

SECRETARIAT

(Formerly)

0040/A.

0040 /A

DEVELOPMENT POLICY.

(4) (SEA (INCLUDING PORT & HARBOUR
FACILITIES.)

PURCHASE OF MOTOR FISHING
VESSEL)

CONNECTED FILES.

NUMBER

21.

HE.

Draft application for corr. pt.
It is based on (7) in 396/29.

2. The D. will presumably refer
to (7) to subsequent 'second
thoughts'? or shd. a fresh D. be
prepared including all detail? HE.
will see, however, that the Draft has
been got it all in.

ABL

22

4.2.47

There will have to be a short coming
despatch. also.

MC. 4/2.

23

HE.

Draft D. has for corr.

2. I have made dimensions 90'
after consulting N.O.C. The
case of Net or of 61' 6" M.E.V.
is the same - 1 skipper 2
hands 1 engines. The engine
of the 90' craft is larger. The
craft more comfortable - more, of
course.

ABL

S:2

(Par. (6) of Application Form - pt. see S:2 of
Draft D.)

Page 2 removed
before to 16
in 0040
"Development
Plan"

CS.

I, too, ~~would~~ prefer the larger size but we'll probably have to take what we can get.

I am a little dubious about the last sentence of the covering despatch and think it unlikely to bring Admiralty withers; still, let it go.

MC. 5/2/47

Despatch No. 17 to S. of S of 6.2.47. 25.

26

R. link this up with the main C.D.W.F. file (0040?) to which it is to be a sub. file.

2. 136/46 is with K.E.M.H. / think? 1/50, with S.M.O. R. ask him to let me have back as soon as he has dealt with him

A. Bl
7.2.47

References in

0040/AI "Inter-insular
communications"

GOVERNMENT HOUSE

STANLEY.

6th February, 1947.

FALKLAND ISLANDS.

No. 17.

Sir,

I have the honour to refer to Mr. Mathews's despatch No. 34 of the 24th August, 1946, on the subject of the provision of a sea-going craft for inter-insular communication, and to subsequent correspondence, in the course of which I informed you that I had decided upon a motor fishing vessel fitted to carry a stretcher case and equipped with single radio telephone.

2. I now enclose for consideration a form of application for assistance from the Colonial Development and Welfare Fund in regard to this project. With reference to paragraph (6), I would remark that if, as seems possible, a Naval Station continues to be maintained at Stanley, Government medical and hospital facilities will of course continue to be provided for its officers and men. The need for a launch to deal with urgent civil medical cases, is well-known to the Naval authorities here who have on occasion (i.e. when the H.M.S. "William Scoresby" was on the station) come to the Government's assistance and it is hoped that this consideration may weigh with the Lords Commissioners and persuade them to release a suitable vessel from Admiralty surplus at a special figure.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

(Sgd.) MILES CLIFFORD.

See 26, 62, 70

THE RIGHT HONOURABLE
ARTHUR CREECH JONES, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

APPLICATION FOR ASSISTANCE

FROM

COLONIAL DEVELOPMENT AND WELFARE FUND.

VIII. Communications and Transport.

(4). SEA.

(1) Colony - FALKLAND ISLANDS.

(2) Purchase of Motor Fishing Vessel from the Admiralty for inter-insular communication and more especially for the evacuation of urgent medical cases. The vessel should be of medium size (say 90 feet) equipped with simple radio telephone with range of 150 miles for use by unskilled operator as in British whale catchers; and it should also be fitted to take a stretcher. There is at present no regular communication between Stanley and the many inhabited but isolated islands and ports, and a Motor Fishing Vessel would meet an urgent and long-felt need.

(3) Negotiations are already in progress and it is understood that the Admiralty has been approached (see Secretary of State's telegram No. 24 of 17th January, 1947 and previous correspondence). Accordingly, the 'earliest estimated date of commencement' is as soon as the negotiations have been successfully concluded and the vessel delivered.

(4) Approximate period of scheme - purchase of the vessel.

(5) Cost - under negotiation (see 3 above) and as yet unknown; should not so far as can be ascertained exceed £5,000.

(6) Estimated allocation of cost - free grant from Colonial Development and Welfare Fund. (It is to be remarked that the vessel would be available for the Navy if required from time to time.)

(7) Lack of funds has prevented the project being put in hand before.

(8) See (6)

(9) See (2). No additional yearly revenue would be earned such as would in any way offset maintenance.

(10) (ii) (b). Direct grant from the Fund is required (see (6)).

(11) Does not apply.

led 17.

in 0040/A1:

See 42

PA
GSE
1942

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 18. 2. 47 Time: 17.05 Received: 19. 2. 47 Time: 09.30

EXTRACT FROM TELEGRAM No. 67. "13 in 0007 M.V. Inpassay-
Proposal to purchase

.....
.....
Estimate just received for 75 foot inter-insular vessel desired by you is
£9,600 delivered at Port Stanley.

SECRETARY OF STATE.

G.T.C.

HE. we spoke
Does HE wish to mention to the
Cm C. or shall I raise it the
Conference tomorrow?

ABE
20/2

LJH.

It is on his agenda already and, as I told
you, NOIC is under the impression that it is being
consigned to him. Incidentally he saw an
advertised exactly for much less. I believe Blawo
of this figure is for delivery though and I am
wondering if there is no way of getting this reduced
the 20/2

57/46.
DECODE.

No. 344.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 20. 2. 47 Time: 15.05 Received: 21. 2. 47 Time: 09.00

17 in 57/46 No. 71. My telegram No. 24. Inter-insular vessel.

^{Inter-insular}
^{communications} Admiralty has not yet agreed to the release of a M.F.V. but are reserving one and also a H.D.M.L.

2. Price of 75 feet M.F.V. is approximately £9600 as follows:-

(a) Cost £5,000

(b) Delivery under own power including repatriation crew £3,250

(c) Docking and fitting out, stores £300

(d) Insurance £550

(e) Wireless telephony set £350

(f) Crown Agents fee £150 ————— why? What are they doing for this 32?

Vessel is Muntz metal sheathed with a hold capacity of 3200 cubic feet.

Internal dimensions of hatches are 7 feet 4 inches by 6 feet.

3. H.D.M.L. has not been inspected as M.F.V. considered more suitable. Approximate cost of former delivered at Montevideo as deck cargo would probably be £7,000.

4. Do you wish me to proceed with M.F.V. purchase? If so vessel would be docked and slipped and engine opened out preparatory to voyage. This work would be at Colony's expense.

SECRETARY OF STATE.

G.T.C.

Reply at 12

LJH.

LX
pp. ABE
21.2

See 26

1/E
8

XI

This might be mentioned a landing by me to Ch. of Staff after on reaching?

Later This is apparently in print with the allocation for Ber.

The position about x of 7 seems to be that Com: Cobble asked for a 45' M.F.V.

8
Then in first asked for a H.D.M.L. (about
which 8/8 is somewhat confused in 8).
for use by R.N. for landing Liberty
men - general harbor use. The one
to which J.E. refers ^{at 7} is a 45' launch.
1 BLS Ch of Staff in 20.2.47 that such
was too small for us but that a
75' or 90' one would be useful.
We would make it (if Admiralty gave it
to us on advantageous terms) that
Navy has been the user of it subject to
prior claims for such etc. It seemed
to think this a good idea. In that
case the 45' one for N.S.C. would
be dropped.

2. In must K.I.V.

- (a) number of men required to man
such a M.F.V. on civilian standards
- (b) provision of radio-telephone
- (c) - - - stable accommodation

3. If we get a M.F.V. as a &
also, named it, I do not doubt
that we could obtain it even if the
R.N. let her. They would always
requisition it in an emergency.

Able
2/2

As at X.

M.C. 22/ii

Discusses with S.O.O. (Lieut. Com: DUMAS). Flew Lieut. (Lieut. Com: GRAY). Agrees that 45' no use to R.A. here or to Port. The Cui C. is addressing Army. in question of future plans. Policy here, - is agreed that the best thing to do in the mean time (like in previous - copy of his report to Army.) will be to reply to 8 in these lines:-

" You learn No 71 Inter. Insular naval.

Water has been discussed with staff of Cui C. A.W.I. It is understood is addressing Army. in future policy regarding Navy but ~~but~~ Sympathetic view taken regarding desirability obtaining 75' M.F.V. on advantageous terms.

2. In case H.D.M.L. is further steps regarding R not required and M.F.V.

He is sending us a copy?

Yes - either direct or through R.O.C.

ABE

Was S of S

understand the inference? I think not.

The point is that if the Base is retained they will require an MFV for their own use would make it available to us or we will maintain and make it available to them? What about

may await receipt by Army. of
C.C.'s signal."

A.B.L.
24.2.47

RE.

Attn.

So proceed?

A.B.L.
24.2

CS.

Re. reconsider in light of marginal comments.

MC 25/11

N.O.I.C.

Perhaps you would please 7-11
before in telegraph to S/S, and let me
know when we could 'speak'?

A.B.L.
25.2

RE.

I have re-drafted after discussion with
N.O.I.C. who agrees with the draft. I
think it was intended throughout that
we should get the M.F.V. - man - man
her?

A.B.L.
26.2

CS.

I doubt if the implications will be properly
understood in the C.O. and suggest alternative B

at once.

MC 26/11

DECODE.

Copy to Naval Officer-in-Charge for inf, use.

TELEGRAM SENT.

for C.S.
4. 3. 47.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 3. 3. 47 Time: 11.30 Received: Time:

8 No. 120. Your telegram No. 71 Inter-insular vessel. At conference during recent naval visit it was announced that Commander in Chief America and West Indies proposed supply Naval Officer-in-Charge with 45 feet M.F.V. and meeting was informed of our independent negotiations for a 75 feet vessel which I suggested could be made available for Naval Officer-in-Charge but with first call for hospitalisation sick.

2. Understand latter arrangement, which would offer advantages in economy (and might result in vessel being made available to us on more advantageous terms), was sympathetically entertained by Commander in Chief who is addressing Admiralty, but outcome will of course depend on latter's decision in regard to continued maintenance naval base here.

3. Suggest therefore retain option on vessel referred to your telegram pending Admiralty decision.

4. M.D.M.L. not repeat not required.

5. It might be possible reduce delivery charges considerably by obtaining volunteer crew through Little Ships Club against expenses and return passages.

G.F.C.
LJH.

Reply at 21

GOVERNOR.

See 16, 26

PA Use
53

FALKLAND ISLANDS SHEEP OWNERS ASSOCIATION (LOCAL COMMITTEE)

NOTES TAKEN AT A GENERAL MEETING OF THE SHEEP OWNERS ASSOCIATION HELD AT STANLEY HOUSE, STANLEY, ON SUNDAY, 9th March, 1947, AT WHICH HIS EXCELLENCY G. HILMA CLIFFORD, C. M. G., C. B. E., AND THE HONOURABLE A. B. MATHEWS, COLONIAL SECRETARY, WERE PRESENT.

