent small cargoes to the smaller outlying farms except when collecting wool, and the only other vessel capable of undertaking this service, 'Penelope', can not by any means be considered reliable or, to take the long term view, possible in view of her age and condition.
2. Cost. The present quotations, of about £70,000, seem extraordinary high. In all the yachting magazines I have seen or receive, prices for motor yachts, some only two or three years old, of similar size or even larger, rarely exceed about £40,000. No one is going to tell me that a commercial vessel, without all the luxurious cabin fittings etc. etc., is going to cost as much or more than a yacht. I understand that a 75' M.F.V., timber built in Aberdeen, is at present costing only £21,000 complete with all modern fish-finding aids and ready for sea.
3. Steel or Timber hull. A steel hull is preferred by the writer. Repair facilities exist in Punta Arenas for ships of this size, (about 50') and I see no reason why an annual slipping in Punta Arenas should not be arranged, to obviate the need for building a large slipway here. Vessels of up to 1,000 tons deadweight may be slipped over there at present. A cargo of timber can always be arranged to help pay the costs of this.
A timber hull requires the services of a good shipwright, which would be difficult, and is more liable to suffer from the point of rot, wear and motion in a seaway. It is also expensive to repair, good timber being generally more expensive than a piece of steel plate, and a steel hull can easily be repaired with a cement box that will last the life of the ship if necessary.
4. Utilisation. In the opinion of the writer, most of the queries as to whether a replacement is necessary seem to come from residents in ~~Stanley~~ Stanley rather than those who use her in Camp. It is the writer's wish that the more outspoken of these spend a year in Camp to realise just what conditions are if the only contact with Stanley for cargo is to be "Darwin". Particularly in view of the present day Camp life as opposed to the life when the writer was a child and (probably) the last time the 'antis' spent a period in Camp. 'Philomel' could be used more than she is at present

with regard to the delivery of small consignments of cargo.

5. The Future. It must have become apparent even to the most critical and outspoken of the 'anti-replacement' factor that if some accident was to happen with "Darwin", particularly in winter when we are unable to rely on the good offices of British Antarctic Survey vessels and HM ships, a very severe problem could arise very quickly. Not only from the provisions point, but in particular from the health & medical point of supply and service.

Although, in the writer's opinion, there is no reason why an air link to Punta Arenas could not be arranged within the next five years, it seems unlikely that this inevitable happening will take place until about 1975/1980. When this does take place, the writer foresees virtually all passenger traffic being handled by air, which should also become a commercial proposition in view of mail and freight, particularly if the E.S.R.A. enlargement of the satellite-tracking station does take place.

This situation would then make the "Darwin" redundant from the passenger point. The cargo would then best be handled by two small vessels, which, with automation, would be far more economical to run than one large vessel and could then give better service to all farms and probably a more frequent service to the mainland.

The above is, of course, based on the assumption that the bulk of the Colony's requirements will continue to come direct from the U.K. & Europe, without being transhipped through Montevideo or Punta Arenas.

One final point I should like to submit, has any thought been given and enquiries made as to the purchase of a second-hand coasting vessel from Europe. I understand from various sources that with the continued recession in the European coasting trade, several small vessels are on the market. I would also suggest the probability that when any shipyard receives an enquiry from a Government Office, the price may be somewhat more than that which might be quoted to a commercial Company.

Yours faithfully,


R.N. Miller.



Lo in Bank
S. 31.24

SAN CARLOS,
EAST FALKLAND.
31st December, 1965.

Dear Sir,

Replacement of M/V Philomel.

Criticism of the 'Philomel' has been rife ever since the day she arrived in the Colony some eighteen years ago. She has been expensive to run, and expensive to maintain, furthermore it has been found that she will be expensive to replace, hence, I presume, the need for your appointment and this inquiry.

However, over these years the vessel has come to play a most important part in the communications and services of this Colony especially to those of us who live and work in the Camp. The advantages and necessity for a vessel of this type have been proved to our advantage on many occasions. The major considerations for Government to continue to operate a small cargo vessel are as follows:

1. Maintenance of Communications between Stanley & the West.

On several occasions over the past years there have been failures of the Air Service and the F.I.Co Vessels; during these times the Government ^{vessel} has been the sole means of communication between the East (i.e. Stanley with the attendant medical and other Govt. services), the West and other outlying islands. The most recent of these was this last month when many homes would have been without their Christmas mail, but for the efforts of the 'Philomel'. It is completely wrong that the Camp should be left without any type of communication with Stanley which would have been the case had there not been a Govt. vessel.

2. Administration.

As we are all aware, this is a widely scattered Colony made even more difficult to administer due to its insular ~~character~~ character. It is inconceivable that Government should attempt to administer this Colony and maintain establishments such as the Boarding School at Darwin and the Wireless Station at Fox Bay without a vessel which can go to these places in times of emergency to render assistance with spares and technicians. There are other instances which come to mind when it is essential that there should be some means of getting to the situation quickly without being dependent on the Air Service or commercial or privately-owned vessels.

