2189/11

(Formerly)

2189/11

PROPOSAL TO REPLACE PHILOMEL.

CONNECTED FILES.

NUMBER	

C.S. Most interesting. When Exec. considers, please have photo and plans displayed on walls of committee room at H.

...RENCE AND THE
THE FOLLOWING ...ER SHOULD BE
DATE OF TH... MMUNICATIONS.
QUOTED

FALK.IS.9348.

...EM...
...Crown, London-S.W.1"
Tele: Abbey 7730
Tel: 24209

COLONIAL SECRETARY'S OFFICE
17 DEC 1964
FALKLAND ISLANDS

BROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

4, MILLBANK,
LONDON, S.W.1.

19th November, 1964.

Dear Sir,

Your reference No.0664/K/II.
Proposed new cargo vessel.

We refer to your letter dated 28th May, 1964, and to the subsequent discussions in this Office with Mr. L. Gleadell & Mr. E.C. Gutteridge, and enclose copies of letter dated 3rd November, 1964, from James N.Miller & Sons Ltd, with tender, specification, three drawings, two engine leaflets and a photograph.

From our conversation with Mr.Gleadell, we learned that available funds, although more than before, were still limited. It was therefore decided that Messrs. James Miller should be asked for new plans, specifications and prices for a modified version of the 76ft vessel only, with possibly some small increase in length. However, as Messrs. Miller previously advised, there is a considerable saving in cost in using the same lines drawings and frame moulds of a standard size fishing boat hull, and the new proposals are for a vessel of the same dimensions as the 76ft vessel they previously offered.

From considerations of weight distribution and safety, it has been necessary to place the cargo oil tanks forward of the cargo hold in a separate tank room divided from the cargo hold by a watertight steel bulkhead.

The engine room bulkhead has been brought forward to provide the minimum 2'6" space between it and the engine, which you asked for. Messrs. Miller have found it necessary to keep the fuel bunker tanks in the engine room, but with the additional space forward of the engine and the absence of fresh-water tankage in the engine room, we feel that working space in the engine room will not be too much restricted. It is not practicable in this wooden vessel to incorporate fuel bunkers in the bilges. The bunker tanks might, however, be reduced in size if the steaming range of 800 miles provided for is not required. Alternatively, if, as we gathered from Mr.Gutteridge, you may possibly consider drawing the vessel's bunkers from the cargo oil tanks, the fuel tanks in the engine room could be done away with and the smaller freshwater tanks located in the engine room. We should mention that, in considering requirements for the cargo oil tanks, we have assumed that the fuel oil to be carried will be diesel oil or a similar light oil as used in domestic heating installations.

We explained to Mr.Gleadell that the reduction in cargo space consequent on the requirement to carry 17 tons of cargo fuel oil was likely to be greater than was visualised from your letter, due to the need to keep the tanks separate from the wood structure of the vessel and the need to provide space between the tanks and the ship's structure for normal maintenance. Nevertheless, we were surprised that it should be reduced to 2,400 Cu.ft, particularly as the length of hold on Messrs. Miller's new plan still scales 20'9" as against 23'0" in the previous arrangement drawing without cargo tanks. This has been queried with Messrs

/Miller

The Officer Administering the
Government.,
Colonial Secretary's Office,
Stanley,
THE FALKLAND ISLANDS.

JMcC/STB.

Copies sent to all Ex. & Leg. Co. Members + H.H. today 18/

Miller who after re-measurement of their lines plans advise that it will in fact be 2700 Cu.ft.. Irrespective of size, the actual carrying capacity of the vessel in terms of dry cargo is reduced by the 17 tons weight of oil plus approximately 4 tons weight of tanks, i.e. from 87½ tons to 66½ tons, so that except for light stowing cargo, additional space in the hold could not be used.

The hatch size which is shown on the new plan as 7ft x 4ft has also been queried, in view of your previously stated requirement of a minimum size of 12ft x 8ft. The reduction appears to have been made to get stowage space for the 16ft Lifeboat, but there is no reason why the Lifeboat should not be stowed above the hatch as previously proposed, and the hatch size increased, which could be done with no increase in cost.

We discussed with Mr.Gutteridge the technical implications in the paragraph headed "Auxiliary" in your letter, and as a result of the discussion we have not pursued the matter of the diesel driven alternator which would be a large and expensive item of equipment. We think that the arrangement as now proposed, i.e. a completely independent diesel driven hydraulic pump for supplying hydraulic power to the cargo winch and the windlass, with a separate diesel ~~driven~~ auxiliary engine driving a generator and a bilge and washdeck pump, will prove to be very satisfactory. In addition, a separate diesel driven pump is to be supplied for discharging the cargo fuel oil.

The standard method of starting the Kelvin propulsion engine is by electric starter. Messrs. Miller have allowed for two main engine starters, each with its own bank of batteries, one starter being a standby unit. This should ensure safeguard against starter failure.

The electrics proposed are 24 volts D.C. throughout as before, in the interests of simplicity. A ~~auto~~ transformer and a battery charger are proposed, so that power for ship's lighting and other electric services including battery charging can be supplied independently of the vessel's own generators when lying alongside in port. Electric power can be obtained from either the main engine driven generator or the auxiliary diesel driven generator set when at sea, or from the auxiliary diesel driven generator set or a shore supply when not steaming. There is a total of three banks of batteries, one 250 Amp.hr. and two 180 Amp.hr., and an extra price for these to be Nife instead of lead acid is quoted.

We have abandoned the suggestion for Cascover nylon sheathing for the hull, since our discussions with Mr.Gleadell and Mr. Gutteridge indicated that maintenance of Cascover sheathing in the Falkland Islands would be difficult due to climatic conditions and the lack of slipping facilities. The cost of copper sheathing, with underwater fittings and fastenings electrolytically suitable, is quoted.

Open type scuppers in lieu of galvanised freeing ports are included in the new quotation.

Messrs. Miller's G.A.plan shows the proposed method of stowing twenty 40-gallon fuel drums on deck, in the manner which we understand you had in mind. The drums have been assumed to be the normal 40-gallon drum size, i.e. 23"

/diameter

diameter, 34½" long. When the drums are carried, the access along the the side decks will only be by climbing over the drums, and Messrs. Miller have therefore allowed for portable guard wires with stanchions on top of the bulwarks in way of drum stowage.

With regard to the dory type nesting scows, we are not clear as to the size of these, but it appears to us that there will be no difficulty in stowing these on deck alongside the hatch.

There is no mention in your letter of requirements for electronic equipment, but if a radar and an echo sounder are still required we suggest that the Decca D202 radar and the Ferrograph Offshore echosounder, which we previously recommended, might be chosen. We were given to understand by Mr.Gutteridge that a ship's radio, if required, might be available in the Falkland Islands, and we are not therefore allowing for this. A portable lifeboat radio as required by the M.O.T. can be obtained at a price of £285.

We should mention that the freshwater tanks shown in the new general arrangement plan are out of scale, and that for the capacity specified they will be larger than scaled from the drawing. You will note also that the fuel tanks as installed can be used as ballast tanks for trimming purposes. They will of course be most useful as reserve fuel tanks during the delivery voyage to the Falklands.

Messrs. Miller mention in their letter an auto-transformer for electric power supply from shore. This of course would require to be a double wound transformer.

Two versions of the Kelvin T8 engine are offered, and estimated speeds for each are quoted. We are inclined to agree with Messrs. Miller that the additional cost of the turbo-charged engine would be justified.

As to total cost, allowing for all the extras quoted for in Messrs. Miller's tender (with the exception of short voyage spares and the T8 propeller), £1400 for radar and echo sounder, £285 for a portable lifeboat radio and an approximate figure of £4500 for the delivery voyage, the cost delivered Falkland Islands would amount to £58,199, say £58,200. To this would be added Crown Agents and Inspection charges amounting to about £1300, making a grand total of £59,500.

We are calling for tenders from Delivery Contractors, and hope to be able to advise you shortly a more accurate estimate of cost for the delivery voyage. The photograph enclosed is of the Fishing Vessel "Brighter Hope", which is the same size and type of boat as is now offered by Messrs. Miller. It is said to have proved itself as an exceptional sea boat, and it usually fishes in the Faroe, Icelandic & Rockall Fishing Grounds. Providing the cargo space is sufficient for your requirements, we think that the boat offered should prove an admirable vessel for your purpose.

We look forward to receiving your comments and further instructions in due course.

Yours faithfully,

J.E. Rundle

for the Crown Agents.

G.S.

In accordance with your instructions I have discussed the plans of the proposed new cargo vessel with Captain White and D. J. Sollis. Both agree that the vessel should suit, providing Government consider the cargo space sufficient for what is expected of the vessel.

There are of course a few points which require attention such as size of cargo hatch, etc and no doubt these matter will be discussed after approval is granted to purchase the new cargo vessel

LG

H/h.

29.12.64

3

Harbour Master

When, and if, we require a new "Philomel" we must not lose sight of the need for a respectable slipway. Over the years this item has been bounced about without any firm ideas having come to the fall.

2. As soon as we know what we are getting we must start planning and look for money. It may be that we should ask for money in the next CDW grant. If that is so, what have we on file which gives us information on costs and sighting etc.

3. I would like you to treat this with a large amount of urgency.

C.S.

4

5th January, 1965.
WHT/IH

C.S.

Attached is a special file dealing with the proposed slipway. At folio 12 we sought the advice of the Crown Agents, and folio 27 their reply. Folio 36 we find Ex. Co consider the cost of £20,000 to £25,000 far beyond anything Government had contemplated.

A full report on the proposed slipway is at b.c. fo 0664/M

H.M.
7.1.65.

5

THE FOLLOWING REFERENCE AND THE DATE OF THIS LETTER SHOULD BE QUOTED IN COMMUNICATIONS.

Q/EM3/M4/Falk.Is.9348.

Telegrams: "Crown, London-S.W.1"
Telephone: Abbey 7730
Telex No. 24209

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
4, MILLBANK,
LONDON, S.W.1.