The Hon. D. E. Roberts, Joint Chairman of the Association, introduced His Excellency to the Meeting and thanked him for honouring them with his presence.

His Excellency stated that owing to the short time he had been in the Colony he was not prepared to address the Meeting on Agricultural Policy but he would be pleased to answer any questions which members might put to him.

COLONIAL GOVERNMENT & PUBLIC WORK. The Governor stated that the grant of £150,000 to the Colony from the above fund would be devoted mainly to Social Services, hospitals, education, health services, communications and the balance together with insurance recovered from the loss of the Town Hall by fire, towards the erection of a new one. He also had in mind subsidy for road making between stations. The East/West Falkland road proposed by his predecessor had been definitely ruled out. Air transport would take a large bite out of the grant as he estimated that a helicopter would cost possibly up to £60,000. £30,000 had been allocated to the building of a new hospital. He had hopes that the grant might be raised beyond the original £150,000. Under the heading of 'Hospital' H. S. stated that £30,000 would be largely spent in Stanley. He had also in mind an improved dispensary on West Falkland and two district nurses for Camp work.

Market for surplus sheep - although the proposal to start a freezer in the Colony had twice been turned down by the Colonial Office, the Governor assured the Meeting that he would be prepared to take up the matter with the C. O. providing there was unanimity among Farmers. He understood that the maximum number of cargoes likely to be available at first was approximately 50,000; was this sufficient to support a freezer. was decided to obtain numbers from each farm. H. S. stated that the Colonial Secretary would forward a précis of the Colonial Office view on this matter to the Sheep Owners Association. In connection with

Communications the Governor said that he had obtained an order on a motor fishing vessel for the Colony and he hoped that the craft would arrive in a few months time. He proposed to put the whole of the balance in communication with Stanley.

Imports of labour - H. E. agreed that the only solution to this problem was importation. Being the passages from the U. K. being very difficult he took it as a suggestion - it was nothing more, and the Sheep Owners Association must themselves decide - about importing Polish Poles from various districts for Camp work; those with Scottish connections would be preferred. Single Poles would not be brought to the Colony until the weather had settled down. On this matter the Sheep Owners Association agreed to advise the Government of their views as soon as possible. H. E. also suggested that there might be given an opportunity to interview and personally select Poles who had agreed to go to the Colony; H. E. replied that he would consider any suggestions that the Sheep Owners Association might make.

British Colonials Co., Ltd., - His Excellency stated that he had advised this Company that he would not agree to any man being recruited from Camp labour but he had agreed to release surplus Stanley labour during the "pilot stage" which required 43 men; when in full production he anticipated a maximum labour roll of 400 men. These latter, as in the case of labour for the Camp, would have to be imported. His Excellency stated that he proposed importing Sante de mign a Polish doctor; and domestic servants who were "displaced persons" might solve the present shortage of maids and cooks.

The Governor then outlined his views on Popular Representation, which included the formation of a Town Council for Stanley; and on Education.

After His Excellency's departure, the following figures were given to the Secretary of the Sheep Owners Association -

<u>STATION</u>	<u>VACANT HOMES</u>	<u>RENTED HOMES</u>
Teal Inlet	1	1
Box Cove	1	1
Port San Carlos	1	1
Box Bay E.	-	-
Port Stephens	4	4

- 3 -

Port Howard	3	3
Hill Cove	4	3
North Arm	4	4
San Carlos	3	3
Fox Bay W.	2	2
Fitzroy	-	-
Harvin	5	5
Douglas Station	1	1
	<u>29</u>	<u>28</u>
	<u> </u>	<u> </u>

Note. This is not a complete list for the whole of the Colony.

(sgd.) M. G. Greese,

Secretary,

Falkland Islands Sheep Owners Association.

Stanley,

10th March, 1947.

HE.

'Remind' to 12?

CBh
21.4

Yes - ask what position is please.

MC 22/iv

Pa.
21/3

16.
TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 22. 4. 47. Time: 10.15 Received:..... Time:.....

12. No. 227. My telegram No. 120 inter-insular vessel.

I should be grateful to know what the position is.

Reply at 17

GOVERNOR

G.T.C.& typed by VP.

*for
29/4
A.B.
24/4*

17
DECODE.

No. 871.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 26. 4. 47 Time: 08.00 Received: 27. 4. 47 Time: 09.00

16 No. 147. Your telegram No. 227. Inter insular vessel I hope to be able to telegraph position in a fortnight.

SECRETARY OF STATE.

G. T. C.

I.J.H.

10E

17 with 16 f:
C.H.
29.4

mc

Bd.
14/5
14/5

EXTRACT FROM H.E. THE GOVERNOR'S LIMITE OF THE 12th of MAY, 1947.

(Original filed in 0162).

C.S.

4 in 0162.
(See below) X on 4. I agree but hope that the vessel wd. be in fairly continuous use and I do not see why e.g. it should not make a regular run to Island ports on a reasonable tariff? F.I.C. may object but there is precedent.

4 in 0162.
(See below) Y. I am ^{informed} ~~afraid~~ that a crew of 5 is quite adequate; why does E.E. want 8 ?

.....
0162. Public Works Department Weekly Works Programmes.

G.N. In with to see his file i.e. w. for Fisheries Development Report.

Seen & returned by G.N. Abel
22/5

Abel
14.5

Hi.

Mr. Jones (B.A.K.C.) tentatively enquired whether G.A. wd. lend the M.F.V. to B.A.K.C. for a month or so for survey & help, when it arrived. I said that in any case priority for sick cases would have to be secured & that if M.F.V. was summoned for such a purpose by R/T she must be released.

She would of course my work on E. coast of E. Greenland.

20
3. Like G.E. he say 'provisionally' is
that he can telegraph London?

4. 17 Enquire whether S/S is now
in a position to go as far as if?

A.B. 23.v

Provisionally yes (en principe) subject to clear
understanding that it would be released at call; they
would have to pay us a remunerative fee and accept
insurance liability for period of charter.

MC 23/v

I think we should send now a telegram
enquiring if a Kelvin Diesel ϕ for "Penguin" can be secured
through Navy Disposal Board for immediate delivery i.e.
to come out in H.F.V.

ϕ a equivalent of appropriate h.p.

Extracted to 0175.
(Sust. launch
"Penguin").

DECODE.

No. 23.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 4. 6. 47 Time: 16.00 Received: 5. 6. 47 Time: 09.00

12 No. 186. Your telegram No. 120 Inter Island vessel it is anticipated Base Stanley will be withdrawn and that local Naval vessel will not be available.

12 2. Crown Agents advise proposal in your paragraph 5 would increase cost and Firm who if vessel is purchased would probably obtain delivery contract would engage an experienced temporary crew of persons desirous of emigrating River Plate area and it will only be necessary to cover their return passage from Stanley to Montevideo.

3. Glad to know early whether you wish purchase to be concluded and source of funds.

SECRETARY OF STATE

S.T.C.

Reply at 26

LJH.

GOVERNMENT TELEGRAPH SERVICE.
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed In at	Date
Copy filed in 0276 "Governor's Tours - Correspondence"				5. 6. 47.

To

GOVERNOR'S DEPUTY.

-21

Motor Fishing Vessel stop following received from Secretary of State to day quote 2. Crown Agents advise proposals in your paragraph 5 would increase cost and firm who if vessel is purchased would probably obtain delivery contract would engage an experienced temporary crew of persons desirous of emigrating River Plate area and it will only be necessary to cover their return passage from Stanley to Montevideo. stop paragraph 3. Glad to know early whether you wish purchase to be concluded and whence source of funds unquote stop paragraph 2.

propose reply quote grateful purchase be concluded source of funds colonial development and welfare fund see my despatch No. 17 of 6th February unquote.

GOVERNOR'S DEPUTY.

(S1 of 21 not sent as because it is irrelevant, esp. without the item at 12: - not suitable for P/L item)

Time

Bu
9/6/47

WE.

21 §1 was omitted from 22 because it seemed highly "conf."

J.E. had no G.T.C. we did not wish to trouble J.E. with unnecessary cyphering. It presumably means

that the Army want their pound of flesh because their wife left to a naval establishment here. This is further than they have gone to look.

of. 12

2. I believe J.E. has the ideas for an inter-visual vessel?

3. Like J.E. pl. instead — as to the reply to 21?

ABE
9/6

Surely §1 of 21 affects the draft despatch about NOIC's accommodation?

MC 9/vi

HE.

I have slightly amended §1 of the Draft in 94/46 below. §1 of 21 is not v. explicit: especially in view of 32 in 0004/A.
 A.B.L.
 10.6

✓ P. return this file in due course.

MC. 10/vi

HE.

He returned accordingly, etc.

A.B.L.
 13.6

CO.

At back cover see particulars of "Penelope" (Agent at Weddel); she is a good deal smaller than I had supposed - rumour varied from 80-100' whereas she is only 53. She is beamy and I believe the hull is very sound - I enquired, tentatively, of Capt. Deane what the Hamilton Estate, for whom FIC are agents, wanted for her. We might get this figure for record but on mature reflection I think she is a bit small? However, let us see what they want.

It took 3 minutes to answer 12? Pretty shocking.

If as is wd. appear the delivery-contraction is going to send the vessel out with an ^{emigrant} crew where does the £1000 come in? We shd. ask for details of estimated expenditure?

MC. 13/vi

A

ME.

Time?



Before I write to F.I.C. I submit a
draft reply to 21 for your per.

2. N.O.I.C. says 'Penelope' is near
60' over all that though she is to
a little less comfortable for a ride than
than the 75' M.F.V. in the sea way
the difference wd. not be very great. Crew
(minimum 4) wd. be the same. He
regards her (as J.E. knows) as quite
suitable for our purpose.

A.B.L.
14.6

B

Yes - will largely depend on her cost and cost of
installing 88hp. Kelvin Diesel (and time latter would
take to deliver).

ME. 14/VI

DECODE.

26

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 17. 6. 47 Time: 10.30 Received: Time:

21 No. 326. Your telegram No. 186 Inter Island Vessel.

8 If vessel is sent out with emigrant crew estimate delivery paragraph 2 (b) of your telegram No. 71 35250 seems high and I should be glad to know details of estimated expenditure.

12 2. I had not expected local Naval vessel would be available, but that Admiralty might make available suitable vessel on advantageous terms in sense of paragraph 2 of my telegram No. 120.

5 3. If purchase concluded source of funds Colonial Development and Welfare Fund see my Despatch No. 17 of 6th February.

G.T.C.

LCH.

See 34, 37, 38, 41, 70 GOVERNOR.

HE. 25 A 51 L: R. R. R. i
telegraphing to find out.

ABE
17.6

21
Meanwhile it wd. be useful to ascertain whether, ~~and~~
and at what figure we could obtain ~~them~~ ^{from} Admiralty
Despatch two Kelvin Diesel Marine Engines 88 h.p. Model —
and whether in that event they could be shipped by
SS Lafania — ? Crown Agents.

mc. 18/vi

DECODE.