3. Carriage of Mails and Freights to Islands & the West.

Those of us who live on the East have more chance of getting our mails (i.e. heavy mail) from Stanley either overland or by getting it shipped to an adjacent port. It is not maintained that this is always convenient or indeed a regular procedure, however, if we were to become dependent on the irregular voyages of the F.I.Co Vessels around the Camp we could get our mail, if needs be overland. This is not the case with those of us who live on islands and on West Falkland. They are completely dependent ~~on~~ on shipping. The larger farms on the West can look forward to visits from the F.I.Co vessels with some regularity as is to be expected, they have more inward freight and produce to ship away. The smaller farms and islands, both East and West, are not so lucky and are much more reliant on smaller vessels. With the passage of the years and the decline in the numbers of the schooners and cutter boats plying about the Islands, these people have come to depend more and more on the Government vessel for their mail, their supplies, and in some cases to ship out their produce. Government has a duty to the community, these people are part of the whole and their interests should have consideration. Without a vessel such as the 'Philomel' these farms and their personnel would be considerably inconvenienced.

4. Amenity for Camp.....)

inconvenienced...../

4. Amenity for Camp & Commerce, Source of Revenue.

A small well-found freight vessel is a definite amenity for Camp people and for Commerce. The Camp communities have right to expect their mail delivered to them without delay. They also have a right to expect medical and other services to be made available to them in times of emergency as quickly as possible. The Air Service has done much to diminish distance and aid administration. However, it is not infallible and it is not easy to see how Govt. can carry out its obligations to the community as a whole without a seagoing vessel such as the 'Philomel'.

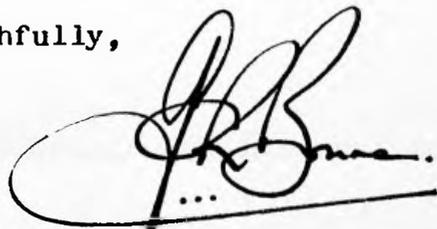
Commercially the disappearance of the 'Philomel' would leave a great gap, local traders and townsfolk have made regular use of her concessionary rates for freights on produce. She has also played an important part in the internal trade of the Colony, as evidence one has only to see the cargo 'shut-out' from some of her Camp voyages.

There is no reason why a well-found vessel effeciently run, should not prove a revenue earner for Government. Indeed it has only been 'Philomel's' high ~~xxxxxxx~~ maintenance costs which have made her such a drain on the Colony's finances. It is reasonable to expect that a new vessel would not have the same troubles, in fact this would need to be one of Govt's primary responsibilities when arranging for her replacement.

In conclusion it must be argued that the Camp Communities have x come to depend very largely on the 'Philomel' for their mail deliveries and local freights. It has become obvious that commercial shipping will only call regularly at the ports which give them the best return. It is debatable whether a small cargo vessel will pay if she also has to make many calls with small freights, however, in the absence of any alternative methods of communication, it must be Govt's responsibility to see that these communities receive the services that they are due and are paying for in taxation. With careful and efficient administration there is no reason why the vessel should not operate at a profit, however, to provide essential services, losses may be inevitable which Govt must be prepared to subsidise.

Not to replace the 'Philomel' would be a most retrograde step and one which would only increase the difficulties of administering our Colony and our industry.

Yours Faithfully,



G.C.R. BONNER.

THE COMMISSIONER,
Inquiry into the Replacement of M/V Philomel,
Secretariat,
STANLEY.

61, Fitzroy Road.

Stanley.

January, 1966.

To.

The Commissioner.

Enquiry into the replacement of
M.V. Philomel.

Secretariat.



~~25~~ 25

Sir,

I desire to place my views clearly with reference to replacement of M.V. Philomel.

1. Has the Philomel ever been surveyed?
2. I do not think it would be wise for any replacement to be considered for at least 5 to 10 years.
3. The Philomel has not had sufficient chances of getting all the maintenance she required annually. I should not wish to see a new vessel suffer the same neglect.
4. You will notice by the Philomel's log book the amount of days she lies at Government Jetty, wasting away with very little maintenance.
5. During the next 5 years there may be great changes in these islands. After that we have a new vessel on our hands and may be no work for her.
6. I realise Government can receive a grant from the U.K. Government to assist purchase; but considering the cost of the crews salaries (a large sum), and the maintenance cost of a ship is always a high one if the vessel is to be kept in good repair and sea-worthy condition; where is all this money coming from? It will not be from freights carried.

)))))))

The above are my own personal opinions. I have been well acquainted with the Philomel over a number of years and served on a few ships working around these islands.

So I felt I must try and express my views.

Yours faithfully,

..... J. B. Lighton

37 ROSS ROAD,

STANLEY.

26

4 th January 1966.

COMMISSIONER, "PHILOMEL ENQUIRY",
SECRETARIAT,
STANLEY.

Dear Sir,

Writing for J. Hamilton Estates and on my own behalf on the matter of the replacement of the "Philomel". I consider that some vessel be retained.