17th December, 1964.

Dear Sir,

Your Ref.No.0664/K/II.
Proposed New Cargo Vessel.

1

We refer to our estimate of total cost for the above vessel delivered Port Stanley, given on Page 3 of our letter of 19th November, 1964. This included an approximate figure for delivery of £4,500 based on a figure given by the Norwegian Builder Christensen.

We have now received a quotation from a Delivery Contractor of £5,650 for the delivery voyage. This appears to us to be on the high side making a too generous allowance for crew and voyage time, and we feel sure we would be able to obtain a lower figure on inviting competitive tenders when the vessel was nearly due for completion.

We have also obtained an indication for insurance for the voyage of £750.

Based on the above figures of cost for the delivery voyage and insurance, the grand total of £59,500 given in our letter is increased by £1,900 to £61,400.

Yours faithfully,

J.R. Rundell

for the Crown Agents.

The Officer Administering the Government,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS.

C/STB.

Kiv 4

6

DEAN BROTHERS LIMITED

CHAIRMAN: A. G. BARTON. DIRECTORS: H. C. HARDING, D. M. POLE-EVANS, D. BARTON.

TELEGRAMS: "MITERJACK PORT STANLEY"

PEBBLE ISLANDS.
W. FALKLAND ISLANDS.
9th January 1964

W.H.Thompson Esqre.,
Colonial Secretary,
Stanley.

Dear Mr Thompson,

With reference the proposed new vessel to replace Philomel. As a Citizen and Tax -payer I am very interested in this as it means the expenditure of a great deal of Tax-Payers money.

Has anything been decided definitely yet concerning this matter that can be released to the Public? If not, do you not think that in this matter the views of the Public might be useful, I mean the views of those members with experience in Marine matters.

One hears rumours that the proposed vessel is to be of Wood construction, smaller than Philomel though of about the same Deadweight Capacity and built in an East Coast of Scotland Yard. Are any or all of these rumours with foundation?

I, deplore the fact that the vessel will be no bigger than Philomel, if this is correct. The Government of these Islands should have a vessel capable of running to Punta-Arenas if necessary for mail, urgent Medical cases and urgent Cargo; they should not be dependent entirely on a Private Company with one Ship. To do this a vessel of about Protectors size is required.

Only a few years ago when Dean Bros were arranging to replace the Gentoo I advised Wooden construction, in the space of only 4-5 years since we started discussing this, I have realised I was wrong. Nowadays it is almost impossible to get a Wooden vessel repaired in this Colony. However it is very easy to get repairs by Welding done almost anywhere in the Falklands now, nearly everery Farm of any size has the Equipment and a skilled man . Steel vessels can be maintained with regard to corrosion very effectively these days. If they go aground or suffer other accidents- such as hitting Jetties Etc., which are almost inevitable from time to time, generally only a Dent is caused in a Steel vessel whereas a couple of Planks or more may be stove in in a wooden one. As was demonstrated to me when last in the U.K., the Application of a 50 Ton Hydraulic Jack, coupled with Heat sometimes, could generally fix almost any bending and denting sustained by small steel vessels; what that could not fix a welding plant could and very quickly.

Another point in favour of the Steel vessel is that so many yards build them now, in so many different parts of the world that generally, prices per ton are more reasonable. The Dutch for instance are very expert at building small steel Hulls, probably the best in Europe. I understand the

the/

Japanese can actually out price anybody, though delivery costs would doubtless weigh heavily here; however I am also told that the Japanese are building small vessels in Brazil now but I do not know how much truth there is in this. Presumeably Exchange might be a snag with regard to Brazil, though the small delivery distance might influence the final cost considerably. I only hope that the usual Colonial Office Policy of paying the maximum for something not really suitable will not be the case here; at least that is how the policy always appears to anyone with any commercial experience. I need only quote your Insurance Premiums for Philomel; we Insure the Malvinas for the same risks as you do the Philomel for much less Premium; Malvinas is covered for £16,000 and Philomel I believe for £8000 or £9000 only! When I was first quoted for Malvinas I was quoted 3¾%; by 'shopping' around the Insurance people I finally got it at 1¾%. Thats what Government ought to do with the building Contract for any new Vessel, SHOP around.

A larger vessel is necessary to make Government reasonably secure. A vessel of Protectors size would not require more than 1 man extra to Philomel when around these waters. The larger the size, the cheaper the building costs per Ton usually. I understand Messers Gutteridge and Gleadell were briefed to advise on the proposed vessel while recently in the U.K., what do they know about it? Gutteridge is an Electrician with knowledge of Stationary machinery. His Marine knowledge is nil, and any competent Marine Engineer would tell you that a man used to Stationary shore machinery is not suitable to advise on Marine Installations. What does Gleadell know about it? He may be able to raise the money from us Taxpayers or some grant, to pay for it, otherwise his opinions are valueless as reference marine affairs. I wonder has Jack Sollis been consulted with regard to size, construction, lay-out Etc Etc? Here you have a man with great Coastal experience whose views should be seriously considered. In my view he ought to be sent wherever the vessel will be built when it is half finished to advise and watch our interests. The type, method of Installation, Control and power of the main and Auxiliary machinery should be put in the Hands of someone used to SMALL vessels, not some R.N. or M.N Engineer who probably have never been on a small Coastal vessel.

The vessel should be equiped with Radar and Echo Sounding, both of which can be had fairly reasonably for small installations. Her Cargo handling equipment should be the most labour-saving possible.

I am not in anyway trying to push myself foreward, but I shall be in the U.K. next Summer (1965), going up to Monte-video enroute, April or May. I would be prepared to help you by advising if you wanted, I would not expect ANY PAYMENT except actual expenses incurred, travelling , boarding Etc. However you may well consider you have sufficient advisors in the U.K. already, I only hope they are earning our money on a worthwhile vessel.

With regard to the eventual delivery of the vessel out here: subject to Dean Bros full approval, also an improvement in my health which is fairly certain, I would be prepared to deliver the vessel out here with a crew of paid Volunteers. I am perfectly certain I could save you a good deal of money by doing this, rather than you employing a Delivery firm for the job, such as was done with Philomel. I think with my 'Protector'111 and Malvinas Delivery voyages to credit I can claim to know something about it and would not expect a large payment.

If I have appeared very critical in parts I do not want you to think I am merely fault-finding for no reason I am very interested in this whole project but do feel it would be very unfortunate if an unsuitable vessel was obtained, both regard to Construction, size and design. Also as a Tax-payer I am interested in value for money.

Yours sincerely

(A.B.Monk)

J.P.

Copies to S.Miller, RoyCove.
T.Blake, HillCove.

Reply at 7.

6a

EXTRACT FROM MINUTES OF MEETING NO. 4/64 OF EXECUTIVE COUNCIL HELD ON THE 30th DECEMBER, 1964.

2. MATTERS ARISING.

2189 Replacement of Philomel. Honourable Members studied the plans and quotations recently received from the Crown Agents and advised that an application be made for a Colonial Development and Welfare grant to assist with the purchase of the vessel. Funds required to meet the remaining cost should be sought from the Standing Finance Committee.

CLERK TO COUNCIL

TB

7

14th January, 1965.

Dear Mr. Monk,

Thank you very much for your most interesting and helpful letter on "Philomel".

To put it in a nutshell: you have only part of the story. Executive Council has not yet made up its mind and we are not yet ready to release to the public such details as we have. An incomplete picture would not be of very much help to anyone.

Taking your points as they arise:

Size and construction of projected ship

We are thinking in terms of a ship about the same size as the "Philomel". It will certainly not be smaller. Larger vessels appear to be outside what we can afford. Standard hulls are cheapish and a standard hull is on the market which appears to fit our pocket and our requirements.

Range

I do not know where you got the idea that we would want a ship with the range of the "Philomel". We are planning for 800 miles at a go. The reserve fuel space (about 17 tons) being useful for bulk fuel deliveries to Camp stations.

Yard of origin

We hope the United Kingdom Government will be able to make us (thus the tax payer) a very reasonable grant-in-aid. If our approaches are successful then the ship will have to be United Kingdom built. The British Government will not subsidise foreign yards. Such a grant would make a British ship the cheapest and

/. . .

A.P. Monk, Esq., J.P.,
PEBBLE ISLAND.

best buy. Much will, of course, depend on this.

Final design, ancillaries and so forth

We have had a small sub-committee at work namely Messrs. White, Grierson and Hollis, and we were proposing to ask you to join in as well, and in fact, your letter came on to my desk just after I had drafted an invitation to you to do so. In view of your departure in March, perhaps you would like to come in on your way through and give us the benefit of your opinions on the plans and specifications we have. You might also be able to help us in the United Kingdom.

Delivery

Thank you very much for your offer, should we get a ship in time (and much has yet to be settled) we will most certainly try and tee things up with you.

Personalities

We agree on Hollis, and we shall make use of him. At this moment the Crown Agents are holding our brief, and appear to be doing well, but the construction stage is another matter.

Gleadell was in the United Kingdom on leave and merely told the Crown Agents of our basic problems and explained something of our financial restrictions. Cutteridge answered various general queries they had on very many of our long-range enquiries and orders. "Philomel" was just one of these. Neither gave, nor attempted to give, marine advice.

I am grateful for your letter and interest and do not, I assure you, regard it as fault finding at all.

In my ivory tower I need all the advice I can get.

W.H.?

(W.H. THOMPSON)

WHT/HH

Copy to Miller
Blake

Ref: 0040/IV

8

27th January, 1965.

Dear Miss Ware,

9-91)

I am enclosing our application for a grant towards the cost of our new ship.

This really is an urgent and important item and I hope you will be able to support us and give it a fair wind.

Sincerely yours,

(W.H. THOMPSON)

Miss E.M. Ware,
COLONIAL OFFICE

WHT/IM

F. I. ref: 0040/IV & 2189/II

C. O. ref:

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 21st January, 1965

No. 13 SAVING. COLONY

C.D.W Grant.