TELEGRAM.

From The Colonial Secretary.....

To The Crown Agents for the Colonies.....

Despatched : June 19th 19 47 Time : 15.35.

Received : 19 .. Time :

Grateful you ascertain whether and at what figure obtainable through Admiralty disposals or otherwise two Kelvin Diesel marine engines 88 h.p. model: and whether if obtainable they could be shipped in Lafonia in September.

See 32
Reply at 35

COLONIAL SECRETARY.

G.T.C.

HE

26

LJH.

EE makes the sound sug.
gestion that Mr Dixon & Mr Kelway
will probably be prepared to act as
a

29
nucleus delivery crew. Bk as a their
way to U.K. or lean: the former might
act as Skipper while he later could
manage the engine. If an honorarium
can spread it would not be as much
as the cost of their outward passages.

I would not -

2. This seems v. much worth K.I.V.

GBe
20.6

I hi. Dixon a qualified mariner?

Mc. 20/vi

HE.

CR. W. does not know. But he has
acted as Mate in an Admiralty deep
sea tug. CR. W. thinks that he
is capable of navigating the ship here. If
it he could come as Mate?

Yes if
he has a Mate's Certificate.

ABE
20.6

He cannot bring her out unless
he has a Mate's Certificate - The CA's representatives are
hand ^{it} ~~him~~ over to him. Further enquiries please and
will then get in touch with CA.

MC 21/11

HE.

Mr Dixon has no certificate. But
we might make the suggestion to
S/S, v. n. t. 26 § 1, that he
be kept on the ship. He approaches
a nucleus? Mr D. was Mate
of the 'Afterglow'. His previous
^{functions} ~~positions~~ in the ship crew for
left for service in the U.K.
keep the to spend honoraria
say, £100 and £75.

Yes - no harm
in suggesting.

the honour too!

2. But it might be interesting
just to await reply to 26. ABE
27.6

ABE
27.6

31
J.E. SpR.

26 awaits reply. Re. fee was B.C.
for L. narrow.

ABE
3.6

Please ask Capt. Roberts if he has yet been given
a price for Pandora; I cannot hold up the other
project indefinitely (or we shall lose it) and Pandora is
not all that.

MC 30%
vi

G.C.

X/ Capt. R. has had no reply. R. issue
been at back to LAA. After Capt.
R. has been given a 3 day limit
to get a reply in. [1 SpR to
J.E.]. He is not available this
evening.

ABE
3.6

P.S.

X/ / bra him to-day

ABE
1.7

Capt. R. has not yet had a reply.
R. issue been at back.

ABE
4.7

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched : July 4th 19 47 Time : 16.30.

Received : 19 .. Time :

28 By telegram 19th June Melvin Engines. Grateful very early reply.

Reply at 35

COLONIAL SECRETARY.

G.T.C.

L.J.H.

Bu. 26. 32
"7000
41

VE

Y n 31 W. R. has been asked
for all particulars of 'Penelope' has fur-
nished them.

2. beautiful, in acc with J.E.'s
instruction, I submit a draft letter to
S/S.

ABE
8/7

Issue
enc. 8/7.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 9. 7. 47 Time: 12.30 Received:Time:

26 No. 384. My telegram No. 328. Inter Island Vessel.

I should be grateful for an early reply. Meanwhile suggest E.V. Dixon Clerk Public Works Department and G. Melway Engineer Harbour Department now on leave might be approached to volunteer as members of delivery crew with appropriate honorarium to be decided by you. Address c/o Crown Agents for the Colonies.

G.T.C.

LJH.

Reply at 37 57

See 45

GOVERNOR.

B. 23/7 ASE
27

DECODE.

No. S7.

TELEGRAM.

From The Crown Agents for the Colonies.

To The Colonial Secretary.

Despatched : 11th July 19 47 *Time* : 15.55

Received : 19 .. *Time* :

28 Your telegram 19th June. Regret that no Kelvin Diesel Marine Engines are available.

CROWN AGENTS.

G.T.C.

LJH.

ME

35 with 28.

That settles

the 'Penguin'.

He has better await

only to 34

before asking S/S to

S.S. is producing
for FIDS
Mc.

36
4.
MC

So finally check with the M.F.V.?

2. 'Penguin' remains on

lands: but is right at an engine

Yes MC. Upon B.A.K.C. start (if they do).

PARA 2 extracted to 0175
(Govt. launch "Penguin")

A.B.L.
12/7

Pt. Col. Com Marshall & Capt Roberts remain in due course.

Done
A.B.L.
14.7

MC 12/VII

DECODE.

37

No. 76.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 12. 7. 47 Time: 14.05 Received: 13. 7. 47 Time: 09.00

34

26 No. 240. Your telegram No. 328 and your telegram No. 384 Inter
Island Vessel itemised account is awaited from Company as requested in
26 your telegram No. 328.

2. I will communicate later regarding Dixon and Kelway.

See 43

SECRETARY OF STATE.

G.T.C.

LJH.

ME.
37 p. only. In await details
reply to 34.
A.B. 12/17
✓ INC. 28/12

DECODE.

0040/A

38

No. 559.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 17. 7. 47 Time: 15.07 Received: 18. 7. 47 Time: 09.00

26 No. 245. Your telegram No. 328. Inter Island Vessel.

Agents state saving of £300 to £400 if crew has 4 expectant of stay in South America.

2. Grateful if telegraphic reply as Admiralty are pressing for early decision.

Reply at 39

SECRETARY OF STATE.

G.T.C.

NE

LJH.

38 with 5 and 26.
Reply: 'In 38 1.1.v. Re. proceed
with purchase: ?

ABE

18.7

Accy - but ab
no reply to para 1

39E
DECODE.

T E L E G R A M S E N T.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 21. 7. 47 Time: 16.30 Received: Time:

38 No. 406. Your telegram No. 245. Inter Island Vessel.

Please proceed with purchase.

See 41, 70

GOVERNOR.

G. T. C.

Br.
w/s
Abe
21.7

L.H.

(a)

O.

Please tell C.O. that
we are still interested to
have details of delivery
charges for MFV which
appear disproportionate and —
according to local information —
excessive.

the. 28/VII

MAB
28.7

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 31. 7. 47 Time: 10. 30 Received: Time:

39 No. 422. My telegram No. 406. Inter Island Vessel.

I should still be interested to receive details of delivery charges
26 asked for in paragraph 1 of my telegram No. 328. They appear
disproportionate and according to local information excessive.

See 45, 50

GOVERNOR.

G. T. C.

Reply at 49

LJH.

Draft approved by H.E.

by 1.9
ABE
1.9

42
P. L. HARDY.

Served on "Fitzroy" (ex-"Lafonia") as steward and deck hand.

Selected for secondment to H.M.S. "Baltavia" (Royal Naval Supply Ship) 31.7.40 - returned to F.I.D.F. 15.3.42.

Left Colony for service with Royal Air Force 16.3.44.

260, Elgin Avenue,

Maiden Vale,

London, W. 9.

ABM

1 sp the

8 WE

ABM
28/8

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 28. 8. 47 Time: 12.00 Received:Time:

37 No. 475. Your telegram No. 240. Inter Island Vessel paragraph 2. Understand P.L. Hardy late H.M.S. Baltavia and R.A.F. 260 Elgin Avenue, Maida Vale, W. 9 seeks repatriation to Falkland Islands. Suggest he be invited volunteer as member of delivery crew with appropriate honorarium to be decided by you.

see 45, 49, 53 GOVERNOR.

P/L

LJH.

Re inform Mr. A.P. Hardy (his
father).

ABL
28.8

Mr. Little

will you pl. 28/8.

acs
Mr. Hardy informed pl.
28.8

HE.

HE. wished to remind to 41 & I
have taken the opportunity to add 2
more names of providers came, furnished
by Mr. H. H. H.

2. I mentioned to HE. the possibility
of a master: he thinks this should be
the subject of a "research" item if HE.
is disposed to follow it up. Perhaps
as I may speak?

Abel
1.9

Issue.

MC 1/1x

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 1. 9. 47 Time: 15.30 Received: Time:

41/ No. 480. My telegram No. 422. Inter Island Vessel.

I should be grateful to receive early reply.

2. Understand L.G. Hirtle 15 Grange Road Southwick Brighton seaman
and W. Porter 17 Elmbank Street Grangemouth N.B. Petty Officer Eagle Oil
Company seek repatriation. Suggest they be approached in terms of my
34 telegram No. 384 and my telegram No. 475.

43

GOVERNOR.

P/L.

LJH.

46
HE

44 I have spoken to Mr. Jones
(B.A.K.C.) about the 2 questions. He
puts off his answer but
raises the question, the possible
discussion to the Saginaw Sea which
he says wd. only take 10 days & a
month. I said Capt. might be
interested in the former but was not
interested in the latter (as this only
made a net net of say £20-25 p. 7).
charts, I imagine). He is writing
proposals to Linc. Co. for a definite
lead.

Ashe
1-5.

I said.
want
£100 p. d.
for the
discussion.

C.S.O. No.....

47

In the Minute Paper.

Sheet No.....

Q.

I am not interested in the charter -
I want the boat here as quickly as maybe.

MC. 2/1x/47.

B. U.
9.9
AB
2.9

BRITISH AMERICAN KELP

COMPANY, LIMITED

4 MOORGATE, LONDON, E.C.2

DIRECTORS:

E. D. MacPHEE, Chairman.
C. W. BONNIKEN.
The Hon. M. LUBBOCK.
R. R. MERTON.
G. F. TAYLOR, C.B.E.

TELEPHONE:
MONARCH 8080

Stanley,
September 3rd. 1947.-

The Honourable,
The Colonial Secretary,
Stanley.

Sir,

I beg to inform you that the Management of British American Kelp Company Limited have authorized me to offer my services to you to command the M.F.V. from the United Kingdom to the Falkland Islands, provided that there is no appreciable delay in my arriving England nor in sailing from there. They are not interested in any diversion.

If you are interested in the proposition I suggest that you pay my air passage to the United Kingdom and my salary to the Company during the time that you make use of my services. My salary is £600 per year, (free of U.K. income tax) and a house.

My Master Mariner's certificate, Merchant Service and Royal Naval Reserve discharge books are at your disposition.

I would be quite prepared to do all the navigation myself and would not request the employment of any certificated Officer in any capacity whatsoever, and would be content to sail with a crew of Falkland Islanders even if none of them have had any previous sea experience.

I have the honour to be,

Sir,

Your obedient Servant,

Frederick Jones.