NEED OF A VESSEL The recent accident to the "DARWIN" amply demonstrates the necessity of having another boat available in the Islands. Also there have been times when both planes have been out of action and should this happen when the "DARWIN" is overseas it would be impossible to get medical cases in from the camp. Also if it were not for the "PHILOMEL" the West would fare very badly for mail and very often various other supplies. I would like to say transport facilities to the West have improved during my time but such is not the case. Granted passengers can now fly in and out more or less at will, but generally speaking, in the past outward bound cargo got a much quicker despatch when there were more and smaller vessels running regularly. Often the completion of useful jobs is postponed on the farms as they are awaiting the necessary stores which are held up for months in Stanley. No doubt, in the last two years this situation has been slightly alleviated by useful work the "PHILOMEL" has been doing and I feel that very much more could be done along these lines if sailing dates were made more definite and reliable.

SIZE OF VESSEL If the "Philomel" is beyond economical repair and a new ship is bought, it should be one of about the same size with a more serviceable engine, i.e. similar to those in use for commercial purposes and not the naval type. Also better underwater fittings should be essential. I suggest a vessel of the same size as a larger one would mean her going abroad periodically for docking with all the excessive expenses that are incurred on those trips. A larger ship would also mean a larger crew with the added difficulty of keeping it up to strength.

Yours faithfully,

B.H. Roberts



January 5th 1966

The Commissioner for Inquiry
into purchase of "Philomel" Replacement.
Stanley.

Mr Barber
S. 7/1

Dear Sir,

Further to my letter on this subject dated December 5th, I would like to draw your attention to the present situation with regard to on-carrying of essential farm imports ex U.K., quite apart from local cargo and heavy mails.

When the F.I. Company drew up their itineraries for 1966 this side of the West Falklands were to have a call of "Darwin" in second half of January, and not again until late May.

To the best of my knowledge that situation showing a gap of 4 months still stands. This would mean that without any "Philomel" old or new, we on this side of the West would be unable to receive any cargo ex incoming "AES" - cargo not only that we require now, but cargo that has been paid for by us in December!

In our case we have two married Scots people arriving by this "AES" and they also would be unable to receive their furniture until May!

None of this state of affairs is known to Stanley people who may well be advocating that the Colony cannot afford a new vessel, but I would like to draw your attention to a fact that could almost have been arranged by the F.I.C. manager in order to emphasise the absolute necessity of a second local vessel for far West needs!

Yours faithfully,

Franky Miller
Manager.



John Barber
S:
W:

7th. January 1966.

Dear Sir,

In reply to Government's invitation to interested persons to express their views on the question of replacement of m.v. "Philomel", we beg to submit the following:-

We have been unable to obtain particulars of surveys to "Philomel"; so have no reason to believe, that with a few minor repairs she would not be serviceable for years to come.

During the years she has been in the Islands, we consider, Government have failed to carry out necessary maintenance in an efficient manner, or to run her as a public service or on an economical basis.

In view of this we would strongly recommend that the necessary minor repairs be carried out, and that she should then be offered to private enterprise, with perhaps a small subsidy, and thereby lessening the burden on all taxpayers who are already paying a heavy subsidy to "Darwin" by way of Mail Contract.

It appears that some farms make greater demands on the services of "Philomel" than others, we have, we feel made recommendations above which should overcome this situation, but failing that, these farms may do like so many others and obtain craft of their own.

Both F.I.C. and Government assure us that they have no knowledge of the current rumour that "Darwin" may be leaving the Islands permanently, but even should this prove to be true, we see no justification for a replacement for "Philomel".

And finally, it is our considered opinion that under no circumstances should Government invest a considerable sum of money on such a project, bearing in mind our proposed development programmes -

- (a) Farm Development Programme.
- (b) The possibility of an air link with the Coast.
- (c) A small transport aeroplane to serve the farms.
- (d) Camp Roads. Etc. Etc.

Yours faithfully,
Alex. J. Finlayson
Alex. J. Finlayson,
Ag. Secretary

The Commissioner,
Inquiry into thereplacement
of m.v. "Philomel".
The Secretariat,
Stanley.

11, Ross Road East.

Stanley.

7th. January, 1966.

The Commissioner.

Inquiry into replacement of M.V. Philomel.

Secretariat.

Stanley.

29

Dear Sir,

With reference to the much publicised notice requesting views concerning replacement of M.V. Philomel I submit as follows.

It is a mystery to me how the question of replacing the Philomel first originated. It would appear to have possibly so many different origins, and it is difficult to assume which would be correct. I feel the public should have been informed, prior to asking for their views.

No doubt Government may have considered the hull of Philomel was deteriorating and may cost a lot to repair. Perhaps the engine may well be in need of renewal. The rudder shoe problems lasted for a long and irritating period.

The possibility of purchasing a larger ship seems prevalent, but doubtful, owing to a high purchase price and larger service and running costs. Philomel's sea-worthiness is obviously sound being built for ocean work originally. Another point is also worthy of important consideration; the contentment of the Master and crew of the vessel. It has only been during the past year that Philomel has had a fairly permanent crew to man her. The crew's opinion of accommodation and working facilities on board maybe reason for possible complaint. A new ship having larger accommodation, and much larger galley, air conditioned cabins, more space in the wheelhouse and crew's quarters would aid to crew stability.

Regarding quality of construction and timber condition to date: surely a thorough survey and report of all her structural members would clarify all suspicions of doubt. I suggest a series of holes bored at various parts, and the borings thoroughly examined. This, with the survey report, would confirm if rot is prevalent or not. Replacement dowels for all holes being prepared prior to boring in readiness for immediate use.