Your telegrams 234 of 1964 and 2 of 1965 refer.

Confirming my telegraphed reply, an application is attached at Appendix A, in the sum of £25,000 to meet the improvement element of a new ship estimated to cost £61,400. Details of costs and specifications together with a copy of the amended development plan are attached as appendices B and C.

GOVERNOR

WHT/TB

APPENDIX A

FALKLAND ISLANDS

Improvement of internal communications

Provision of new coasting vessel to replace and improve on the existing m.v. "Philomel"

Application for Grant of £25,000

The Falkland Islands group consists of over 200 Islands, some settled, some occupied for part of the year (especially during sheep shearing time), and over half of which carry sheep and which have to be visited from time to time.

There are no regular mail or cargo ship calls at any of the sheep stations. Visits by large cargo ships to the outer islands and deep water ports of the West Falklands are restricted to about two calls per year. Shallow water sheep stations, stations with poor tides, and small stations without jetties rely upon the Government coasting vessel for their mails and supplies, and for assistance in moving the wool clip.

Government alone is in a position to provide and subsidise this additional service which is of such importance to the economy, well being and morale of the Colony.

The present vessel, m.v. "Philomel", was built in 1944, purchased second hand for the sum of £14,500. The vessel has reached the stage when repair and overhaul can no longer be guaranteed to keep it moving, and the hull (which has to withstand the very heavy weather and gales of the Falkland Islands coasts) is showing worrying signs of disintegration. The crew accommodation is out of date, and, consequently, seamen are almost impossible to recruit. The ship has no modern navigational aids.

The Executive Council has recommended the immediate purchase of a new and improved ship, and the Crown Agents for Oversea Governments and Administrations have provided various quotations and specifications, the most satisfactory of which is the subject of this application.

The replacement value of an equivalent to the present ship is hard to lay down, but estimates of ships offering a standard of hull, equipment, hold space, and crew space no better than that of the present ship average out at about £35,000 to £40,000.

Improvements required, and which are incorporated in the attached estimate are:

(1) Better crew accommodation to allow for longer voyages, and better crew morale.

(2) Improved cargo hold design to facilitate loading and discharge in rough anchorages.

(3) Better fuel and water tankage to allow for longer hauls and more charter work in the wool season.

(4) Provision for bulk oil tankage to allow for deliveries of fuel oils to Camp stations (a service not at present provided).

(5) Safer deck stowage for fuels in drums up to a total of 20 x 40 gallow drums of normal size.

(6) Provision of radar and echo sounder to increase general safety and to improve access to smaller ports in bad weather.

(7) Improved steaming radius of up to 800 miles allowing visits to the Chilean coastal port of Punta Arenas should the need arise.

(8) A master's cabin which can be used for medical cases. The two local aircraft are often grounded by bad weather for quite long stretches, and the Government coastal vessel is always on call for medical emergencies.

equipment &

The total cost of construction, and delivery, ~~at present day prices, inclusive of radar and echo sounder, lifeboat radio~~ is £61,400 made up as follows:

Ship with accessories	£53,420	
Delivery charges to Port Stanley	5,650	
Crown Agents Inspection Fee	1,300	approx.
Delivery voyage insurance	750	approx.
Lifeboat radio	280	
	£61,400	approx.

The Falkland Islands Government is faced with a large development plan (attached at Appendix D) and will shortly be forced to consider the replacement of one of the two Beaver aircraft of the Falkland Islands Government Air Service.

Overall the financial burden is almost unbearably large, but to attempt economies by purchasing a smaller and unsuitable ship, or by trying to obtain another second-hand one (unlikely to be suitable in every major respect) plus the enhanced maintenance problem involved would not provide the improvements necessary to the economy and general well being of the tiny and isolated Colony of the Falkland Islands.

WHT/IM.

6

APPENDIX B

1.	Administering Authority	Government of the Falkland Islands.
2.	Allocation	Falkland Islands
3.	Classification	Economic Internal Communications Shipping
4.	Description of Scheme	Provision of improved shipping facilities by replacing existing ship with one providing a greater range, and of modern design.
5.	Total Cost	£61,449
6.	C.D. & W. assistance required	£25,000
7.	Basis of Administration for accounting purposes	Capital £61,449.
8.	Basis of calculation of claim	Coverage for estimated improvement element only up to a maximum of £25,000.

APPENDIX C

Cost of ship inclusive of delivery to Port Stanley
by approved contractor vide Crown Agents letter
Q/EM3/M4/Falk. Is. 9348 of 17th December, 1964 £61,400

Specification

DIMENSIONS	Length overall ... ... 76 ft. Beam ... ... 21 ft. Draft Mean ... ... 9 ft. 6 ins.
GENERAL	The vessel to be built as per plan and to scantlings hereinafter specified with straight stem and canoe type stern, to be rigged with one mast. To be built under Lloyds survey and to their requirements for issue of classification certificate for small Coastal craft.
WORKMANSHIP	The workmanship to be of good description and quality, the greatest care to be exercised in having the hull moulding eye sweet and fair, finish to be plain and good.
SPECIFICATION	The Vessel to be finished for delivery on or as agreed to suit, strikes and all other causes outwith the control of the builders excepted, the builders to pay all expenses of the vessel until handed over and to keep her insured against fire and all other risks covered by builders' risk policy whilst building, and until handed over in terms of this specification. The vessel's name to be cut on the hawse boards, and have the port of registry painted on the stern. Official tonnage to be cut on the main beam if measured under the Merchant Shipping Act.
KEEL	To be of Oak 10" sided, 13" moulded and to suit the form of the vessel, scarphs to be hooked and not less than six times the siding in length. To have white lead between scarphs and bolted with six 7/8" bronze screw bolts. A facing of oak to be fastened to bottom of keel 3" thick and width of keel with corners rounded.
HOG	To be of oak 8" sided and fitted on top of keel, scarphs to be fitted to run up of keel forward and aft.
STEM	To be of oak 10" sided and moulded to suit the form of the vessel and fitted to keel as shown on plan. To be rounded off to suit stem iron. An apron of no less than 6" sided and molded to suit. Stem bolted to keel with 7/8" bronze bolts spaced 12" apart and staggered across breadth of stem.
DEADWOODS	Fitted forward 10" sided and moulded to depth of frames at centre, deadwood aft to be sided to carry stern tube.
FORE KNEE	Of oak 10" sided, to run well up stem and along top of deadwood, fastened with 7/8" bronze screw bolts.
STERN POST	To be of oak 10" sided at keel and swelled in way of propellor shaft to give sufficient housing for the stern tube to be moulded as shown on plan. The heel of the sternpost to be tennoned into the keel. The whole to be fastened to keel, deadwood, and knee by 7/8" bronze bolts.
STERN KNEE	To be of oak sided 10", swelled as stern post for housing of stern tube, moulded as plan and to suit the form of the vessel and securely fastened with 3/4" bronze screw bolts.
OUTRIGGER	Of oak, sided 10", moulded as plan and to suit the form of the vessel to have fashion pieces each side to

OUTRIGGER (cont'd.)	augment rabbet for hood ends. To be moulded as drawing and to be fastened with 3/4" dia. screw bolts, bronze.
KEELSON	Of oak, 10" x 9", bolted through frames and keel, as long as possible.
FRAMES	Of oak, sided 5" single, moulded at keel 12", at bilge 8" and at head 6", spaced at 16" centres. Each side of the butt to be fastened with galv. screw bolts, having four on each side of the butt frames. To be fastened to keel with 7/8" bronze screw bolts through frames, hog and keel.
PLANKING	To be of larch generally of good quality. Ordinary planking 2⅜" thick, sheer and bilge planking 3" thick. Planks to be fastened with ½" bronze dumps treble in each plank of 7" and over in width and double in planks of less than 7" in width. All butts on planking to be treble nailed for two frames on each side of butt. To be caulked with oakum and payed with pitch. Topsides to be caulked with white oakum and payed with putty. Alternatively the planking fastened to Lloyds in bronze screws.
BEAM STRINGER	To be fitted all fore and aft, three at 8" x 3" larch fastened with 6" galv. steel flats and to have a breasthook both fore and aft. Stringers to have one 5/8" galv. bolts in each frame, fastening planking frame and beam stringer together. Bolts staggered from top edge to bottom edge in consecutive frames.
BILGE KEELS	6" x 6" of oak tapered to 4" on lower edge to be well fastened into frame.
BEAM SHELFS	Of larch to run two-thirds length of the vessel, 9" x 6" bent inside stringers on edge with 5/8" galv. screw bolts between each frame and 1/2" galv. screw bolts in each and every beam and half beam.
BEAMS	Main beams of oak, 8" sided and moulded 8" at centres, 8" at ends. Ordinary beams of oak 5" sided moulded as main beams. All main beams to have lodging knees through fastened to beams and ship's side with 1/2" galv. screw bolts. The ends of beams to be fastened to stringers with 1/2" galv. driving bolts and to beam shelf as aforementioned.
CARLINS	Of oak main carlins 10" x 6" half beams larch or oak 6" sided 6" parallel, moulded. Alternate half beams to be connected to carlins and to ship's side with oak knees.
DECKING	To be of edge grain pine well selected planks of 2⅜" thickness well fastened to beams with galv. flats, the heads of which are to be sunk and filled with end wood dowels. Caulked with oakum and payed with PRC compound.
DECKHOUSE	To be constructed of marine type plywood reinforced with steel angle frames to Lloyds scantlings and approval with opening ports of brass and windows of Beclawat or similar type. Outside doors to be of Teak with brass hinged, a ladder of galv. steel fitted as shown, as exhaust funnel and ventilating trunk to be of galv. steel.
STANCHIONS & BULWARK RAILS	Bulwark stanchions of Oak 5½" x 4½". Rails of 8" x 3" oak tennoned on top of stanchions and bolted with 3/8" galv. bolts. Rails to have one run cope iron, one on edge 2" x ¼" galvanised, fastened with countersunk galv. nails

BULWARK FREEING POSTS — To be open type as shown on drawing.