15/9
B.W.
18/9
19/9
20/9
21/9
22/9
23/9
24/9
25/9
26/9
27/9
28/9
29/9
30/9
1/10
2/10
3/10
4/10
5/10
6/10
7/10
8/10
9/10
10/10
11/10
12/10
13/10
14/10
15/10
16/10
17/10
18/10
19/10
20/10
21/10
22/10
23/10
24/10
25/10
26/10
27/10
28/10
29/10
30/10
1/11
2/11
3/11
4/11
5/11
6/11
7/11
8/11
9/11
10/11
11/11
12/11
13/11
14/11
15/11
16/11
17/11
18/11
19/11
20/11
21/11
22/11
23/11
24/11
25/11
26/11
27/11
28/11
29/11
30/11
1/12
2/12
3/12
4/12
5/12
6/12
7/12
8/12
9/12
10/12
11/12
12/12
13/12
14/12
15/12
16/12
17/12
18/12
19/12
20/12
21/12
22/12
23/12
24/12
25/12
26/12
27/12
28/12
29/12
30/12
31/12

DECODE.No. S21.TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 9. 9. 47 Time: 17.40 Received: 10. 9. 47 Time: 09.00.

No. 322. Your telegrams ⁴¹ No. 422 ⁴³ No. 475 and ⁴⁵ No. 480. Inter Island Vessel.Details of delivery charge despatched by air August 26th. ⁵⁰

2. Hardy engaged and will sign off at Stanley.
3. Hirtle and Porter being approached.

see 53

SECRETARY OF STATE.

C.T.C.

LJH.

(Intld) A.B.M.

*Hardy's relatives informed accy.
8.9.*

*xx
This is a letter
in name of
A.B.M.
"9"*

88314/47

Saving.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 26 August, 1947..

No. 72 Saving.



41 Your telegram No. 422.

Inter-island vessel.

51 I enclose details of the delivery charges for
M.F.V. 1185.

2. I am informed it is unlikely that the delivery
contractors will agree to employ Messrs. Dixon
and Kelway as the crew of this vessel will only
number six all told.

SECEP.

See 53,70

Early

MC

xx

Wp.

ABE
11-5

M.F.V. 1185. LONDON/FALKLAND ISLANDS

ESTIMATE OF DELIVERY COST

Wages	£1200.	0.	0.
Provisions	200.	0.	0.
Bunkers	265.	0.	0.
Oils	60.	0.	0.
Fresh water	20.	0.	0.
Deck & Engine stores	50.	0.	0.
Mess stores and bedding	50.	0.	0.
Charts, books & chronometer	60.	0.	0.
Harbour dues, agents, consuls and pilotage	100.	0.	0.
Rail fares and passages	800.	0.	0.
Miscellaneous expenses	50.	0.	0.
Owners liability to crew insurances, W.C.A., Shipwreck, Sickness Abroad, Hospital etc., and Contract money	100.	0.	0.
	<hr/>		
	2955.	0.	0.
	295.	0.	0.
Venture Risk	<hr/>		
	£3250.	0.	0.
	<hr/>		

Y.E.

49

Costs delivery charge, pt. see 8 § 2 (a):
26 § 1: 51. It is still inexplicably
high, as regards wages - passengers. (but cf. 38) //
the contractors provides 2 of the personnel
(master - engineer) it shd. suffice: for
we have suggested

Dixon & Kellogg is 34 (but see 50 § 2)

Hardy 43 (see 49)

Whittle - Porter 45 (see 49)

I have heard that Lanning (Police
Constable) wishes to return to the F.I.C. His
record is at the back of the file, & he
wt. seem a most useful No. 2. in the
delivery crew.

2. I submit a draft letter for consideration.

me 11/ix

A.B.H.
11.9

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 12. 9. 47 Time: 16.40 Received: Time:

⁴⁹
No. 509. Your telegram No. 322 and your telegram No. 72 Saving.
Inter Island Vessel.

⁵⁰
43 Suggest Chief Mate J.P. Lanning R.F.A. "TAUNTY" address 34 Roseberry Road Gillingham who is understood to be seeking repatriation be approached in terms of my telegram No. 475 if he is available.

2. He has considerable experience and his engagement together with others suggested might well reduce requirements from delivery contractors (whose item for wages and passages appears to me excessive) to master and engineer.

⁵⁰ 3. Paragraph 2 of your telegram No. 72 Saving. Both have marine experience and should be useful members of complement.

0037/Pur V. 4. It may interest you to know that Jones to whom my telegram No. 492 referred has volunteered to bring the ship out paying all expenses for £2000.

P/L.

LJH.

GOVERNOR.

See 50, 51
Reply at 56.
0037/Pur V. "F.I.D.S. Proposed purchase of American vessel"

COPY

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 15.9.47 Time: 1620 Received: Time: ...

284 0037/1 IMMEDIATE No. 518 My telegram No. 492 P.I.D.S.

Request very early reply as Jones should sail 25th September if required to bring ship out.

53 2. If post filled person named would be prepared to bring Motor Fishing vessel out see my telegram No. 509 Paragraphs 2. and 4.

P.I.

GOVERNOR

HS

Original filed in 0037/PURV/35.

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 21.9.47 Time: 1335 Received: 22.9.47 Time: 0900

54 No. 341. P.I.D.S. Your telegram 518. Crow.

More suitable candidate has been found United Kingdom.

2. Delivery crew for inter-island vessel is in hands of agents who have engaged master.

SECRETARY OF STATE.

P.L.

RS

Original filed in 0037/FURV/43.

PA 0151
245

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 13. 10. 47. Time: 18.27. Received: 14. 10. 47. Time: 09.00

53 No. 375. Reference your telegram No. 509 inter island vessel.
Hirtle, Porter and Lanning not available.

2. Agents are endeavouring to recruit crew not requiring repatriation.

See 6570
SECRETARY OF STATE.

P.L.

Y.E.
56 with 53, of which 53 has
looked no comment.

VP.

2. Don't believe for comm. for.

✓ inc 14/x

Reply at 57

ASL
14.10

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 14. 10. 47. Time: 17.00 Received: Time:

56 No. 595. Your telegram No. 375 of 13th October inter island vessel.

Paragraph 2. I should welcome prospective settlers in Colony as members of crew.

53 34 2. My telegram No. 509 of 12th September paragraph 3. In circumstances would repeat suggestion in my telegram No. 384 of 9th July. These officers have now been absent from Colony since end May and in view demands on steamship accommodation I anticipate their return may be indefinitely delayed.

Se 6250 GOVERNOR.

G.T.C.

Price

not

Dates of items as usually requires.

B.C.

15/xi

Libe
15.x

VP.

YE

Qu.

mentioned. This w. Ex. Co. Birt in may
wait a week or so? 1 led B. v. 2 for
mid. Nov.

ABh
28. x

Ine. 28/x

Bv.
12. ABh
29. x

C2

I would like Ex Co to suggest names for the new M.F.V. — my own suggestions are "The Burdwood" (if not taken by F.I.D.S.) or "The Speedwell". At the present rate of progress "The Hope Deferred" wd. be very suitable.

2. I think we shd. ask CDA to get either a British Angara or Seaquell heavy duty outboard motor for her dinghy through Naval Disposals Board, and to confirm that she has been fitted for ~~station~~ ambulance use and with Radio Telephone.

MC. 31/X

MA
AB
1.11

A.

Minute Paper.

Hon. Sino.
Dr. J. E. Hamilton D. Sc. ec.

59 for written opinion, pl.

A. B. J. Erbe
3.11.47

B

Am. C.S.,

I prefer feminine names for ships and
suggest in order of preference

Elizabeth

Malvina

J. J. 3. XI

Florence Nightingale naturally suggests
herself as patron of an ambulance ship
but her surname is all too prophetic

ml.

C

H.C.S

Speedwell is already in use for one of the F.I.C.
cutters.

Malvina is not a lucky name, the remains of the last one
are to be seen in Reef Channel.

I would suggest Otaria. It is the generic name of our
Sea Lion, it is euphonious and a good ~~name~~ for shouting when
hailing the vessel and the last point is really quite im-
portant. The animal is of course very well known here.

Of course "Beaver" does suggest industry, and is one of
our islands.

Have you ever heard where the name Burdwood came from?

and is not easily turned into any vulgar
contraction.

J. E. D.
7-XI

D

YE.

59 - 60

I don't think 'Otaria' convincing

It sounds like an ear-affliction.

2. 'Beagle'?

✓ 3. Inp telm to 8/5 (then
has CAA. in circ.?) how for.

ABL
10/11

mc 10/xi

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 12. 11. 47 Time: 11.00 Received:.....Time:.....

57 No. 669. My telegram No. 595 Inter Island Vessel.

Grateful Crown Agents be requested to obtain either British Anzani or Seagull heavy duty outboard motor for dinghy through Naval Disposals Board.

5 2. Glad to receive confirmation that vessel has been fitted to
6 take stretcher and with Radio Telephone (my Application for Assistance from the Colonial Development and Welfare Fund paragraph (2) enclosed in my Despatch No. 17 of 6th February refers).

Reply at 67

GOVERNOR.

G. T. C.

LJH.

6. 12. 47
The
LJH

YE

45, 49, 56

1. Hinkle tells me his father (the subject of these pp.) was informed that his employment w. be for period of voyage only & that nothing further could be guaranteed.

2. His is true but the matter shd. have been referred to Y.E. by S/S. He can certainly get employment either with the F.I.D.S. ship or in the

C.S.O. No.....

Inside Minute Paper.

64
Sheet No.....

Dependence, ~ (at present) as a
acknowled in the Harbor Dept.

✓ 3. they claim. at back issue?

me 12/11

ABL
12/11

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 13. 11. 47 Time: 09.35 Received: - Time: -

56 No. 671. Your telegram No. 375. Inter Island Vessel.

Understand Hirtle anxious obtain further employment with Government on arrival. This can be guaranteed if he is suitable and may influence his decision.

See 70

GOVERNOR.

G.T.C.

LJH.

B.
27.11
G.B.
13/11

66
A.

7E

Ant S/T (wh. is self-explanatory)
for consiv. pl.

b.

ABL
20.4

c.

Hon. Mr. A. G. Barton, J.L. MC. 21/XI

As at A on (60), pl.

of L. of Ex Co.
22. XI.

Thom C.S.

1. Nestward (Ho! if preferred)
2. Endeavour

DECODE.

No. 49.

TELEGRAM RECEIVED.

From SECRETARY OF STATE *to* GOVERNOR.

Despatched: 21. 11. 47 *Time:* 13.10 *Received:* 22. 11. 47 *Time:* 09.00.

62 No. 424. Your telegram No. 669. Inter Island Vessel. I confirm vessel fitted to take stretcher and with radio telephone.

2. Application for Colonial Development and Welfare grant under consideration.

SECRETARY OF STATE.

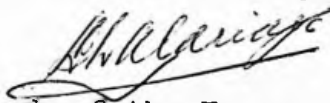
G.T.C.

LJH.

Extract from the minutes of a meeting of the Executive Council held on the 25th of November, 1947.