If Philomel's hull and superstructure be found to be in good condition, perhaps the amount considered for her replacement could well be used to make her more comfortable and modern, and bring her up to full expectation of the crew's satisfaction, both in equipment and safety.

I appreciate the opportunity to express my views herewith.

Remaining,

Yours faithfully,



Wm. E. Bowles.

30

PORT SAN CARLOS,
FALKLAND ISLANDS,
SOUTH ATLANTIC.

Via MONTEVIDEO.

Telegrams:

"CARLOS PORTSTANLEY"

Commissioner,
Philomel Inquiry,
Secretariate.

7th. January 1966.

Dear Sir,

Replacement of M. V. Philomel.

The answer to this question, to my mind, is a very definite " Yes".

M. V. Philomel does a valuable service to the Camp, especially as regards the delivery of heavy mails. Most Camp Stations are visited by either 'Darwin' or 'AES' only two or three times a year, so that it is a 'must' to them, for there to be another vessel to fill in the gaps, bringing Cargo and mail.

I have heard that a large number of Stanley residents have said 'No' and that they would like the money spent on something else; perhaps a road to the Malo fishing grounds. As the people of Stanley far outnumber the people of the Camp, I beg to suggest that the Inquiry pays no heed to their opinions, since the Philomel has nothing to do with them, except possibly for bringing in Camp produce such as potatoes from camp ~~relations~~ relatives. It is for the Camp that there is the need for a replacement.

Yours sincerely,

Alan Miller

4



GIBRALTAR STATION

(SHEEP FARMING)

31

"GIBSTAY PORTSTANLEY"

OUR REF. RMP/JEP.

YOUR REF.

PORT SAN SALVADOR,
FALKLAND ISLANDS,
SOUTH ATLANTIC.

8th January, 1966.

The Commissioner,
Enquiry into the need for the replacement
of M.V. 'PHILOMEL',
Secretariat,
STANLEY.

Dear Sir,

With regard to the replacement of M.V. 'PHILOMEL'
I should be grateful if you would record my vote in favour
of a replacement.

As you know, these Waters are not very frequently
served by Darwin Shipping Ltd. ships and things would have
been extremely difficult for us during the last few years
but for the cargoes brought by the old 'PHILOMEL'. I expect
you will have had the same story from several other farms
around the Falklands.

I have one reservation to the above. I feel
that Government should be recommended to review the method
of management of their ship, should a new one be obtained,
as this Colony which can barely afford a new ship, certainly
can not afford to have it idle for the long wasteful periods
which have left a black mark on the record of the old ship.

Yours faithfully,
R.M. PITALUGA & CO.


Manager

"M.V. PHILOMEL"

<u>REVENUE</u>	<u>1960/61</u>	<u>1961/62</u>	<u>1962/63</u>	* <u>1963/64</u>	* <u>1964/65</u>
Earnings	£3,724	£2,899	£3,226	£3,577	£3,306
 <u>EXPENDITURE</u>					
Crew	2,604	3,549	3,267	3,652	3,942
Fuel & Oil	656	362	459	648	712
Insurance	407	407	350	407	255
Victualling & Bedding	364	393	274	295	308
Repairs & Maintenance	190	168	167	227	114
Engine Spares	306	210	191	623	350
Other Charges	<u>572</u>	<u>427</u>	<u>603</u>	<u>694</u>	<u>689</u>
Total Expenditure	<u>£5,099</u>	<u>£5,516</u>	<u>£5,313</u>	<u>£6,546</u>	<u>£6,370</u>
Miles Steamed	4,268	2,956	4,661	5,717	5,736
Ports Visited	116	94	115	158	153
Bags of Mail carried	327	253	457	643	552
Number of days at sea	99	65	89	125	132
Number of days in port	266	300	276	240	233



9th. January 1966

The Harbour Master,
STANLEY

Sir,

Enquiry into the need for the replacement
of the m.v. "PHILOMEL"

Please inform me of the number of occasions during
the last 5 years (or longer, if you are able) when "PHILOMEL"
has been instrumental in rendering urgently required assistance
to any of the following Public Services, namely,

1. Falkland Islands Government Air Service
2. Medical Department, East or West Camp business
3. Educational Department ditto ditto
4. Wireless Station, Fox Bay

By "urgently required assistance" I mean that if
"PHILOMEL" had not been available to render aid, the operation
of the Public Service in question must have been curtailed
until such time as alternative transport was forthcoming.

I am, Sir,

Yours faithfully,

Commissioner

copy to The Hon. the
Colonial Secretary

34

No. H/22

MEMORANDUM

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

12th January 1965

To: The Commissioner,

(Philomel),

STANLEY.

From: The Harbour Master, Stanley.

Stanley, Falkland Islands.

SUBJECT :- Enquiry into the need for the replacement of "Philomel".

I refer to your letter of the 9th inst. and to enclose the information called for, together with explanatory notes.

L. J. Guinan

Harbour Master.

WJG/JF.