BULWARK PLANKING — To be of $1\frac{1}{4}$" larch in as long lengths as possible.

BULKHEADS — Of T. & G. Pine $1\frac{1}{8}$" thick with four main bulkheads of painted steel to Lloyds requirements.

RUDDER — Stock and pintles of bronze, blade of wood, dia. of stock $3\frac{1}{2}$" with couplings welded and machined keyway to be cut on coupling faces. The stock to be housed in a watertight bronze gland on the stern frame and a bronze watertight bearing on deck.

SKEG — A bronze skeg of approved pattern to be fitted and connected to the keel into which the heel of the rudder is to be stepped.

MAST & RIGGING — Mast to be of steel tube of a suitable size with the necessary mountings, rings and eyebolts, to be fitted in suitable tabernacles. Mast to have the necessary standing rigging and running gear for the working of a derrick. Mast for tested load of 2 tons.

ACCOMMODATION — GALLEY: To be situated as per plan and fitted with a cooker complete with system for supply of hot water. Cooker must be capable of cooking for a total crew of nine. Galley to be fitted with stainless sink, pan rack, drawer and locker space, etc. Sink to provide hot and cold water. Floor to be tiled.

All floors in accommodation to be covered with linoleum AA quality.

LAVATORY & SHOWER: Situated in deckhouse. Lavatory to be complete with flushing system, from deck sanitary tank, discharge pipes and storm valves.

MESSROOM: Situated in deckhouse, fitted out as per plan with settee, table and folding chairs, all to be finished in mahogany. Radiators to be fitted as shown on plan.

MATE & ENGINEER'S CABIN: Situated in deckhouse, radiator fitted as plan with two berths, dressing tables, all finished in mahogany with entrance way from messroom.

CAPTAIN'S CABIN: Situated aft of wheelhouse, fitted as plan, with berth, sideboards, wardrobes, chart table, all in mahogany. Radiator fitted.

WHEELHOUSE: Fitted as plan with navigational aids fitted.

CREW'S CABIN: Situated below deck aft, fitted with six berths and all necessary lockers, etc. for accommodation of crew. Radiator fitted.

VENTILATION: To be adequate for health purposes in living quarters and to M.O.T. approval. Other spaces to be well ventilated to approval as a precaution against the possible danger of dry rot. To prevent undue interference with working deck space rectangular vents fitted close to deckhouse superstructure. Inlet air trunkways to be taken close to ship's side and exhaust to normal deck level. Ventilation to engine room space to receive special

ACCOMMODATION (Cont'd.)

attention to ensure elimination of all fumes.

Floors in accommodation to be of $1\frac{1}{8}$" T. & G. covered in linoleum and hatches cut in suitable positions for easy access to bilges. Hatch edges to be lined with brass strip.

FURNITURE: All furniture to be in first class mahogany. All drawer fronts to be solid mahogany and doors, etc. to have resin bonded mahogany plywood panels.

ENTRANCE STEPS: Stairways to accommodation to be of pine with galv. tread strips fitted on each step.

HARDWARE: Handles, locks, hinges, etc. throughout the ship to be of approved pattern and material. All doors to have silent back hooks and rubber stops. Ample number of coat hooks to be provided in cabin and officer's accommodation. All cupboard doors to have knobs and catches.

ENGINE BEARERS

To extend for and aft as indicated on the drawing to be of a scantling suitable for the engine being installed, to be of steel and through bolted to the frames with galv. bolts, transverse members and bracketing to be fitted as required.

AUXILIARY ENGINE BEARERS

To be fitted and arranged to suit machinery requirements and after the general style of the main bearers.

TANKS

Two in number fresh water tanks to be fitted 400 gallons each and piped to filler on deck and to gravity tank on top of deckhouse.

Two in number fuel oil tanks of 800 gallons each to be sited respectively on port and starboard sides of engine room as indicated on plan. 800 gallon on port side and 800 gallons starboard side. Fuel tanks to be suitably connected up to main engine and auxiliaries. Filling arrangements and breather pipes through maindeck to be to M.O.T. approval. Tanks to be complete with manhole doors, calibrated diprods, valves and drain cocks. One in number lubricating oil tank of approximately fifty gallon capacity to instalmin engine room. Suitable filling arrangements from deck. Draw off cock, saveall and dipstick to provide. Suitable bench and tool lockers to be built into engine room in suitable position.

ENGINE ROOM ENTRANCE

To be of mahogany or suitable hardwood.

MOORING

Two mooring bollards to be fastened on deck forward and two aft, bolted to beams. Fairleads on rail forward and aft.

IRON COPING

One run of 3" x $\frac{1}{2}$" galv. cope iron to run the whole length of the vessel on each side and on the sheer plank and one on top 1" x $\frac{1}{4}$".

ELECTRICS

Main switchboard and charging panel complete with all fitments. Voltage and current output to be indicated from all machines. Battery box with accumulators of 250 amp. power to supply current to instruments, emergency lighting and wireless

ELECTRICS (Cont'd.)

sets. Lighting, including bunk reading lights, and wiring throughout the ship to be of approved and in line with best standard practice in lead covered cable. Electric pump to radiators to instal and wire up. One set navigation lights to M.O.T. approval. Two top lights in front of mast. 2 lights in wheelhouse, 1 deck light (stern light).

DECK LIGHTS: 2 lights on foremast, two lights on front side of wheelhouse, 2 lights on sidewalls of deckhouse, 2 lights on back of wheelhouse.
WHEELHOUSE: 1 ceiling light, 1 compass light, 1 light in passageway, 1 light over dresser.
HOLD: 2 lights.
ENGINE ROOM: 4 lights, 2 plugs.
AFT CABIN: 2 ceiling lights.
CHARTROOM: 1 light, 1 bed reading lamp, 1 chart table light. 2 lights in messroom, 1 light in toilet, 2 lights each in Captain's, mate's and engineer's cabins.

ANCHORS AND CABLES

Two in number, 3¼ cwts each stocked anchors with 105 fathoms of 11/16" galv. iron short linked cable. Hand windlass for handling anchors.

HAWSERS

75 fathoms 4¾" circ. hemp. 75 fathoms 2½" circ. Hemp.

LAMPS

A set of copper navigating lamps to be supplied consisting of two mast head lights, port and starboard side lights and an anchor light, also already listed under Electrics, also N.U.C. lamps.

PAINTING

During construction the frames, beams and stringers to be brush treated with Cuprinol wood preservative including the faying surfaces of any frame doublings and the outside of frames before planking. The outside of vessel after having been planed smooth to have two coats of Cuprinol and then one coat of pure lead paint, thereafter three coats of paint to owner's requirements. Below the waterline the outside shall again be treated with Cuprinol (that is 3 coats in all). Thereafter to receive two coats of Bitumastic paint. Engine room to receive aforementioned Cuprinol and then finished with fire retardant paint, colour to owner's requirements.

PUMPS

Three hand pumps of 4" Whale type to be fitted in every W.T. compartment with bilge suction and discharge outboard.

CARGO HOLD

To be lined with larch to requirements and fitted with galvanised stanchions.

F'CLE HEAD

To be fitted as plan, all to be in steel with handle rail stanchions, hand winch for anchors and davit, ladder to fore deck.

LIFE SAVING EQUIPMENT

4 lifebuoys each fitted with self igniting light and one with 15 fthms. line. Twelve lifejackets. 1 line throwing appliance, 250 yds. throw. 12 parachute distress rockets. First Aid equipment. Ship's bell. Conical shapes and black balls.

OUTFIT

1 mooring rope 3" manila, 15 fthms.
2 mooring ropes 3" manilla, 12 fthms. each.
4 cork fenders.
2 boat hooks, 18 ft. in length.
4 galvanised buckets.
6 brooms and handles.
1 mop and handles.
45 feet deck washing hose, $1\frac{1}{2}$" with unions.
1 tarpaulin for hatch coaming with battens and wedges.
1 clock and barometer.
1 hand saw.
3 screw drivers.
1 parallel bench vice.
2 hammers.
2 chisels.
3 files.
1 adjustable spanner.
1 Typhon fog horn, hand operated with horn on wheelhouse.
1 blow lamp.
1 hammer 2 lbs. with handle.

GALLEY:

2 saucepans, 1 potato pot, 1 fat spoon, 1 washing up basin, 1 teapot, 1 kettle, 1 coffee pot, 1 pepper & salt dish, 1 bread board, 1 frying pan, 1 vegetable pot, 1 breadknife, 3 store tins, 1 dish mop, 9 meat plates, 9 soup plates, 9 pudding plates, 9 mugs, 9 forks, knives spoons and teaspoons. 1 sponge, 1 wash leather, 5 pair kitchen towels. Two plastic tablecloths.

BERTH REQUISITES:

9 foam mattresses.
9 pair wool blankets.
18 pair cotton sheets.
18 terylene pillows.
9 pair cotton pillowcases.
9 pair hand towels.
3 large bath towels.

FLAGS:

1 national flag.
1 set international code flags.
1 log with reserve line, 1 deep line 120 fthms.
Line and lead.

Two inflatable life rafts of approved make, 10 man. in fibre glass containers and emergency packs.
One 10 gallon froth extinguisher for tank room.
One 10 gallon froth extinguisher for engine room.
Four 2 gallon portable extinguishers.
One axe.
Sand receptable and scoop.

Spare propellor and spare tailshaft supplied as quoted extra.

Steering Gear

Fishing boat type steering gear with gipsy and chain and rod connection complete with Teak steering wheel.