"4. Name of Motor Fishing Vessel. The Council endorsed the Governor's suggestion of "Philomel" as a suitable name, but suggested that steps should be taken to ascertain public opinion in the matter.

"His Excellency concurred and ordered accordingly".



Clerk of the Executive Council.

PUBLIC NOTICE.

Expression of views are invited from the public for an appropriate name for the new Motor Fishing Vessel which is shortly due to arrive in the Colony.

See 68
2. "Philomel" has been suggested as suitable and comments on this and alternative suggestions should be addressed to the Colonial Secretary.

Colonial Secretary's Office,
Stanley.
2nd December, 1947.

VP.

SAVING TELEGRAM.

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

To: The Secretary of State for the Colonies.

Date: 20th November, 1947.

No. 102

56

50 Your Saving Telegram No. 72, 28314/47 of 26th August, 1947. Inter-island Vessel.

56 In paragraph 2 of your telegram No. 575 you informed me agents were endeavouring to recruit crew not requiring registration. Accordingly, paragraph 2 of my telegram No. 575 repeated suggestion in my telegram No. 574. Both persons named have marine experience, while Little (see your telegram No. 575 and my telegram No. 672) is understood to be able seaman and could be employed as such here S.E. in P.I.S.S. vessel. It is understood however that he was informed by the Crown Agents for the Colonies without reference to me that no repeat no employment could be guaranteed and in the circumstances he presumably preferred to remain in the United Kingdom.

5 2. I can trace no specific approval of the application for assistance from the Colonial Development and Welfare Fund submitted under cover of my despatch No. 17 of 6th February, 1947. But since subsequent correspondence ending with my telegram No. 528 was based on the hope that application was being favourably considered I assumed when I requested you in my telegram No. 406 to proceed with the purchase that my hope had been realised.

39 3. I trust that my assumption was in fact correct; and that this urgently needed vessel will reach these waters without further available delay.

Reply at 78

ADMINISTR.

71

Stanley
4 Pioneer Row
Dec 3rd 1947.

To
The Honourable
The Colonial Secretary.

Sir,

With reference to the broadcast
69 of December 2ndnd inviting suggestions
for a name for our Motor Vessel. I
would like to suggest it be named
"Churchill". He has been a great
man and she is going to be a
great little vessel to our islands

Yours faithfully
(Mrs) Gwen Aldridge.

(for other
suggestions)
B.W. 10/2/47
11/3/47

2/12/47

Sir,

I agree that the name "Philomet" is a suitable one for the new vessel, as we have, and have had a good number of small local vessels with a name beginning with the letter P that have given good service, these are,

Penguin

Plym

Prestige, Garcia

Pomorie

Pomona

Pomona

Perseverance

Penelope

Pioneer

(motor boat Pelble So)

P. Anderson.

~~WAB~~Bo. 9/12
CAB
5/12

73

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
65	London	21	1200	6.12.47.

To Secretary,
Stanley.

Motor fishing vessel 1185 sailed London 3rd December due Port-
Stanley end January or early February letter follows

Crown Agents

YE. 71-73 f: 1 vice publication

73. [2. 70 5 to K.I.V. - membership

Time

74

£5000 has been paid for Colony
General fund.

Abel
5.12

✓
mc. 10/xii

Wes
Palm
Abel
H.C.
News Weekly informed
H.C.
12/12/41

0040/9.

9th December 1947
Stanley



Sir

I am of the opinion that
"Phlomet" is a suitable name
for the new motor fishing vessel

Yours Truly
J. S. Stanley

He

He

bot Secretary
Stanley

Letter to Mr K
received
WKS
11.12

76
STANLEY.

10th Dec. 1947.

The Hon. the Colonial Secretary,

Stanley.

Sir,

With reference to the recent notice re naming the motor fishing vessel may I suggest "Welfare" . I consider this name appropriate because of the work she will be required to perform, and fitting in that it was the name of the vessel in which Captain Strong visited these islands and made the first recorded landing.

Alternatively the name "Desire" would have much to recommend it.

I remain, Sir,

Yours faithfully,

Kare v. ceeman

MARY

77

YE

69, 71, 72, 75, 76

This last is indigenous. The
reference is in Boyson p. 31-32.

See 70 to K.I.V. 7.

ABH
13/12

MC 15
XII

K.I.V. for Ex.
Co.

ABH
15. 12

DECODE.

No. 39.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 17. 12. 47 Time: 15.35 Received: 18.12.47. Time: 09.00.

- 70 No. 483. Your telegram No. 109 Saving. Inter Island Vessel.
Hirtle and Lanning both approached and expressed no wish to return
2. Vessel left United Kingdom December 3rd due Stanley end of
January.
3. Colonial Development and Welfare application under consideration

See 91

SECRETARY OF STATE.

G. T. C.

L.H.

70 p. mcy.

Take up i.d.c.
mc. 18 xii

2. So f 2 is the only, - with m.
Soh's factory, response to them. Disa-
Kelway. ABE 18.12

ALS

A

70 f 2 In public announcement

G. Be
1.8.12

B.

ALS

48, para 2 was published in the N.W. Weekly
on Thursday 18th Dec

C.

Rh. G. S.
19/12

Extract from the minutes of a meeting of the Executive Council
held on the 24th of December, 1947.

"4. Name for Motor Fishing Vessel. Council concurred in
His Excellency's suggestion that the Motor Fishing Vessel should
be named "Philomel".

Rh. Alaridge
19/12
Clerk of the Executive Council.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.



80

4, MILLBANK;

S/Falkland Is.5249

LONDON, S.W.1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."

TELEPHONE: ABBEY 7730.

AIR MAIL

18th December, 1947.

Sir,

"M.F.V.1185"

We have the honour to enclose a copy of the Articles of Contract relating to the delivery of the above Motor Fishing Vessel from London to Port Stanley by Messrs. Townsend Brothers Ferries Ltd., and would draw your attention particularly to the following clauses:-

Clause 6.

The vessel is to be taken over immediately on arrival at Port Stanley and we shall be glad if arrangements can be made accordingly.

Clause 7.

Any bunkers oils etc., provisions and stores remaining on board in good condition on arrival at Port Stanley are to be taken over by you. Will you please furnish us in due course with a list of goods taken over so that we can re-imburse the delivery contractors at invoice cost prices.

Clause 9.

The total amount payable to Messrs. Townsend Brothers Ferries Ltd., is £2,900 to be remitted in two instalments. We should be advised by telegram as soon as the vessel arrives at Port Stanley as payment of the balance of the contract price is then due to be made.

We would add that Messrs. Townsend Brothers did their utmost to obtain a crew comprising as many men as possible who did not require to be repatriated but being a small ship and having to be taken across the Atlantic, it was essential for the crew to be fully experienced men. All those mentioned in the Governor's various telegrams to the Secretary of State for the Colonies were contacted, but only Mr. P. L. Hardy was willing to make the trip and he was engaged. The delivery contractors were however, able to secure the services of two other experienced men not requiring repatriation and, as a result, the original quotation of £3,250 for the delivery of the vessel was reduced to £2,900. A further reduction would have been made but for the increase in the cost of oil, provisions etc., since February last, when the original quotation was submitted.

Clause 8.

We have effected insurance to cover the vessel against all risks including war, for a total valuation of £7,500 and we have paid to our insurance brokers the sum of £814 18s. 0d. in respect of premium due.

/We

v. high premium?

The Colonial Secretary,
Falkland Islands.



We trust that the vessel which is expected to sail very shortly, will reach her destination safely and that everything on board will be found satisfactory.

We have the honour to be,
Sir,
Your obedient servants,

for the Crown Agents.

Articles of Contract entered into this Twentyseventh day of November Nineteen Hundred and Fortyseven between TOWNSEND BROS. & CO. LIMITED of 73 Leadenhall Street in the City of London (hereinafter known as the "Contractors") of the one part and the CROWN AGENTS FOR THE COLONIES of 4, Millbank S.W.1., acting on behalf of the Government of Falkland Islands (hereinafter known as the "Owners") of the other part.

1. The Contractors will agree to navigate and take the M.F.V. 1185 now lying at London from that port to Port Stanley direct weather permitting and there deliver her to an accredited representative of the Owners.
2. The said vessel shall be handed over to the Contractors after all trials and work have been completed and compasses adjusted alongside a suitable quay where bunkers, stores, etc. can be conveniently loaded. The Contractors agree to despatch the vessel as quickly as possible after receiving written notice from the Owners that the vessel is ready for sea weather permitting.
3. The Contractors will at their own expense provide and do all personal things necessary for the performance of the several articles of this contract in the most skilful and careful manner practicable and will provide and pay a good and efficient Master Officers Engineers and crew provisions bedding crockery cutlery galley utensils etc. bunkers engine room consumable stores pilotage and port charges (except those incurred at the ports of departure and destination) and all other expenses incidental to the navigation of the ship including the repatriation of the crew. The National Maritime Board's conditions and rates of pay of crew to apply.
4. All necessary charts books navigating instruments including chronometer shall be provided by the Contractors the same to remain their property and to be removed by them from the vessel on completion of the voyage.
5. The vessel is to fly the British Flag and the Owners shall hand to the Contractors the ship's register or other equivalent document and all other documents and Certificates issued to them by the Ministry of Transport and all other authorities all duly certified by them as soon as possible prior to the sailing of the vessel.
6. It is understood that should any duty be levied by the Authorities upon arrival at Port Stanley the same is not for account of the Contractors and furthermore that the vessel shall be taken over by the Consignees on arrival at Port Stanley.
7. It is agreed that any bunkers lubricating oils etc. stores and provisions supplied by the Contractors remaining on board in good condition on arrival at destination shall be taken over by the Owners at invoice cost prices.
8. The Owners agree to effect the Insurance of the Hull and Machinery against all risks including War either with Lloyds Underwriters or first class London Companies to the full value and policies to include the clause "seaworthiness admitted". The Contractors accept full responsibility for their Master Officers Engineers and crew and will at their own expense effect their Insurance against all their liabilities under the Employers Liability Acts and Workmens Compensation Acts or at Common Law and all other Owners liabilities.
9. For the performance of the several provisions of this Contract the Contractors shall be paid by the Owners the sum of £8,900 net (Two Thousand Nine Hundred Pounds net) as follows:-
 1. One half immediately after the vessel has commenced the voyage.
 2. The balance on receipt of telegraphic advices from the Owners representative that the vessel has arrived at Port Stanley.

83
10. It is agreed that in the event of the vessel being damaged and having to put into port for repairs the Contractors are to have the benefit of the Insurance Policies in respect of the wages and provisions or any other consumable stores expended during and through the whole detention under Average York/Antwerp rules and Owners agree to pursue claims against Underwriters if necessary on Contractors behalf.

In the event of the Contractors being charged for repairs properly chargeable to the Owners the Owners will reimburse the Contractors immediately. Repairs to be substantiated where possible by Lloyd's Survey Report.