	1957	1958	1959	1960	1961	1962	1963	1964	1965
1. Falkland Islands Government Air Service	2	2	4	4	2	2	1	2	1
2. Medical Department	19	3	5	3	6	3	3	5	4
3. Education Department	2	3	6	7	5	3	11	5	6
4. Wireless Station, Fox Bay	4	4	3	1	3	1	2	1	3

Falkland Islands Government Air Service - Most of the services rendered to this department was in respect of fuel transport to Fox Bay and other fuel depots for the aircraft. On the 14th August, 1960 Philomel was diverted to Fitzroy to assist in the recovery of the damaged aircraft.

Medical Department - During 1957 Philomel carried nine Medical cases to Stanley at different times. This was due to the aircraft being damaged at the Moro and the Fitzroy absent from the Colony. Other voyages classed as important are such trips transferring the West Doctor to outlying Islands, delivering urgent supplies of medicines and fuel to M.O. Quarters, Fox Bay.

Education Department - Changing of travelling teachers and their effects to various stations and urgent trips to Darwin, Port Howard and Fox Bay Schools with cargo.

Wireless Station, Fox Bay - These calls are classified as urgent because of the necessity of keeping the Wireless Station running by delivering fuel and oil when demands are made.

35
Rowen House,
Stanley.

The Hon. the Colonial Secretary,
STANLEY

17th. January 1966

Sir,

m.v. "PHILOMEL"

I have the honour to submit for the consideration of His Excellency my Report on the Inquiry into the need for the replacement of the m.v. "PHILOMEL" for which purpose I was appointed Commissioner on the 24th. November 1965.

2. 24 letters were received in reply to the Broadcast Notice, of which 18 were from Farm Owners, Farm Managers, or persons living permanently outside Stanley. No interviews were requested of me, or by me.

3. 17 writers wished the service provided by "PHILOMEL" and / or her successor to continue.

3 recommended deferring replacement pending a thorough survey of the hull.

1 was non-committal, but preferred an extension of Air Transport.

3 disapproved on economic grounds.

4. The following papers are enclosed herewith :-

- "A" Precise of Letters.
- "B" Analysis of Shipping Services & Coastwise Itineraries
- "C" Commissioner's Notes on Analysis 1961-5
- "D" Plan showing Coastwise Itineraries of Darwin Shipping Company's vessels and m.v. "PHILOMEL" month by month for 5-yr. period 1961-1965.

I am, Sir,

Yours faithfully,

A. G. Bartlett

m.v. "PHILOMEL" INQUIRY

PRECIS of LETTERS

A

Of the 17 letters favouring "PHILOMEL" and a successor ALL stressed the need for delivery of essential cargo.

- 14 put Parcel Mails on a par with cargo.
- 10 deplored the long gap between calls of Company's vessels.
- 9 thought that services rendered by "PHILOMEL" or her successor could and should be improved. One in this group said that the vessel would be better run under private enterprise.
- 6 either queried the rumoured cost of replacement or admitted that the desired service could never be financially profitable to Government.
- 6 emphasised the need for Slipway facilities in Stanley or at a convenient Port in S.America.
- 5 referred to the lack of small privately-owned trading craft, compared with previous decades.
- 5 said that "PHILOMEL" was now their principal means of transporting inter-Farm cargoes i.e. Furniture, Fencing.
- 4 compared the economics of Air Transport with Sea.
- 4 mentioned the mechanical age on the Farms and the consequent unforeseen need for spare parts - urgently.
- 2 considered that any replacement to "PHILOMEL" should be fitted to carry livestock, thereby improving Stanley's meat supply.
- 1 enquired how Emergency Medicals, maintenance of Darwin School and W/T. Station Fox Bay could be dealt with in the event of a breakdown in the Government Air Service, if there were no "PHILOMEL" to render aid.
- 1 wrote that it was useless to take the opinion of anyone in Stanley, because the majority of the people in that town did not know the difference between a sheep and a goat.

-
- 3 letters stressing the need for a thorough and extensive survey of the hull before any decision is made regarding replacement were from :-

The Falkland Islands Labour Federation
Mr. W.E. Bowles (Foreman Carpenter)
Mr. J.E. Clifton (East Jetty Foreman and an ex-Master of
the m.v. "PHILOMEL")

-
- 1 non-committal letter was from Mr. J. Davis, Owner of New Is.

Disapproving letters came from the principal Commercial Interests in the Colony namely,

Darwin Shipping Ltd.
Camp Manager, Falkland Islands Co., Ltd.

and from the Falkland Islands National Progress Party.

contd.

1

Darwin Shipping Ltd. objected on grounds of expense, and the improbability of a new vessel paying it's way. It was stated that freight is given to "PHILOMEL" by the Company if it cannot be delivered by "DARWIN" or "A.E.S." in 'reasonable' time, but if a replacement to "PHILOMEL" should have larger carrying capacity, Darwin Shipping Ltd. might have to reconsider the allocation of freights to outside vessels in order to safeguard the economy of their own.

The Camp Manager for the Falkland Islands Company regretfully vetoed the need for replacement so far as the Company's Farms were concerned, and thought Parcel Mails should be carried by Air.