ENGINE

To be a Kelvin Diesel engine of 240 h.p. Model T8 complete with hydraulic reverse gear and 3.1/3:1 reduction gear. Engine to have heat exchanger cooling system. Starting to be by electric starters. Two starters to be fitted with one starter as a stand-by unit. Each starter to have separate set of batteries of 180 amp. hr. capacity. All engine controls to be taken to wheelhouse. The engine to be complete with exhaust arrangement led to silencer with deck outlet. Seacocks to be fitted with strainers for circulating water. An auxiliary dyanamo of 24/32 volt 2000 watt output to be belt driven from engine and having voltage regulator and cut out. Engine to be built to Lloyds requirements and under survey with all equipment to comply. A kit of Lloyds long voyage spares to be supplied as quoted extra. Sterngear to Lloyds in bronze with intermediate shaft of steel. A spare propellor and tail-shaft to be supplied as quoted extras.
A telegraph between wheelhouse and engine room to be fitted at extra cost as quoted. Water and fuel piping to be of copper, fuel line to be fitted with suitable filters. The engine generally to be as described in publication No. T8/1262.

AUXILIARY ENGINE

Engine to be a Lister air cooled diesel engine of 4 h.p. driving generator $2\frac{1}{2}$ Kw. 24-32 volt and also driving a centrifugal bilge pump of 2" bore to be complete with all valves piping and connections for pumping bilges and washing decks, all to Lloyds requirements.

CARGO WINCH

Cargo winch to be a Smallwood type CDH complete with D6/200 V pump united with speed control valve and manually operated friction brake and clutch so that warping drums may be operated independently from wire storage barrel, to have a direct pull of 2 tons from the warping barrel and complete with two warping drums completely installed, with pump driven from aux. engine.

CATHODIC PROTECTION

Builders to provide suitable protection after consultation with M. Duff & Partners.

SHEATHING

Hull to be sheathed in Copper. To be 6" above load waterline.

COOKING & HEATING

A diesel oil cooking stove complete with hot water boiler fitted for crew of 10-12.
A diesel oil heating unit fitted for water heating in all cabins with separate radiators. Piping in copper with header tank on deck. Cooking stove and oil heating unit to be by Perkins Boilers Ltd. or Kemp.

Appendix 9

Falkland Islands
Development Programme as approved by the Executive Council

ITEM	PROJECT	ESTIMATED EXPENDITURE	SOURCE OF FUNDS
		£	
1.	**Housing** 6 prefabricated houses, erected with all services on site, fully equipped and furnished to basic standard.	32400	C.D.W. 80% Colony 20%
2.	**Roads improvement** To further extend the roads system in and around Stanley, and in particular to provide hard surfaced roads towards the main areas of fuel supply.	8000	C.D.W. 6.400 Colony 1.600
3.	**Roads in Camp** To a Standard Recommended by the United Kingdom Department of Scientific and Industrial Research vide LN/404/MPO'R of August, 1963	5000 per mile	NOT CURRENTLY AVAILABLE
4.	**Provision of extra peat fuel for Stanley** Conversion of all Public Buildings to oil fuel	10000	Local funds
5.	**Shipping** Replacement of m.v. Philomel with a new ship capable of providing a [illegible] hospital, postal and inter island freight service, and to provide oil bunkerage.	61400	Subject of present applicati[illegible]

6.	Education Provision of covered play area, gymnasium, and staff accommodation at Darwin Boarding School	8,500	Local Funds
7.	Education Replacement of Stanley Senior School with a school of a modern standard and sufficient accommodation for all pupils and staff.	70,000	Local Funds
8.	Telecommunications Replacement of present out of date Wireless Station	New Subject of special negotiations £120,000 approx.	Local Funds
9.	Internal telephones Adoption of an automatic telephone system for Stanley	20,000	
10.	Radio Telephone Service Provision of additional and improved R/T network to outlying stations. Stage one.	8,000	Local Funds
11.	Broadcasting Replacement of present obsolete Studio equipment including consoles and microphones, and radio diffusion amplifier	10,000	
12.	Education. New Camp Schools. buildings 6 new ~~schools~~ buildings at a rate of one per year at £2,500 each	15,000	Local Funds

BJ XC. 28.2.64

10

DEAN BROTHERS

PEBBLE ISLAND,

FALKLAND ISLANDS.

7th February 1965.

W.H.Thompson Esq.,
The Hon. Colonial Secretary,
Govt Secretariat.
Stanley.

12.2.65

6/f 23.2.65

'Philomel Replacement'

Dear Sir,

With reference my letter of Jan 9th and your reply dated January 14th, thank you for answering my letter so fully, I certainly am more in the picture now, even if I am unlikely to agree with much you will probably do. To take your letter point by point:-

Size I can see that the initial cost of a small vessel is less than a bigger one; it is not always the Initial cost which really matters, I am convinced it is not in this case. Nothing I have ever heard from anybody will convince me that if the Colony is to buy a vessel it should only be Philomel size. There are standard Hulls bigger than Philomel.

Range I never mentioned Range. I think you presume I mean Range when I talk about being able to run Urgent Medical cases, cargo and mail to and from Punta-Arenas IF necessary. Thats not a matter of great Range, its a matter of a powerful sea-boat, if its to be done in any weather. Philomel could do it in any weather, but might take a very long time and, be pretty rough on a Hospital case. I admit a vessel of Protectors size would be not much more comfortable, but it would have that much extra power.

Choice of Yard . A good fat grant in Aid from UK government makes the choice of a UK yard an economical proposition, I understand that now.

Type of Construction Are there not standard steel Hulls and, wont the U.K. Government Grant Aid a Steel Hull? I am convinced anything but a Steel Hull is a mistake and one you will regret later on.

With reference my opinions on the Plans and Specifications Etc., I am very keen to help you in any way possible, either here or in U.K. I go to Uk now in May, the early May voyage, so there is some time yet.

Sollis is a very practical man, I would be very interested to hear his views on Size and, type of Construction, IE, wood or Steel.

I should think your Bulk Gas Oil delivery idea is a very good one, we get ours in Bulk here from Darwin into Malvinas and then pump it ashore, but of course your vessel could pump it straight ashore here.

I await the outcome of your negotiations and deliberations with interest.

Yours sincerely

(A.B.Monk)

EXTRACT FROM MINUTES OF MEETING NO. 1/65 OF EXECUTIVE COUNCIL

HELD ON THE 16th & 17th FEBRUARY, 1965.

2. MATTERS ARISING

2189 Replacement of Philomel.

The Honourable the Colonial Secretary informed Council that a reply was awaited to the application which had been submitted for a grant of £25,000 from C.D. & W. Funds towards the purchase of this vessel.

Council advised that if the C.D. & W. grant materialised Government should take an early option on the vessel and should circularise members of Standing Finance Committee with a view to securing the balance of funds required.

CLERK OF COUNCIL

TB

C.S.

As instructed, Sollis and I visited Pebble Island yesterday to show and discuss with Mr. Monk the Plans, Specifications etc., of the new vessel to replace Philomel. Our time at Pebble was very limited. Mr. Monk was very helpful, but was firmly of the opinion that the proposed new vessel was too small,he says that the vessel should be not less than 95 feet in length, broad beam and shallow draft not exceeding 10 feet loaded. The hull should be of steel riveted or welded, The cruising speed should be 10 knots.

Commenting on the Plans of this new vessel, Mr. Monk said that if Government decided to purchase this vessel the following should be looked into:-

1. Position of Fuel Tanks shown in Plan - A simple calculation based on the Builders one inch trim, figures show that with the fuel tanks full (17 tons) plus the weight (3 tons) plus a full cargo of say 50 tons would load the vessel excessively by the head, therefore the fuel tanks should be shifted to the after end of the cargo hold.
2. All deck sanitary tanks, fresh water tanks, and all piping leading to the tanks sho should be lagged. Tanks to be lagged in such a way that water can not get between the tank and lagging.
3. The vessel should be fitted with up to date Radio Telephone Equipment with all the necessary wave bands for giving out emergency distress signals.
4. The Engine Room bulk heads should be diagonally built, doubled skinned and watertight.
5. Twin Derricks should be fitted (two tons S.W.L.) and Cargo winch and windlass to be hydraulic
6. Anchors should be of the C.Q.R. Type. one weighing 150 lbs and one of 180 lbs.

H.M.
2/3/65

DECODE.

No. 60

TELEGRAM SENT.

From SECRETARY OF STATE *to* GOVERNOR

Despatched: 5.3.65 *Time:* 1430 *Received:* 6.3.65 *Time* 0900

No. 20. Your savingram No. 13 and Your telegram No. 31. Replacement of Philomel. Colonial Development and Welfare grant of £27000 repeat £27000 approved towards cost. Scheme number D6234. Copies of scheme memorandum and financial summary follow.

Secer

P/L:TB

See 16

See 532 in 2040/10.

11/5/65
Rec'd 21/5/65 (mail)

No mail B 22

Replaces # Philomel file
S. 24/4
e

PORTS OF CALL R.N.S. "DARWIN" 1964

	Roy Cove	4
	Charlies	4
	West Point Island	4
	Carcass Island	3
	Hill Cove	4
	Saunders Island	4
	Pebble Island	4
	Green Patch	3
	Port Louis	2
	Port Stephens	4
	Weddell Island	4
	Speedwell Island	4
	Fox Bay	7
	Port Howard	5
	San Carlos	5
	Salvador	6
	Teal Inlet	5
	Rincon Grande	4
	Johnsons Harbour	2
	North Arm	5
	Dunnose Head	3
	New Island	2
	Beaver Island	1
	Fitzroy	4
	Lively Island	2
	Darren Island	2
	George Island	1
	Port San Carlos	4
	Bleaker Island	1
	Motley Island	2
	Sandbar Island	1
	North Tyssen Island	1
	Middle Island	1
	West Swan Island	2
	Ruggles Island	1
	Patterson Point	1
	Goose Green	6
	Mono	2
	Double Creek	3
	Walker Creek	1
	Sea Lion Island	1
	TOTAL - Local Calls	125
	Punta Arenas	1
South Georgia	Grytviken	1
	GRAND TOTAL	127
	Total Miles Steamed	33,127

Bu 1/5/65 (mail?)