It is understood that the Contractors are not responsible for the Act of God or the King's enemies, restraints of Princes and rulers, pirates or robbers by sea or by land, barratry, collision, fire, accidents to machinery, boilers and all the perils and dangers of the seas, rivers and steam navigation of whatsoever kind or nature even when occasioned by the negligence of the Master, Officers, Pilot or crew which risks are all recoverable under the Insurance effected by the Owners for their own account.

11. In the event of the vessel becoming a total or arranged total or constructive total loss during the voyage it is understood that the Contractors shall reimburse themselves for the amount of the Contract money under their own Policies and to this end undertake to insure same at their own expense.

12. In the event of it being necessary or possible on the voyage for the vessel to perform salvage services to craft in distress any salvage remuneration that may accrue to be equally divided between the Owners and the Contractors.

13. Any dispute arising under this Agreement is to be settled by Arbitration in London each party appointing an arbitrator and should they be unable to agree the decision of an umpire selected by them to be final.

Signed in duplicate this Twentyseventh day of November Nineteen hundred and Fortyseven.



WITNESS the signature

WITNESS the signature

[Signature]

80-83

for a. n. arrival

of ship for.

[Signature]

15/1

H.C.S.

as in clause 1 of 82.

Will you please officially appoint me as "Accredited Representative of the Crown Agents for the Colonies" E.F. Runtun 29.1.48

for.for of B

for an heavy apparatus which

Abe
2/2H.C.S.

noted H.C.

E. Bunting 3.11.48.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
42	Montevideo	15	1530	29.1.48

To Governor,
Falklands.

MFV 1185 arrived Montevideo expect leave fifth arriving yours
about twelfth Febuary.

Anglicus

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
5	Montevideo	13/12	0945	5.2.48
To	Governor	Falklands.		

MFV 1185 sailed midday fourth expects arrive tenth or eleventh.

Anglicus.

H.M.

86 L.

A.B.
5/2

H.L.S.

noted T.Y.

E. Hunt 6 Feb 48.

Time

Copy to Harbour Master for information.

DECODE.

TELEGRAM.

From The Colonial Secretary.

To The Crown Agents for the Colonies.

Despatched: February 11th 19 48 Time: 11.10.

Received: 19 .. Time:

80
Your letter 18th December S/Falkland Is. 5249 M.F.V. 1185
arrived a.m. 11th.

COLONIAL SECRETARY.

P/L.

LJH.

LM
You may need this file
ABH
12/12

H.E.S.

A

Copies of all documents relating to Philomena have
been dispatched to you under separate cover

E. F. Bunting

21. Feb '48.

See

0664/B

m.v. Philomena

Equipment & stores

B

YE

To S 2

Let Ed. pursue his question? I hesitated to
put up a draft in view of the St.
letter YE. Shows me for L. J. Barker.

ARh
23/2

Let us await and move — ball still on their
side of the net?

1. Clause 7 of agreement: (I understand there were some

Inside Minute Paper.

Sheet No. 89

A

Extracted to 0664/B
"Philomet" equipment
stores

(Stas etc. are. What are we doing about them?

Extracted to 0664/A
"Philomet" crew for

3. Who were the two experienced men
not requiring repatriation? I thought there
only the man Rose in addition to Hardy?

Extracted to 0664/B
as above

4. If the Engines have in fact suffered
damage (Mellie of Snipe says not), we can
claim an Insurance. K.I.V.

M.C. 23/11

B

K.M.

Extracted to 0664/A+B
as above

Above for your remarks, etc.

C.B.L.
24.2

H.C.S.

D. C

Extracted to 0664/B

1. the stores and provisions have been taken into store pl.

" "

0664/A

2. The two men are presumably (i) Mr. Brown & (ii) Mr. L.S. Dailly
The latter applied for the command of the Philomet - he is
interested in signing on as an A.B. aboard the John Biscoe

" "

0664/B

3. no damage to the engines has been reported to me

E.F. Bunting
27 Feb 48.

D.

Y.E. (on return)

" " 0664/A+B.

C for info only.

" " 0664/A.

What has happened to Mr. Dailly?
Dec 4/3

C.B.L.
1/3

90

B. 78 § 3

17.4.48

Abel
173

Abel

78 § 3.

B.C. then next in line

he's has arrived.

Abel
17.4

18/5
B.M. 30/4/58
17/4 5/18

YE

78 § 3

✓ Enquire position by STT?

2. In fact, the cost is likely to be
a good deal more than that shown at
8. There has been more time
to purchase a considerable repair
but it is not complete.

I have several times enquired as to the position
vis. a. vis the Green Agents.

Mc 18
✓ y

0040/A.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 19. 5. 48 Time: 15.45 Received: Time:

78

No. 229. Your telegram No. 483 of 1947 paragraph 3. Inter Island Vessel. Grateful to learn present position regarding application.

P/L.

LJH.

Reply 592 GOVERNOR.

By.
2017 ABL
20.5-

DECODE.

No. 66.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 29. 5. 48 Time: 12.00 Received: 30. 5. 48 Time: 09.30.

91 No. 169. Your telegram No. 230. There have been certain procedural difficulties in this application but I hope to give you a decision in the very near future.

SECRETARY OF STATE

F.I.

L.H.

J.E. (on return)

92 f:

h
1.6

93

I understand that Philine's stamp post is covered
 away and this and the fact that she was sent out
 without proper ground tackle should be referred in the
 strongest terms to S&S. CA collected their fee, see 8?

MO $\frac{7}{V_1}$

R. at and 100
 with reports.

0664 per 11
 Estimated also
 PA R.
 for 11

94
DECODE.

No. 46.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 19. 6. 48 Time: 11.40 Received: 20. 6. 48 Time: 09.30.

78
No. 189. My telegram No. 483 of 1947. Motor Fishing Vessel.

I have now approved free grant not exceeding £14,500 to cover purchase reconditioning and delivery of vessel. Scheme number is D956.

123. 2. Explanation increase in estimated cost follows in Saving telegram.

3. I much regret delay in dealing with this matter.

G. T. C.
LJH.

See 123.
SECRETARY OF STATE.

1/E.

94
Something was seriously wrong with figures in 8 - 1 report in it.

cost.

2. KE. didn't meet in the ref
to his in the D. about CAA's
charges for, - inadequate performance of,
what - inspection.

21.6

I don't think it's first cost - a friend of
D. Stenai's bought one from the same source for £3000!!

MC

B.

Anything in mind?

5.7

For
5/7 22/6

SE/Falkland Islands

5249/1.

Communications to be addressed
to the Crown Agents for the
Colonies, 4, Millbank, London,
S.W.1, and the above refer-
ence quoted.



96
4, MILLBANK,
LONDON, S.W.1.

TELEGRAMS: INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.



JUN 1948

AIR MAIL.

Sir,

M.F.V. 1185.

96
97-126 We have the honour to enclose herewith
our Second Shipping Advice and supporting
invoices relative to repair charges in respect
of the above vessel.

2. In the first instance we inadvertently
debited the sum of £1250. as per Messrs. Russell's
invoice dated 16th February in our Falkland Islands
Dependencies Survey Vessel account. The necessary
adjustment has, however, now been effected by transfer
and the amount will now be found debited in our
Falkland Islands account and a corresponding credit
in our Falkland Island Dependencies Survey Vessel
account.

3. Any inconvenient that you may have been
caused in this matter is regretted.

We have the honour to be,

Sir,

Your obedient servants,

The Colonial Secretary,

Falkland Islands.

M. Dwyer
for THE CROWN AGENTS.

DOC. (

See 125

) HVO.

SECOND SHIPPING ADVICE

The Crown Agents for the Colonies transmit documents
for the undermentioned shipment.



Reference **S/E Falkland Is 52491** Shipped by **M.V./S.S. 1165**
 Indent No. **406 52747** From
 City: **Governor's telegram** To
 Department **W.S.S.**
 Special Account (if any) Sailing date

CONTRACTOR	INSPECTION (if any) %	AMOUNT OF INVOICE		
		£	s.	d.
J. Russell & Co. Russell & Co. (Serving work to vessel)		1250	-	-
		909	19	0
		1133	15	0
		3,091	12	-
FREIGHT ACCOUNT.				

To

Colonial Secretary
Falkland Islands

Office of the Crown Agents for the Colonies,
4, Millbank, London, S.W.1.

BLACKSMITHS
BOILERMAKERS
BRASS FOUNDERS
COPPERSMITHS
ELECTRICIANS
JOINERS

Advice Copy
J. RUSSELL & CO

SHIP REPAIRERS & ENGINEERS

Invoice No. 274. 98

PLUMBERS
REFRIGERATING ENGINEERS
RIGGERS
SAILMAKERS
SHEET METAL WORKERS
WELDERS

WORKS ALSO AT
LIGHTBODY STREET
LIVERPOOL

ON ADMIRALTY AND WAR OFFICE LISTS
TELEPHONES : ALBERT DOCK 3006 (5 LINES)
NIGHT SERVICE : WANSTEAD 1639 - ALBERT DOCK 2613
TELEGRAMS : FRIGIARC, VICDOCK, LONDON

VICTORIA DOCK
(BUTCHERS ROAD)
LONDON . E . 16.

INVOICE No. 274

S/R Gallina Is 52491
Anthony: Ignorant il no 406 p/2-7-71 & S. S. S.
Messrs. The Crown Agents for the Colonies, 31st December, 1947.
4, Millbank,
LONDON, S.W.1.

1947.

Work put in hand by Messrs. Plannery, Bagdaley & Johnson.

1st Sept.

M.F.A.V. No. 1185 - JOB NO. 319.

3rd Dec.

Blackstone Lister Engine: (4 Cylinder).

Engine completely opened out for examination. Exhaust manifold disconnected and removed, thoroughly scaled and cleaned internally and externally, all bolts run down and made free, four cylinder heads dismantled and removed, all thoroughly cleaned, inlet and exhaust valves ground in, four exhaust valves machined, valve seats in No. 3 cylinder head re-cut, air starting valves and relief valves and seats ground in, all valves re-assembled, cylinder head nuts run down, 12 air start valve cover nuts supplied.

Four bottom ends dismantled and removed, pistons and connecting rods lifted clear of cylinder, connecting rods dismantled, piston rings removed, all parts thoroughly cleaned and examined, piston rings tried and tested in cylinders, rings refitted to pistons, connecting rods re-assembled, bottom end brasses and pins examined, brasses re-bedded and adjusted to Maker's representatives satisfaction.

Holding down nuts on entablature block removed, lifting gear rigged and entablature block lifted from crank bed and landed clear.

Liners drawn from block, inspection covers removed, water spaces thoroughly cleaned and coated with 3 coats of "Apexior", cylinder liners scraped and cleaned externally and coated with 3 coats of "Apexior"

Liners tested for truth with Maker's gauge and passed. New rubber joints fitted to liners and liners refitted to block.