The Falkland Islands National Progress Party criticised past management of "PHILOMEL" and claimed that minor repairs only are required to keep the ship in commission, preferably under private enterprise. The Party considered that a replacement is not justified even though "DARWIN" were to be withdrawn from the Colony.

B

SURVEY OF SHIPPING SERVICES & COASTWISE ITINERARIES 1961 - 1965

DARWIN SHIPPING LTD.

R.M.S. "DARWIN"
M.V. "A.E.S."

FALKLAND ISLANDS GOVT.

M.V. "PHILOMEL"

GROUPING OF FARMS

- GROUP "A" INHABITED ISLANDS, WEST FALKLAND
- "B" INHABITED ISLANDS, EAST FALKLAND (excluding Sealion)
- "C" FALKLAND SOUND PORTS, EAST & WEST
- "D" MAINLAND PORTS, FAR WEST
- "E" F.I.C. MAIN FARMS, FITZROY & LAFONIA
- "F" SALVADOR WATERS, BERKELEY SOUND & BLUFF COVE

NOTE * signifies that the indicated Farm possesses a sea-going craft.

GROUP	AVERAGE CALLS PER YEAR		MAXIMUM PERIOD(S) IN MONTHS WITHOUT CALL FROM FIC VESSEL					AVERAGE PERIOD PER YEAR WITHOUT A CALL FROM FIC VESSEL		
	1961-1965	1961-1965	1961	1962	1963	1964	1965	PER YEAR	WITHOUT A CALL FROM FIC VESSEL	
<u>GROUP "A"</u>										
	FIC. GOVT.									
PEBBLE	* 5.0	9.4	4	3	5	6	5	4.6	Months	
SEALION	3.8	9.0	5	3	5	6	5	4.8	"	
CARCASS	* 3.0	4.4	5	8	4,4	6	7	6.8	"	
WEST POINT	* 4.4	5.4	3	3	5	6	3	4.0	"	
NEW	* 2.0	1.6	3,3,3	4,6	9	7	9	8.8	"	
WEDDELL & BEAVER	* 4.2	2.0	3,3	3,3	3	5	6	5.2	"	
KEPPEL	0.4	2.2	Dependent on Pebble for mails etc.							
								<u>Average for 6 Farms</u>		
								5.7	"	
<u>GROUP "B"</u>										
LIVELY	* 2.6	0.4	Also serviced by Goose Green							
BLEAKER	1.2	0.6	"	"	"	North Arm				
GEORGE	1.0	0.2	"	"	"	Speedwell Is.				
<u>GROUP "C"</u>										
SPEEDWELL IS.	* 7.4	2.8	1	2	2	3	2	2.0	"	
FOX BAY	8.8	2.8	2	3	1	2	2	2.0	"	
PORT HOWARD	5.8	5.0	2	3	3	2	2	2.4	"	
SANCARLOS	4.6	5.0	3	3	4	2	3	3.0	"	
PORT SANCARLOS	5.0	6.2	2	3	3	2	3	2.6	"	
								<u>Average for 5 Farms</u>		
								2.4	"	
<u>GROUP "D"</u>										
PORT STEPHENS	* 5.0	2.0	3	3	2	4	4	3.2	"	
DUNNOSE HEAD	2.6	0.8	6	4,4	7	5	5	6.2	"	
CHARTRES	4.6	3.2	3	3,4	2	6	4	4.4	"	
ROY COVE	3.8	4.8	4	3,4	7	6	4	5.6	"	
HILL COVE	4.4	4.4	4	3,3	2	6	3	4.2	"	
								<u>Average for 5 Farms</u>		
								4.7	"	
<u>GROUP "E"</u>										
FITZROY	3.2	1.8	4,4	3,7	3,3	5	3	6.4	"	
GOOSE GREEN	* 8.6	1.6	2	1	2	1	2	1.6	"	
NORTH ARM	4.8	1.4	4	5	4	3	3	3.8	"	
								<u>Average for 3 Farms</u>		
								3.9	"	
<u>GROUP "F"</u>										
SALVADOR	4.2	6.2	5	3	5	2	5	4.0	"	
RINCON GRANDE	4.0	6.6	5	3	3	8	5	5.2	"	
TEAL INLET	3.8	4.8	6	3	5	3	5	4.4	"	
DOUGLAS STATION	3.8	3.8	6	3	3	6	5	4.6	"	
GREEN PATCH	3.6	3.0	6	5	5	6	7	5.8	"	
PORT LOUIS N.	3.2	3.2	6	5	6	6	7	6.0	"	
JOHNSONS HBR.	3.0	2.8	6	5	5	6	7	5.8	"	
BLUFF COVE	0.8	0.6	Overland transport to Stanley							
								<u>Average for 7 Farms</u>		
								5.1	"	

NOTE If FITZROY is included with Group "F" instead of "E" the average period without a call would be 5.6 months for "F", and 2.6 for "E" leaving "C" the most favoured with 2.4 months

January 1966

Notes on the Analysis of Shipping Services etc.

Having heard from many correspondents that some Farms would be without Parcel Mails for four months or longer if it were not for visits by "PHILOMEL" I analysed summaries of voyages provided by Darwin Shipping Ltd. for R.M.S. "DARWIN" and m.v. "A.E.S." and by the Harbour Department for m.v. "PHILOMEL", covering the 5-year period 1961 - 1965, and I find this complaint is not in most cases exaggerated.