EXTRACT FROM MINUTES OF MEETING NO. 2/65 OF EXECUTIVE COUNCIL HELD ON THE 6th - 11th APRIL, 1965.

2. MATTERS ARISING

Cargo Vessel

The Colonial Secretary reported that a C.D.&W. grant of £27,000 was available towards the provision of a new cargo vessel. Having regard to the high capital and recurrent costs involved, Council gave further consideration to the question of a new vessel and advised that Captain D.H. Turnbull be invited to examine plans and specifications and to give Council the benefit of his views.

Council further advised that the Falkland Islands Company be asked whether they would have any interest in the management of a new vessel.

D.R. Morrison
Ag Clerk of the Council

FST.45/04
0040/IV

12 March, 1965.

Thank you for your letter of the 27th January enclosing the application for a Colonial Development and Welfare grant towards the cost of a replacement for "PHILOMEL".

Long before you receive this you should have received our telegram No. 20 of the 5th March conveying approval to a C.D. & W. grant of £27,000 and our savingram No. 23 of the 9th March forwarding copies of the scheme memorandum. We were in such a rush to get the copies of the memorandum into our last mail connecting with a sailing of the "DARWIN" that I did not have time to write this letter to you to accompany them.

You will have noticed that we managed to approve a C.D. & W. grant of £27,000, £2,000 more than you sought. We included a small provision for contingencies on the advice of the Crown Agents who said it was usual (and usually necessary) to include such provision in schemes of this sort, and this made the total cost a round figure. I hope that the scheme memorandum is otherwise self-explanatory.

I believe that in the rush to catch the mail we omitted to correct two small typing errors in the copies of the scheme memorandum which were sent to you and I should be grateful if you would do this. The errors are:-

(i) in the second line of paragraph 5 "upper-sheathed" should read "copper-sheathed";

(ii) in the penultimate line of paragraph 7 "is" should read "if".

(Miss E. M. Ware)

W. H. THOMPSON, ESQ., M.B.E.,
COLONIAL SECRETARY'S OFFICE,
STANLEY,
FALKLAND ISLANDS.

0664/Q

Cl. I am mentioning to Sir Vivian Fuchs that we have asked Capt T to do this. LA 26/4

17

22nd April, 65.

Dear Sirs,

1 in 0664/Q I refer to your letter Q/EM3/FALK. IS. 9348 of the 19th November, 1964, and your telegram of the 17th March.

5 in 0664/Q Recent investigation into ship repair and maintenance facilities at South American ports (particularly in Chile and Uruguay) make it appear that a wooden ship is far from being completely suitable. This is further enhanced by our lack of shipwrights and repair facilities.

I have asked Captain D. Turnbull of the Royal Research Ship Shackleton to call on you on our behalf to explain our requirements. He will be carrying a rough plan of a steel ship, and will give you the fullest possible information of operating and other conditions here.

If a second hand ship can be found which is reasonably near to our plan this will be considered. Should new construction be necessary the financial limit will be about £70,000.

We appreciate the trouble you have already been to on our behalf, but lack of communications and technical advice on the spot has been a very large factor in this affair.

Captain Turnbull's assistance will I am sure be a help to us all.

Yours faithfully,

(Sgd.) W.H. THOMPSON

COLONIAL SECRETARY

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

Copy to Captain Turnbull

IM

Ltr 22/5/65

V/18

R. R. S. "Shackleton"

British Antarctic Survey

Philomel Replacement

I quite agree with Mr. Monk that the proposed wooden craft could not be more unsuitable but do not endorse all his opinions.

I consider that the ship should be of steel and largely welded construction.

Disadvantages of wood:- Ship's skin cannot be used as boundary for fuel, fresh water or ballast tanks, heavy wood keel means deeper draft, difficult to make large hatch openings, wood deck liable to damage from deck cargoes particularly sheep, wood hull needs copper or muntz metal sheething (NOT NYLON).

Disadvantage of steel:- Fouling by marine growth (this would occur on unsheathed wood or on nylon sheethin), need for painting all underwater portion at least once a year, grounding damage might be more severe than with wood but cheaper to repair.

Engines, 240 h.p. should be ample so possibly a supercharged 6 cylinder kelvin would be satisfactory and shorter than eight cyls. The Shackleton has a turbocharger which does not give any trouble and when fitted it improved the performance greatly with only a small increase in fuel consumption.

Accomodation should be above deck and extend to ship's side, it should be comfortable but not luxurious, I would like the shower to be in a separate compartment from the w.c. and wash basin. The cost of good amenities is little more than the cost of minimum requirements.

Cargo oil could be carried in the double bottom of steel ship.

I am not sure that radar and echo sounder are necessary, I myself would prefer the money spent on getting a good ship.

Cargo gear, I prefer one swinging derrick with small slewing winch but see no objection to two derricks provided there are two winches. 2 tons is probabl y the maximum that the ship's stability would allow.

Anchor windlass should be power driven by direct coupled motor orprovision for a simple chain drive from cargo winch. This ship will use anchors far more than a Scottish fishing boat.

Streamlining of bridge and accomodation is quite unnecessary and wastes space.

I estimate that a steel ship 90 feet long, 22 feet beam and draft of nine feet could carry 50 tons of fuel in double bottom and about 160 measurement tons in the hold, this seems to be more than required so perhaps 85 feet would be long enough.

J Turnbull

Bu 22/5/65 (mail)

MARCH 1965

Suggested Earnings from a suitable chartered Government vessel

Crew wages bonus etc. (6)	£6000	
Food - bedding	650	
Maintenance and spares	500	
Insurance £80,000 @ 2% (reducing)	1600	
Insurance crew	150	
Fuel 25,000 gallons (max)	2050	
Charter (Bare boat)	8000	
Loan repayments and interest	1250	
Interest on own Capital £6000 @ 7%	420	
Agents fees (Partners Comm Included)	1200	
Management	1000	
Sundries	250	
Sale 600 ton S.P. (4 Chilean voyages)		£9000
Freight 100 tons sundry cargo ex Chile		1200
Carriage 2000 tons general and produce FIC £4		8000
Sheep shifting and mutton to Stanley 10,000 @ 4/6		2250
Freight etc. bulk gas oil 200 tons @ £4		800
Mails		200
Passengers		100
Sale of frozen foods ex deep freeze		500
Sundry other work: shifting fencing, Sea Lions, perhaps Jasons, Live Stock Government plus work re visiting ships Charter & Lights (charter £80 Government £100 other)		1000
	£23,070	£23,050

CS
For attention
in due time

Litt 26/5

C/1

20

~~DEAN BROTHERS.~~

PEBBLE ISLAND,

FALKLAND ISLANDS.

8th May 1965.

W. H. Thompson Esqre,
Colonial Secretary
Govt Secretariat.
Stanley.

I have discussed with A Shinnie after as prev. S.

~~30.6.65~~ pl. S.

Dear Sir

With reference the rough outline of running costs & receipts that could be expected from the Operation of a 100' vessel, in my view; and which you have in the Secretariat, I think I should have included some explanatory notes which I made at the time. These briefly are :- 1/ The vessel must be of a suitable size, form and suitably powered and equipped to make the Voyages.

2/. I consider the Charterers would need at least £15,000 in Capital and preferably £20,000 and they should not be allowed to start with less & considered as Charterers.

3/. The figures I give are those which might be obtained on the the 3rd year but probably not until the 4th year of Operation. This because the 1st year neither the local trade or the 'Coast' (Chile) trade would be fully developed - certainly not the Chilian - I think a loss of £5000 - £6000 could be expected this year. A smaller loss of perhaps £2000 could be expected the 2nd year I think and the vessel break even or show some small profit the 3rd year. It will take time for any operator to discover the best contacts in Chile, to buy to his best advantage and to operate over there without too much expense.

4/. I consider the Government if asked to provide a loan, should insist that the Operator borrowed in one lump sum the whole amount sufficient, with his own capital, to provide him with, preferably, £20,000 working Capital. It would create a bad effect in the publics mind and tend to make the Operator restrict his activities and thus never reach an economical level of effort if he came back annually for small loans because he started on a small amount of Capital.

5/. It might be a good idea to provide

P.T.O.

that in the Government, loading facilities in Stanley for this vessel and others.

6/ It might, and this depends I suppose on the exchange rate, be found that a slip was not necessary for this vessel in Stanley because she could be slipped on the Coast. However I am completely out of touch with expenses and conditions down there and this might not be feasible. If it could be done it would save the Government some considerable expense and they could possibly come to some arrangement with the Operator as his expenses might be greater.

There were several other small points in my original notes but unfortunately I have not them with me now. However I think these were the main points and I hope will be of interest.

Yours sincerely,

(A. B. MONK)

CS. Thank you. Please RIV.

21/3/61

Replacement Philomel.

I have discussed the management of a replacement craft with Mr Young (FIC) who is not very interested. He points out (as I have done) that a new craft does not mean that more cargo would be available, & any commercial handling of a Philomel would only detract from Darwin & A.K.S.

The Company would have to ask for a large management fee, & we should still have to pay for crew, pensions, insurance etc. The end would show no saving to us.

Mr Young rightly stressed that Philomel's main function is a mail service supported by casual offerings of small cargo.

I asked whether an enhanced mail contract would be attractive but he pointed out that Darwin cannot call at more ports than she does already. A breakdown of Darwin's ports of call for 1964 is attached & you will that places like New Island only received 2 calls. Without a Philomel this would not be much & we could expect large moans. We could not expect anyone to be happy with only two parcel & newspaper mails a year.

Despite all the above I still think that given a year's notice we could switch to a monthly mail run by air at a cost well below the total of present Philomel.

I will discuss further i.d.c.

WDI 24/4

Ref: 2189/II.

23

14th April, 1965.

Dear Sir Vivian,

The Governor has asked me to let you know that we have taken the liberty of asking Captain Turnbull to advise us as to the type of ship we need to replace our present Government vessel m.v. "Philomel".

Providing you do not object we propose asking him to contact and brief the Crown Agents on our behalf when he returns to the U.K.