Crank Shaft main bearings 5 in number opened out top half removed, crank shaft lifted clear, cleaned and examined, bottom half bearings removed, cleaned and examined.

Crank case oil pressure supply pipes for main bearings forward and after connections removed, pipes cleaned and connections refitted.

Crank case thoroughly cleaned out.

No. 2 & 3 main bearings renewed, supplied by Maker's, main bearings bedded to crank shaft, bottom half bearings refitted, crank shaft replaced, top half bearings adjusted to representatives requirements and hardened up.

Crank shaft thrust bearing adjusted to Maker's requirements, 35/1000 for'd, 35/1000 aft.



99



Plug on after end of crank shaft removed, new plug supplied and fitted, hole drilled in centre of plug to supply lubrication to transmission gear. Crank bed studs run down, new joint fitted and entablature block lifted into position and bolted down.

Piston and connecting rods refitted in place, bottom ends re-assembled and hardened up, new split pins supplied and fitted.

Maker's new joints fitted to cylinder heads, same refitted and hardened up.

Owner's new joints fitted and exhaust manifold refitted in place and hardened up.

Exhaust manifold recovered with new blue rope lagging secured with lacing wire, magnesia composition and asbestos cloth stitched with double twine.

Main Engine Control Panel:

Control panel dismantled, air starting valve removed from panel and opened up, valve ground into seat, re-assembled and cover rejoined.

Governor dismantled from panel, all parts examined, cleaned and refitted.

Revolution counter gauge sprocket and chain removed, cleaned and refitted.

Lub.Oil Filter dismantled, cleaned and refitted.

Fuel oil filter dismantled, cleaned, re-assembled and refitted, filter joints treated with thermetite.

Lub.Oil pressure pump removed from panel and opened up, gear examined, cleaned, clearance on pump covers adjusted, re-assembled, boxed up and refitted.

Scavenge pump dismantled, gears examined, cleaned and re-assembled.

Hydraulic reversing gear oil pump dismantled, gears examined, cleaned and re-assembled.

388. 0. 0.

Main Engine driven sea water and scavenge pumps:

Suction, delivery and cross connection pipes dismantled, joint faces cleaned, 11 new joints cut and fitted, 1 new copper pipe supplied and fitted from pump discharge to main engine, all pipes rejoined in place and hardened up.

Pump blocks released and removed, plungers, connecting rods and eccentrics removed. all parts cleaned and examined, new leather (Maker's) fitted to plungers, eccentrics adjusted to makers requirements, suction and delivery valves and seatings removed, machined and ground in, new (Maker's) securing spindles fitted, pump parts re-assembled and refitted.

19. 0. 0.

C/Fwd...£407. 0. 0.



100

B/Fwd... 407. 0. 0

Timing Gear:

Gear casing at after end of engine casing dismantled, timing chain and sprocket removed, cleaned, examined and re-assembled, five cam shaft bearings opened out, shaft removed, all cleaned and examined, cam shaft re-assembled and bearings adjusted, gear casing refitted.

18. 0. 0

Fuel Pump Blocks:

Four fuel blocks removed, pumps dismantled, cleaned, re-assembled and tested on completion.

3. 0. 0

Transmission Gear Box:

Gear casing released and removed, reversing gear lever frame and yoke dismantled, clutch plate drum disconnected from crankshaft, transmission pinions and pinion carrier shafts removed, clutch friction plates and carriers removed, new transmission pinions (Maker's supply) fitted, all parts cleaned and re-assembled, gear casing refitted and secured. 1 new clutch nut locking nut supplied.

Transmission Gear Lay Shaft:

Lay shaft dismantled and removed, thrust ball bearing removed from crank case housing and new thrust ball bearing (Maker's supply) fitted in housing, lay shaft re-assembled.

29. 0. 0

Main Engine Alignment:

Holding down bolts examined and tested, bolts slackened back and engine checked for alignment, holding down bolts hardened up and alignment re-checked and passed by Maker's representatives. Crank shaft deflection readings taken and tabulated.

9. 10. 0.

Main Engine Crank Case Panel:

Existing set bolts removed, new studs and nuts supplied and fitted in place, new panel joints cut and fitted, panels replaced and hardened up.

11. 0. 0.

Auxiliary Engine: (2 Cylinders).

Both cylinders heads dismantled, inlet, exhaust valves and fuel injectors dismantled and removed from cylinder heads, cylinder nuts disconnected and heads removed, cleaned and examined, 1 cylinder head condemned.

Bottom ends dismantled and removed, piston and connecting rods lifted out clear of cylinders, gudgeon pins dismantled and connecting rods removed, piston rings removed, all parts thoroughly cleaned and examined, main bearings opened out, cleaned and examined, re-assembled, adjusted and hardened up.

C/Fwd... 477. 10. 0.



101

B/Fwd... £477. 10. 0.

Bottom ends adjusted, Piston rings tried in liners and refitted to piston, connecting rods refitted and gudgeon pins replaced, piston and rods replaced, bottom ends re-assembled and hardened up. New cylinder head (Maker's supply), inlet and exhaust valves ground in and re-assembled, new joints fitted to cylinder heads and same refitted and hardened up, fuel injectors refitted. Cam shaft and timing gear dismantled, cleaned, examined, re-assembled and reconnected. Crankshaft flywheel dismantled, new hand starting ratchet pawl, springs, hand starting lay shaft chain, sprocket and brackets supplied by Maker's fitted and assembled, new mild steel key machined and flywheel refitted and secured. Lub oil pressure gauge (Maker's supplied) fitted in place and new copper pressure gauge pipe supplied and fitted. Cooling water circulating pump opened out, dismantled, cleaned, new leather (maker's supplied), fitted, pump re-assembled and closed up. Lub oil pressure pump opened out, dismantled, cleaned re-assembled and closed up. Lub. oil scavenge pump dismantled, cleaned, re-assembled and closed up. 3 Lub oil pipes to engine disconnected and removed, annealed, cleaned, tested and reconnected. Water cooling service delivery pipe from pump to jacket, disconnected and removed, two existing flanges removed, new copper pipe made up and bent to suit, old flanges fitted and brazed, pipe fitted and jointed in place. New copper bye pass pipe complete with globe valve and tee piece made up and fitted from pump to overboard discharge line. Cooling water overboard discharge valve opened out, lid ground into seat, gland repacked and cover re-jointed.

116. 0. 0.

Auxiliary Driven Air Compressors:

Compressor head and inlet and outlet valve disconnected and removed, valves opened out, ground in, re-assembled, and closed up. Bottom end dismantled and removed, piston and connecting rod dismantled, piston rings examined, tested and replaced, main bearings opened out and examined, adjusted and hardened up, engine parts all re-assembled, bottom end adjusted and hardened up, compressor head re-jointed in place. Four new gun metal clutch cod pieces supplied and fitted. New non-return valve supplied and fitted on air charging pipe line to air vessel.

21. 0. 0.

Compressed Air Vessels (2):

Four stop valves opened up, four new muntz metal valves with fibre inserts supplied and fitted and valves closed up.

C/Fwd... £ 614. 10. 0.



102

W/Fwd... 624. 10. 0.

Air whistle opened out, two new fibre valve seats supplied, 1 fitted and 1 as spare.
 Inspection door covers removed, air vessels cleaned internally, new joints cut and doors rejointed.
 Air vessels tested on completion.

7. 10. 0.

Auxiliary Engine Driven Dynamo 220 volt:

Dynamo coupling dismantled, dynamo disconnected and removed, partly stripped down in engine room for removal of same through narrow doorway, refitted on deck and dynamo sent to works.
 Dynamo stripped down and cleaned, dried out, new field lead fitted and lug resoldered to interpole, armature risers part re-soldered, commutator, skimmed and undercut, tested, enamelled, re-assembled and retested. Dynamo returned on board, louvres and junction box removed and machine refitted in place and connected, commutator polished and brushes re-bedded and adjusted, coupling re-assembled.
 Junction box over machine disconnected, removed and repositioned higher, machined rewired to box with 7.044 lead cable, lugs soldered to cable ends and connected, machine tested on load on completion.

38. 0. 0.

Auxiliary Engine Driven General Service Pump:

Suction and delivery pipe connections to pump disconnected, pump released from base and removed, impellor cover removed, shaft bearings and gland dismantled, all parts cleaned and examined, re-assembled, impellor cover rejointed and gland repacked.
 Pump refitted on base and secured, suction and delivery pipes rejointed in place.
 2 Three way cocks one suction and one delivery opened out, cleaned, plug ground in, cover rejointed and gland repacked.
 2 New mild steel cock keys supplied and fitted.
 2 New test cocks and one plug supplied and fitted to pump connections.
 Seven joints on general service pump supply line opened out, flanges cleaned and dressed, new joints and pipes rejointed in place with new bolts and nuts.

16. 0. 0.

Main and Auxiliary Engine Injection Valves:

Four injection valves opened out, dismantled, cleaned and examined, lids ground into seats, glands repacked and covers rejointed.

3 way cock on cross connection pipe line between main engine scavenge pump and general service pump opened out, examined, plug ground in, cover rejointed and gland repacked.

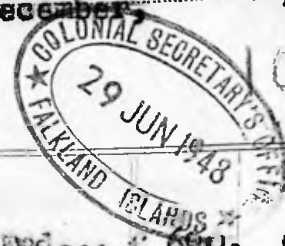
2 New mild steel wheel keys made and supplied for main injection valves.

14. 0. 0.

C/Fwd... 690. 0. 0.

31st December

1947.



By Fwd... £ 890. 0. 0

Bilge Suction Valve:

Non-return valve on bilge suction line opened out, lid ground into seat, gland repacked, cover rejointed and hardened up with new bolts and nuts.

2. 10. 0

3 Sand trap boxes opened out, cleaned internally, new joints cut and fitted, covers rejointed and hardened down.

2. 0. 0.

Main and Auxiliary Engine Lub Oil Storage Tank:

Manhole door released and removed, tank cleaned internally, door refitted on completion.

Oil indicator gauge to above tank dismantled and sent to works, Gauge overhauled and thoroughly cleaned, new brass centre spindle machined and fitted, all re-assembled and made workable, gauge returned on board, refitted and connected.

One new No.0 semi rotary lub oil transfer, pump supplied and fitted in place, suction and delivery pipes jointed to same.

14. 0. 0.

Main and Aux. Lub Oil supply Tank:

Both tanks opened out, tanks thoroughly cleaned internally and closed up on completion.

Fuel Oil Semi-rotary Transfer Pump:

Pump cover removed, suction and delivery valves ground in, cover rejointed and gland repacked, 1 new pump handle supplied and fitted.

14. 0. 0.

Main Engine Lub Oil Supply Line:

Suction pipe line to pump disconnected and removed, new copper pipe line made to requirements complete with union fittings, pipes fitted and connected.

8. 0. 0.

Hydraulic transmission Gear Pipe Line:

Existing pipe supply lines to hydraulic transmission gear disconnected and removed. Pipe lines enlarged to instructions.