The Schedule attached entitled "SURVEY OF SHIPPING SERVICES & COASTWISE ITINERARIES 1961-1965" groups 26 Farms geographically. It shows (1) the average number of calls per year for the 5-yr. period made by Company's vessels and "PHILOMEL" at each of the 26 Farms and (2) the maximum period(s) in each of the 5 years during which each Farm was without a visit from a Company's vessel, and (3) the average " gap " for the whole period for every group. This appears to me to be the crucial point of the Inquiry, for the number of calls in any given year at a Farm is not so important to the Farm or the Community as the TIMING of them.

Voyages of the Company's ships to the lesser and more distant Farms take place predominantly during the Wool Collecting season i.e. December to early June to connect with voyages of the m.v. "A,E,S" and the London Wool Sales. In the latter part of June "DARWIN" makes her annual pilgrimage to South Georgia, in July there may be a voyage to Punta Arenas, in November comes the annual dry-docking in Montevideo, therefore what might be called the "BLACK" period (marked black in the Plan) so far as the Farms are concerned are the months August to October inclusive, when there is seldom sufficient inducement for "DARWIN" to make a comprehensive Camp Voyage, and it is in this period that the services of "PHILOMEL" are most sought after. There are other "black" periods as well, as the Plan shows, but it by no means follows that the smaller the Farm the fewer the calls. The principal "black" period in the Spring of the year is useful to the Company for essential maintenance aboard "DARWIN" and for statutory holidays to the Crew.

As expected, the Survey shows that the Far West Islands (Group "A") are the worst served by the Company's vessels, averaging no less than 5.7 consecutive months per year without a visit. Surprisingly, the next most neglected group is the one nearest Stanley comprising 7 Farms in Salvador Waters & Berkeley Sound (Group "F") where the average is 5.1 months. The most favoured group contains 5 Farms in the Falkland Sound (Group "C") where the

interval/

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interval between calls varies from 3 months for Sancarlos to 2 months for Speedwell Island, and Fox Bay, giving an average for the group of 2.4 months. There is no real hardship here, but additional visits by "PHILOMEL" appear to be as much appreciated by this Group as by any other.

m.v. "A.E.S." makes 4 round voyages a year arriving at Stanley Dec./Jan. Mar./Apr. June (then goes off hire) October. Incoming Parcel Mails and Cargo ex U.K. for the Farms on the coastwise itinerary of "A.E.S." are re-shipped at once, but most Farms are not so fortunate, particularly after the October voyage when there is no Farm Produce to collect. The economics of "DARWIN's" Coastwise Voyages are governed by cargoes offering outward and inward, and the length and extent of them by her Overseas commitments, regardless of where the m.v. "A.E.S." may be at the time. It would be natural and excusable if the Company's ships visited their Farm Headquarters at Goose Green more than any other port, but in actual fact Fox Bay on the West Falkland has an average of 8.8 calls per year compared with Goose Green's 8.6. The average for Speedwell Island (7.4) is high for the size of the place, and is accounted for by "DARWIN" replenishing her Cold Store from there.

The Survey asterisks 9 Farms which possess sea-going Craft, but with the exception of "MALVINAS" (Pebble Is,) "WEDDELL" (Weddel Is) "ILEN" (Speedwell Is.) and "GAMBLER" (Goose Green) they have no carrying capacity to speak of, they are essentially Farm Boats, but they do provide a link with their neighbours for the occasional passenger and mail, when required. Apart from these Farm Craft there are only two anchored in Stanley which ever venture to sea, being long past their prime ("PENELOPE" & "GENTOO"). The National Progressive Party asks why more Farms do not acquire their own craft and render "PHILOMEL" and a successor superfluous, but makes no estimate as to what it might cost to purchase, maintain, and crew a vessel capable of making voyages to Stanley.

January 1966

CONFIDENTIAL

Ref: 2386

18th January, 1966

MEMORANDUM NO. 3/66 FOR EXECUTIVE COUNCIL

m.v. "Philomel"

a I enclose a copy of the report of the Honourable Mr. A.G. Barton, C.B.E., J.P., who was appointed a Commissioner to inquire into the need for a replacement for m.v. "Philomel".

2. Honourable Members will be asked to advise on this at the next meeting of Executive Council.

W. H. Thompson
COLONIAL SECRETARY

Appendix "D" to Mr. Barton's report is not enclosed and will be available only in Council.

LS

Issued to all members

*LS
21/1/66*

BD 5.2.66

CONFIDENTIAL

26.1.66

R. R. S. "Shackleton" 38

British Antarctic Survey

The Hon. Colonial Secretary,
Stanley.

Sir,

After studying relevant correspondence re the possible replacement of m.v. Philomel, in particular the comments of Crown Agents I am sure that the only tender to be considered is that of James W. Cook & Co.

As I previously remarked there are a few small modifications I think desirable. Firstly I agree with C.A. that the hull plating should be thicker to allow for wastage, the winches and hydraulic pump should be more powerful and that a larger rise of floor with corresponding increase in draught is desirable. I note that C.A. do not like the idea of the ship grounding on hard bottom, I don't either but I do think the ship should be capable of it.