Naturally we shall pay any costs involved.

I hope this is alright.

(W.H. THOMPSON)

Sir Vivian Fuchs,

WHT/IM.

Reply at 24

24

BRITISH ANTARCTIC SURVEY

FORMERLY FALKLAND ISLANDS DEPENDENCIES SURVEY

DIRECTOR: SIR VIVIAN FUCHS

4 MILLBANK, LONDON, S.W.1

TELEPHONE: ABBEY 7730 EXT 398

TELEGRAMS: POLASURVEY, LONDON-SW1

AS/189/1 5th May 1965

5,
file 22/5

Dear Thompson,

23 Thank you for letting me know that Turnbull has been asked to advise about a replacement for the PHILOMEL.

I shall, of course, be very happy for him to do this.

Yours sincerely

V.E. Fuchs

V.E. FUCHS

W.H. Thompson, Esq.,
Colonial Secretary's Office,
Stanley,
FALKLAND ISLANDS

~~23~~
25

Extract from letter from His Excellency the Governor to Sir Vivian Fuchs of the 29th May, 1965.

You may know that the Colony has been considering for quite some time the replacement of the cargo vessel "Philomel". Schools of thought as to precisely what we need or, indeed, whether we need a replacement for the "Philomel" at all are many and various and when Captain Turnbull passed through on his way to England we took the opportunity of asking him if he would be kind enough to make a few enquiries regarding designs on our behalf in England when he is at home. I meant at the time to send you a note about this but I am afraid it escaped my memory and I do so now. It would be particularly helpful to us if Turnbull who knows conditions in these waters were to be able to oblige us in this respect.

Kio Ru ~~30/6/65~~ (20)

Pae

26

THE FOLLOWING REFERENCE AND THE DATE OF THIS LETTER SHOULD BE QUOTED IN COMMUNICATIONS.

Q/EM3/FALK.IS. 9348.

Telegrams: "Crown, London-S.W.1"
Telephone: Abbey 7730
Telex No. 24209

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

4, MILLBANK,
LONDON, S.W.1.

21st June, 1965.

Dear Sir,

Your Reference:- 0664/Q.
New Cargo Vessel.

17 We refer to your letter dated 22nd April, 1965, in which you informed us that a wooden ship was not completely suitable because of available ship repair and maintenance facilities in South American ports.

We have had a discussion in this Office with Capt.D. Turnbull of the "Shackleton", and are arranging to call for new tenders for a steel ship in accordance with the requirements which he indicated to us.

We are also investigating the availability of a suitable secondhand ship, but do not hold out much hope of success in this field. We ourselves feel that, provided we can obtain a new ship within the funds available, a new ship would be much preferable to a secondhand one.

We shall write you further as soon as we have the necessary information.

Yours faithfully,

J.M.McCulloch See 27

for the Crown Agents.

The Colonial Secretary.,
Stanley,
FALKLAND ISLANDS.

JMcC/STB.

Pau

27

THE FOLLOWING REFERENCE AND THE DATE OF THIS LETTER SHOULD BE QUOTED IN COMMUNICATIONS.

CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Q/EM3/M4 FALKLAND ISLANDS 9348/1.

4, MILLBANK,
LONDON, S.W.1.

Telegrams: "Crown, London-S.W.1"
Telephone: Abbey 7730
Telex No. 24209

SECRETARY'S OFFICE
29 AUG 1965
FALKLAND ISLANDS

9th July 1965.

Dear Sir,

Your reference: 0664/Q: New Cargo Vessel.

26

Further to our letter dated 21st June, we enclose two copies of an outline specification which has been prepared for a steel vessel and which has been issued to a total of 13 firms of Shipbuilders.

Should there be anything in the outline specification with which you are not in agreement will you please inform us immediately.

Yours faithfully,

J. M. M'Cullock

for the Crown Agents.

See 30.

The Colonial Secretary,

STANLEY,

FALKLAND ISLANDS.

D103A CAL 64

JMC

/EM3/M4/Falkland Islands 9348

OUTLINE SPECIFICATION

FOR A

SINGLE SCREW CARGO VESSEL OF STEEL CONSTRUCTION

FOR THE

FALKLAND ISLANDS

Service

For inter-island service in the Falkland Islands and elsewhere as may be required.

Type

Single deck sturdy fishing boat type, with raking stem, well flared bows and rounded stern. Deckhouse and raised wheelhouse aft.

Dimensions

Overall length .....80 ft. to 85 ft.

Breadth Mld.....abt. 22 ft.

Loaded draft.....9ft. Max.

Speed

Normal cruising 9 knots under loaded condition.

Range

800 miles minimum under loaded condition.

Construction

Mainly welded, of round bilge form, with one complete steel deck having pronounced sheer forward. To be capable of taking ground on a sandy bottom. To be subdivided by four watertight bulkheads into fore peak, forward store, cargo space, machinery space and aft peak, or as necessary for the vessel's class.

Construction to British Lloyds full classification A1 for coastal service in the Falkland Islands, under Lloyds supervision and certificates furnished. The vessel, however, is to be designed to make the delivery voyage from Europe to the Falkland Islands under own power. To comply with M.O.T. requirements for the class of vessel.

Cargo Capacity

Carrying space for 4,800 cu.ft. (120 tons) of dry cargo, and 25 to 30 tons of domestic fuel oil.

Stability

The vessel to be stable and seaworthy under all conditions of loading, for operating in open waters. Arrangements for

/water

water ballasting to be provided, if necessary. An inclining experiment to be carried out on completion and trim and stability data furnished.

Materials of Construction

Steel to be of ships quality to B.S.S.13, Lloyds tested. Timber to be carefully selected, properly sawn, well seasoned and free from injurious defects.

Plywood to be resin bonded, waterproof type for marine use to British Standard Specification 1088.

Aluminium alloy, if used, to be sea-water resisting type insulated where necessary to prevent bi-metallic or acid corrosion.

Decks

Weatherdeck to be left unsheathed, except deck at sides of deckhouse and aft deck which are to be sheathed with Afrormosia or similar. Decks in wheelhouse and accommodation spaces to be suitably sheathed.

Fender

Heavy wood fender with M.S. face bar to be fitted all round vessel. Alternatively, fender may be of steel.

Bilge Keels

Substantial bilge keels to be fitted.

Bulwarks

To be arranged all round, and increased in height to 4ft. 6 ins. forward of the hatches. To have freeing ports for drainage.

Mooring Bollards and Fairleads

To be provided as necessary.

Fore Peak and Chain Locker

Chain locker to have perforated bottom plate and substantial cable clenches. Forepeak to be fitted out for bosun's stores and to have access hatch to deck.

Aft Peak

To accommodate steering gear, and to be fitted out for stowage of spare gear.

Forward Store

To be arranged immediately aft of fore peak space, and to have wood ceiling and shelves. Steel access hatch to deck with ladder down.

Cargo Hold

To have small cargo locker arranged at forward end with separate hatch to deck and door into main section of hold.

/Total

Total capacity including cargo locker 4,800 cu.ft. of cargo space for 120 tons of dry cargo. To have wood ceilings, limber boards and cargo battens. Main hatch to be about 18 ft. x 10 ft., peaked at centre and fitted with wood hatch covers, double tarpaulins, battens, wedges and locking bars.

Cargo Oil Tanks

To be arranged in double bottoms and/or deep tanks to carry a total of 25 to 30 tons of domestic fuel oil. To be separate from and independent of the engine room fuel tanks, and complete with necessary pipework and fittings.

Mast and Derricks

One steel mast, placed forward of the main hatch, and two 2-ton derricks, complete with all standing and running rigging. Signal halyards to be provided.

Deckhouse

Of steel or aluminium alloy construction, on main deck aft terminating about 10 feet from aft end of ship. To accommodate messroom, crew and passenger cabins, galley, provision store, wash room, separate toilet, engine casing and lamps store. Opening windows or ports to be arranged as necessary. Walkways on either side for access to aft deck.

Wheelhouse and Master's Cabin

To be arranged above fore part of deckhouse, of steel or aluminium alloy construction.

Wheelhouse to be fitted out with projector type binnacle with azimuth, pelorous and spare compass, chart table with drawers and flag locker. To be of sufficient size to accommodate the navigational aids specified later in this specification. To have opening windows vertically sliding, 11 ins. Kent clear view screen to be fitted.

Masters cabin to be arranged adjacent to wheelhouse, with vertically sliding windows, bunk, with drawers, desk with chair, wardrobe, settee, washbasin and mirror.

Accommodation in Deckhouse

To consist of :-

Two-berth cabin for Mate and Engineer.
Two-berth cabin for occasional passengers.
Four-berth cabin for crew members.
Messroom for 9 men, with table, settees or chairs, and sideboard.
Galley with oil fired stove having hot water boiler, stainless steel sink with cold and hot water supply, bench, cupboards, plate and cup racks, etc., and 5 cub.ft. domestic refrigerator.
Provision store.
Washroom with shower and washbasin (hot and cold)
Separate toilet with W.C. and washbasin (hot and cold).

/All

All cabins to be plainly but comfortably fitted out with double tier bunks 6ft. 6ins. long and usual furniture and fittings. To have Dunlopillo or equivalent mattresses and pillows.

Accomodation and wheelhouse to be insulated with 1½ ins. fibre glass or equivalent and lined with plywood.

Oil burning central heating to be fitted. To be complete with automatic temperature controls and to be capable of maintaining an inside temperature of 68°F. when the outside temperature is 32°F. Radiators to be fitted in wheelhouse, messroom, washroom and all cabins.

Initial supply of napery, cutlery and crockery to be provided.

Ventilation

Natural ventilation to be arranged for all spaces, Galley, washroom and W.C. to have extractor fans. Special attention to be paid to engine room ventilation to ensure elimination of all fumes.

Fresh Water Tanks

8 to 10 tons of domestic fresh water to be carried in double bottom tanks, or in separate tanks of galvanised steel. Arrangements to be provided for gravity supply from header tank to galley, washplace and W.C.

Sanitary Salt Water System

Sanitary tank to be arranged for salt water supply to W.C.

Fire & Washdeck System

Fire and washdeck lines with necessary piping and connections to be arranged, with supply from auxiliary engine driven general service pump.

Scuppers

Waterways and scuppers to be provided for drainage of the vessel in any service trim. Scuppers to have automatic storm valves at shell.

Cargo Winches

Two winches to be provided, each to give 2-tons pull from the main drum. To be hydraulically operated and to have warping drums.

Rudder

Single plate semi-balanced type arranged for easy shipping and unshipping.

Anchors and Cables and Windlass

Two bower and one kedge anchor. Anchor cables to Lloyds requirements housed in chain locker. Hawse pipes and portable

/anchor

anchor davit to be fitted.

Windlass to be power driven, either hydraulic or chain driven from one of the cargo winches. To have two cable gipsies and two warping drums. Chain stoppers to be fitted.

Steering Gear

To be of hand mechanical type with teak wheel in wheelhouse, and helm indicator. A 24 volt automatic pilot, Kelvin Hughes, Sharps, Pinta or similar to be supplied and fitted. Emergency relieving tackle to be arranged.

Funnel

Single plate of steel or aluminium alloy, to accommodate engine silencers.

Whistle

Desilux, or similar, air electric.

Liferafts etc.

Two inflatable liferafts of approved make, each 10 man, in fibre glass containers, complete with emergency packs and suitably stowed.

Four lifebuoys of approved type.

Ten lifejackets of approved make.

Motor Lifeboat

A 16 ft. motor lifeboat to M.O.T. requirements to be supplied and stowed on top of the main cargo hatch. Equipment to include a "Lifeline" type 610 portable lifeboat radio.

Fire Extinguishers etc.

One 10-gallon froth extinguishers for the engine room
Four 2-gallon portable extinguishers
One Axe
Sand Receptacle and Scoop.
60 ft. firefighting hose with spray nozzle and plain nozzle.

Emergency Hand Bilge Pump

A rotary hand bilge pump of Downton or other approved make to be fitted on deck with necessary piping and connections, alternatively separate Whale type pumps, to classification and M.O.T. rules.

Outfit and Stores

Outfit and Stores to be as generally supplied for the class of vessel, and to include clocks, megaphone, mechanical foghorn, line throwing appliance, conical shapes, black balls, barometer, almanac, lead line, Walker's patent long, ship's bell, flags and ensigns, oil and electric navigation lights, distress signals, medicine chest to M.O.T. scale, mooring lines, heaving lines and boatswain's stores.

/Painting

Painting

All steelwork other than underwater hull to be well cleaned and coated with two priming coats and one finishingcoat, brand and colours to approval. Outside of vessel below waterline to be well cleaned and coated two coats primer and one coat anti-fouling composition, brand to approval. All woodwork to be given three coats of paint or two coats of varnish as may be decided. An efficient system of cathodic protection to be fitted.

Preparation for Delivery Voyage

The vessel will be sailed to Falkland Islands under own power. Arrangements for the delivery voyage will be made by the Crown Agents, but preparation for the delivery voyage is to be made by the Builders, including boarding up of windows, stowage of loose equipment, deratisation, tonnage measurement, load line certificate, supply of additional lifesaving appliances and other statutory requirements for the delivery voyage.

Main Propelling Machinery

Single screw installation comprising one Kelvin TS8 Marine diesel engine, developing 320 B.H.P. at 1,000 r.p.m. with standard and other fittings to Lloyds requirements and including reverse reduction gear, heat exchanger cooling system, electric starting with additional starter, bilge pump, silencer and spark arrester. Engine to be capable of being started and stopped from either wheelhouse or engine room. Single lever mechanical control from wheelhouse for engine speed and reverse gear. Instrumentation to be duplicated in engine room and wheelhouse. Speaking tube with warning bell to be provided between wheelhouse and engine room. An emergency means to be provided for driving from the main engine the hydraulic pump forming part of one auxiliary set.

Sterntubes to be oil lubricated,with header tank. Tailshaft of forged mild steel, and propeller of manganese bronze.

The stresses due to torsional oscillation in the shafting system and the main engine installation are to meet Lloyds Rules. A barred speed range or the fitting of torsional dampers is not acceptable. Torsional vibration calculations to be approved by Lloyds and the Inspector before manufacture of the stern gear is commenced.

Main Engine Driven Generator

One 2 K.W., 24 volt marine pattern generator driven from the main engine, complete with suppressors, and automatic constant voltage regulator. Suitable for charging the batteries and supplying lights.

Auxiliary Sets

One independent diesel engine driving one 2½ K.W. generator, and, through clutches, a bilge pump and a general service pump.

One separate diesel driven auxiliary set driving a hydraulic pump for supply of hydraulic power to the winches and windlass.

One diesel driven pumping set to discharge cargo oil to shore, about 20 G.P.M. against a total head of 125 ft.

/Bunker

Bunker Oil Tanks

Capacity 8/10 tons, in double bottom or deep tanks. To be complete with necessary piping and connections. Suitable daily service tank to be provided.

Lighting Installation

24 volts from two 250 amp. hr. Nife batteries charged from the main engine driven generator and the auxiliary generator, and arranged so that either battery can act as a standby. To include lights in accommodation and in wheelhouse and on deck, navigation lights, searchlight having wheelhouse control, aldis lamp, and floodlights for cargo working. To be installed complete with necessary switching, distribution boards, instruments cables etc. in accordance with Lloyds requirements. Arrangements to be provided to enable the ship's electric requirements to be taken from a shore supply 230 volts A.C. single phase.

Machinery Installation

Machinery installation to be complete with all necessary piping and fittings and to be to Lloyds requirements with Lloyds certificates furnished. Salt water pipes under 1 in. bore and fresh water pipes under ¾ in. bore to be of copper and above these sizes of galvanised steel. Bilge pipes of galvanised steel. Exhaust pipes of steel suitably lagged. Shipside valves and cocks to be of gunmetal.

Lifting beam above main engine with 2-ton chain block.

Engine room floorplates of chequered steel or aluminium alloy. Ladders and gratings as necessary for access to engine room.

Engine room, machinery and tanks to be painted one undercoat and one top coat, colours to approval. Piping to be painted approved colour scheme to assist identification. All surfaces to be thoroughly clean before painting and all paint to be of good quality.

Spare Gear and Engine Room Stores

Spare gear to be supplied for main and auxiliary machinery and electrical installation all to Lloyds long voyage requirements. One spare propeller and one spare tailshaft to be supplied. Usual engineers small tools and stores to be supplied. All spare gear to be securely stowed. Vicebench with vice and tool lockers to be fitted in engine room, also lubricating oil tank 50 gallons capacity with filling arrangement from deck.

Trials

Sea trials to include a progressive series of speed runs on a measured mile followed by three double runs on full power to determine the mean spread, after which a four hours endurance trial to be carried out at normal full power. Manoeuvring, ahead and astern steering, turning circle, and anchor trials to be carried out. All to the satisfaction of Lloyds Surveyor and of the Owners' Representatives. The trials are to be carried out with the vessel in a fully completed state, and with oil and bunker tanks ⅔ full and as much deadweight in the hold as can be conveniently carried. The trials to be carried out at

/the

the Builders' expense and repeated if considered necessary by Lloyds Surveyor or the Owners' Representative.

General

The vessel to be built and equipped for the service intended. The finish generally to be plain but good. Available funds are limited and the vessel required is to be functional rather than elaborate. In particular excessive streamlining is not required.

This outline specification is intended for guidance only, and items not mentioned but necessary for the efficient operation of the vessel are to be supplied.

Electronic Equipment

Radar, Echo Sounder and R/T equipment may be installed, and should be quoted for as separate extras, inclusive of installation costs.

The Radar to be type D202 by Decca, or similar.

The Echo Sounder to be Marconi Graphet

The R/T set to be trawler type, range 300 miles, six frequencies.

J.H.m.b.
4th July 1965.

THE FOLLOWING REFERENCE AND THE DATE OF THIS LETTER SHOULD BE QUOTED IN COMMUNICATIONS.

Q/EM3/Falkland Islands 9348/1

Telegrams: "Crown, London-S.W.1"
Telephone: Abbey 7730
Telex No. 24209

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

4, MILLBANK,
LONDON, S.W.1.

30

27th August, 1965

Dear Sir,

Your Ref.: 0664/9
New Cargo Vessel.

27

We refer to our letter dated the 9th July, 1965 with which we forwarded copies of the outline specification which had been issued to tenderers.

It appears from approaches made to us by some of the tendering firms that it may prove inpracticable to meet all the requirements set out in the outline specification, in that it may not be possible to obtain a cruising speed of 9 knots in a vessel 80/85 ft. in length, carrying 120 tons of dry cargo and 25/30 tons of domestic fuel oil cargo with the Kelvin TS8 engine specified. Also the draft requirement of 9 ft. maximum appears to be causing difficulty.

We have accordingly informed tendering firms that we are prepared to compromise on cargo carrying capacity to the extent that a vessel capable of lifting 100 measurement tons of dry cargo and 20 tons of domestic fuel oil would be acceptable. We feel that you would not wish the vessel to have a speed less than 9 knots and, in view of the limitation of funds, we do not feel it wise to ask tenderers to install more power or to offer a larger vessel.

Ans
Ck 19/10
Please discuss
9/10

The maximum draft of 9 ft. given in our specification was decided upon as a result of conversations with Captain Turnbull who informed us that the new vessel should have a loaded draft of 8' 6" to 9' 0". Should it be possible to ~~compromise on~~ increase this figure, we shall be grateful if you will telegraph us.

Yours faithfully,

J.M.McCulloch

for the Crown Agents.

JMcC/MP

Bell 1.11.65 ft.
46.2.

Colonial Secretary,
Stanley,
The Falkland Islands.