My own ideas of improving the lay-out are as follows:-

Bridge deck wings to be extended aft approximately 13 ft. on port side and 16 ft. on starb. side to give overhead shelter at sides of deck-house in way of entrance doors. Deck preferably to have cantilever beams to avoid the need for stanchions, this deck only to extend out to a distance such that it is six inches inboard of the width of the ~~str~~ steel fender.

Wheelhouse and captain's cabin to be increased in width by two feet and captain's entrance to be from wheelhouse. Alternatively, if this would increase top weight and/or price too much, re-arrange interior of wheelhouse to have access to captain's cabin via wheelhouse instead of door direct to deck. The crew cabin seems too small, I doubt if lamp room and provision store of size shown are required so I think the crew cabin could be the full width of the deckhouse or at any rate be given more of the total space shown as crew, lamp room and provision store.

Tenderers' par. 32 calls for steel stanchions and rails on wheelhouse top, some of these are very close to the compass and in my opinion should be of non-magnetic material. Any recommendations by Crown Agents re machinery are obviously based on their experience and therefore beyond my comments.

D. Marshall

9th February, 1966.

Dear

I should have written before to thank you for your work in connection with the enquiry into the need for a replacement "Philomel".

Please accept my apologies for being so remiss, and, please, also accept our thanks for all your help.

(W.E. Thompson)

The Honourable
Mr. A.G. Barton, C.B.E., J.P.,
STANLEY.

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~~CONFIDENTIAL~~

ROY COVE,

AD

FALKLAND ISLANDS

Feb 9th

1966

The Hon,
The Colonial Secretary
Stanley.

Ref. 2386. Mr "Philomed"

DI. pa
n/z

Sir,
First I would like to compliment the Commissioner on his
concise and able report.

My views on replacement of present "Philomed" with a new
vessel are well-known & referring to the Commissioner's Report,
over 70% of those who write to him, have the same view -
that is that some such vessel is a definite necessity to
the Camp in general.

I would presume therefore that Council will accept the
more than two thirds majority opinion as shown in the
Commissioner's Report, and that a replacement vessel will
be ordered.

Having presumed that, it would appear to me that
all that is required is to make very sure that any
specifications which we send home to Crown Agents are
in fact adhered to, and that Crown Agents, as they
quite invariably do, are not allowed to exercise their
own pet theories as to what we should have or
what Great Smith Sheet thinks we should have.

Stanley Miller

2386

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file.

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18/2

C.S.

Mr. Barton phoned to say
that he agrees that we now refer the
Furniture matter to the Legislature.

18.2.66

EXTRACT FROM MINUTES OF MEETING NO. 1/66 OF EXECUTIVE COUNCIL

HELD ON DATES 9th, 10th & 11th FEBRUARY, 1966

Copy 6
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14. PHILOMEL ENQUIRY (Memo. No. 3/66)

His Excellency expressed his thanks to Mr. Barton for the time and trouble taken by him in compiling the report on the enquiry he had conducted into the need for a replacement for m.v. Philomel.

Council studied the report in detail and advised that before final consideration was given to the matter, Captain Turnbull of R.R.S. Shackleton, a marine surveyor, be invited to attend the meeting and express his views. Council adjourned at 6 p.m.

Council resumed at 9.30 on Friday 11th February. Captain Turnbull being present by invitation.

Captain Turnbull expressed the view that a complete survey of m.v. Philomel would almost certainly reveal the need for a very expensive programme of repair which might take as long as twelve months and at the end of it the ship would still be an old one which would require major repairs every three or four years thereafter. The Philomel appeared to have been built under wartime conditions and not of the best available timber. A steel ship was cheaper to keep running, particularly in Falkland Island conditions where competent shipwrights to deal with a wooden vessel were hard to find.

As a Board of Trade surveyor, Captain Turnbull considered that it was of primary importance to consider whether the hull of Philomel suffered from such defects as to merit the ship's replacement. In certain circumstances it would be possible to contemplate the replacement of the engine and the accommodation if the hull was really sound.

Captain Turnbull said that he would be surprised if a suitable second-hand ship could be obtained for less than about £25,000. Mr. Barton mentioned that the Gentoo had cost Dean Brothers about £16,000 by the time she had been put in order.

Captain Turnbull agreed that he would do his best to examine the hull and superstructure of the m.v. Philomel during the short time that R.R.S. Shackleton would be remaining in port and that he would report his findings. Meanwhile, he gave it as his opinion that of the six tenders submitted through the Crown Agents for a replacement vessel, the most satisfactory was undoubtedly that of Messrs. W. Cook and Company. This vessel was also the choice of the Crown Agents.

His Excellency thanked Captain Turnbull for attending the meeting and the latter then withdrew.

After further prolonged and serious consideration, Council then concluded that a replacement for m.v. Philomel was required, that the timing of such replacement should be considered on receipt of Captain Turnbull's report and that, subject to the content of that report and to the views of Members of Standing Finance Committee, the tender submitted by Messrs. James W. Cook and Company should be accepted.

[Signature]
Clerk of the Council

[Signature]

copied to 2189.