New copper pipes made up complete with smeto couplings, fitted and connected in place.

31. 0. 0.

Main Engine Fuel Pipes:

3 New copper fuel drain pipes made and supplied to pattern complete with union nut one end.

1 Main engine copper lub pipe with 2 union nuts renewed.

4. 0. 0.

6 Pipes from main engines sent to works, cone ends cleaned and re-brazed, pipe returned aboard and re-connected.

4. 10. 0.

C/Fwd...£770. 0. 0.



104

	By Pwd...	£770.	0.	0.
1 Main engine drain pipe removed, 1 new copper drain pipe made up with union nut and collar each end fitted and brazed, pipe fitted and connected.		2.	0.	0.
One copper air pipe on circulating water line renewed complete with union fitting and cock, pipe fitted and connected.		2.	0.	0.
One new copper pipe made up from gravity tank to main engine complete with union nut and collar each end, pipe fitted and connected.		6.	0.	0.
<u>Generator Cooling Water Pipes:</u>				
Particulars taken for new copper pipe with connections on generator cooling water line.				
1 New copper pipe complete with B.M. flange union coupling, union coupling, 2 union pieces and 2 globe valves fitted and connected in place.		7.	0.	0.
<u>Semi-rotary Fresh Water Pump:</u>				
Pump opened out, thoroughly cleaned, suction and delivery valves ground in, re-assembled, cover rejoined and gland repacked, new pump handle supplied and fitted.		2.	15.	0.
Engine room, bilge and intermediate shaft space thoroughly cleaned up and all dirt and rubbish disposed of.		14.	0.	0.
<u>Engine Room Flooring.</u>				
Finger holes cut in floor boards and same lifted for access to engine parts, pumps and pipes, boards refitted and made good on completion.				
Holes cut in floor boards for access to sea cocks. Engine room ladder removed for access and replaced.		7.	15.	0.
<u>Deck Hydrant Valves: (3)</u>				
3 Valves opened out, cleaned and examined, lids ground into seats, gland repacked and covers rejoined and hardened up with new bolts and nuts.		4.	10.	0.
Supplied two new hand operated plungers, complete with rod, nut, metal joint, gun metal plungers and cup leathers, all to pattern and delivered on board.		4.	10.	0.
<u>Fresh Water Tank:</u>				
Tank thoroughly cleaned out and cement washed on completion.				
Door removed for access, rejoined and hardened up on completion.				
Service pipes from above tank found disconnected, pipes assembled, one pipe cut and fitted with Jeff union to fit same, all pipes fitted and jointed in place to re-make line,				
Pipes recovered with double asbestos cloth to requirements and stitched with double twine.				

31st December, 1947.



105

B/Fwd... 1820. 10. 0.

Tank valve opened up, cleaned, freed, lid ground in, re-assembled and closed up.

New gas plug supplied and fitted into drain valve in way of for'd accommodation to prevent leakage. Leaky union on delivery service line fitted with new joint.

New Bib cock supplied and fitted in Galley.

23. 0. 0.

Air Whistle:

Whistle valve dismantled, cleaned, ground in, 1 new whistle diaphragm supplied, fitted, new bracket made, holes drilled in funnel, bracket bolted in place and whistle secured to bracket.

Whistle lanyard renewed in S.F. wire.

3. 15. 0.

Engine Trials:

Engine run on river trials and fitters attended on same, readings and particulars taken of main engine and auxiliaries over the measured mile and tabulated.

16. 0. 0.

Lub Oil pressure line to Wheelhouse:

1 New Oil pressure gauge supplied, positioned and fixed in wheelhouse, ameto tee piece inserted in existing line in engine room, new gauge pipe line complete with union cock, ameto couplings, nipples and union nuts made up and fitted from tee piece in engine room to gauge in wheelhouse.

9. 10. 0.

Deck Caulking:

Main deck fore and aft, wheel-house decking and decking over Captain's accommodation and Hospital accommodation, hardened down, caulked, payed and scraped to requirements.

Deck fittings including 20 pieces of deck treads fore side of winch, 16 pieces after side of winch, 9 deck light iron guards, 4 iron ventilator casings, 7 stanchion sockets, cover boards over steering gear chains, life belt boxes and small ladders, also tanks on Charthouse top, all the above removed in way of caulking decks and afterwards replaced and secured. 8 Lengths of sanitary and fresh water piping disconnected and removed in way of caulking decks, all pipes refitted and rejointed in place on completion.

126. 0. 0.

Temporary electric light cables supplied and connected for all trades during repairs, attended on and same disconnected and removed on completion.

~~Electric light current supplied per P.L.A. ...~~ 197. 0. 0.

Megger Test:

All electric light circuits throughout vessel megger tested.

C/Fwd... 195. 15. 0.

998



31st December, 1947.

106

B/Fwd...

998 15 0
£1,195.15. 0.

Damaged wiring on wheelhouse deckhead light stripped out and re-wired with 3.029 lead cable from junction box in alleyway entrance.

Surplus wiring and fittings on wheelhouse bulkhead including navigation master switch and chart table dimmers stripped out, remainder shaped up to leave space for marconi gear.

Earth on switch plug in Captain's accommodation traced to faulty condensers in supressor interior removed and condenser removed from aft accommodation unit and refitted in Capt. accommodation unit. Door switches on Captains entrance door, W.C. door and galley door removed, wiring stripped back to switch position.

2 Lighting points in for'd accommodation overhauled, fittings removed, part new interior made and fitted and same put in working order, all refitted and connected.

Damaged wiring between 2 lighting points in aft accommodation stripped out and re-wired in new 3.029 lead cable fittings and wiring connected.

Door switches on 24 v. lighting on hospital, galley, Captain's accommodation and lavatories, removed and wiring stripped back to junction boxes.

2 New small type oyster fittings supplied and fitted, 1 in aft. accommodation and 1 in Captain's accomm. on 24 v. secondary lighting, wiring fitted and connected.

Damaged wiring on 24 v. lighting in hospital stripped out and rewired in P.V.C. from lighting point to switch and thence to junction box.

1 New water tight plug and socket supplied and fitted on starbd. side engine room to existing circuit and wiring connected.

Dead short on power plug circuit, sockets removed and inspected, fault traced to 1 socket and engine room, connections correctly connected and tested.

Damaged wiring in wheelhouse to steering compass stripped out and re-wired with 3.029 Lead cable from compass across deckhead to navigation board and connected.

96. 0. 0.

Engineeroom Wiring:

Damaged wiring on ten cables and traywork port side engine room stripped out, 2 new junction boxes with paxolin terminal strips fitted together and facilitate reconnecting, short lengths V.I.R. cable sweated with solder to existing wiring inside junction boxes and all circuits connected as necessary.

16. 0. 0.

Ship's Batteries:

8 - 6 volt batteries removed, serviced, re-charged and repaired, 1 6 volt battery post repaired, 1 new cell box and 1 new cell lid fitted,

C/Fwd..£1,307.15. 0.



B/Fwd...£1,307.15.0.

batteries returned on board.

8 New 6 volt batteries supplied and fitted port side engine room, new charge over switch supplied and fitted above batteries and wired in new lead cables from charge over switch to both banks of batteries.

Existing battery chelves fitted with new rolling battens.

1 New 24 volt generator supplied.

Generator fitted to main engine, short length of conduit fitted from junction box on generator to terminal box on main engine and rewired and connected in V.I.R. cable.

Suppressor unit in above generator removed for testing, refitted and reconnected on return, new perforated plate covers supplied and fitted over terminals on main engine.

1 New switch and block supplied and fitted to engine room secondary lighting circuit.

Broken switch removed from starbd. lavatory, switch removed from fore acc. and fitted at lavatory.

New switch and block fitted at for'd accommodation.

186. 0. 0.

Forward Jack stay refitted to deck socket.

10. 0.

Forward Winch:

Guard over winch drive disconnected and removed, top and bottom end brasses opened out, all parts cleaned and examined, re-assembled, adjusted and hardened up. Winch drive gear box cover removed, crown gear and worm gear cleaned and examined, oil sump cleaned out, gear box rejointed and hardened up. Drum clutch handle dismantled clutches on drum shaft made free and clutch cod pieces dressed up, clutch handles straightened and securing bolts renewed.

Safety guard refitted.

12. 0. 0.

Engine Room Soil Pipes:

Lead soil pipe in engine room cut and flange on deckhead disconnected, pipe dressed out and lead branch and flanged joint rewiped, cut end of pipe prepared, pipe rejointed in place and joint wiped.

4. 5. 0.

Hopital(After Deckhouse:)

Settee and hanging berth released and removed, part bulkhead on port side stripped out, new solid entrance and frame made and fitted in place, bulkhead made good up to new frame and all outside joints made watertight with white lead.

Existing hanging berth refitted on starboard side of room over existing settee berth. 1 New locker with 2 doors in front built on end of settee berth.

New drop table with hinged back rail and gallows bracket under, made and fixed on for'd bulkhead.

Paneling under berth cut away and new drawer made and fitted in place.

C/Fwd...£1,510. 10. 0.



B/Fwd... £1,516.10.0.

1313 10 0

2 Lengths of decking fitted and fastened in way of port side door, screw fastened down, caulked, payed and scraped. Hospital door caulked and made tight, new lino supplied, fitted and fastened down. New compactum complete with hinged flap door, galv. receiver and splash plate made, fitted and secured to bulkhead, new porcelain tip wash basin and soap dish fitted to same. Supplied 1 Bentwood chair.

W.C. & Flush:

New wood pad fitted and fastened to deck. New W.C. pan and S-trap supplied, fitted and screw fastened to wood pad. Hole marked off and cut in deckhouse, bulkhead, new galv. soil pipe made up from pan, through bulkhead across deck and over shipside, pipes bent, cut and screwed, fitted with socket at trap and slip flange at bulkhead, pipe fitted and flange jointed with white lead and felt, red and white lead putty and spun yarn at trap joint. New shanks push down flush valve supplied and fixed to bulkhead, elbow in existing sanitary, service disconnected and removed and new tee piece inserted and jointed in place.

New galv. pipe line made up from tee piece to position adjacent to flush valve, pipes bent, cut, screwed and fitted in place, lead to iron union fitted to end of pipe and new lead pipe made up from same to union on flush valve, new lead pipe made up from flush valve to W.C. pan and secured with shanks patent clip, solder joints wiped and pipes clipped in position. Soil pipe clipped to deck and with convex iron band to elm chock, secured overside. New flanged plate pipe guard fitted over soil pipe and coach screwed to deck. New seat supplied and fitted to W.C. pan. Hanging stage hung overside in way of fitting soil pipe and afterwards removed.

Existing mushroom ventilator released and removed, decking cut out and new section of decking fitted in place, ventilator repositioned and after end of house, hole cut in deck, ventilator spigot bedded with white lead and tarred felt and fastened down. New M.S. sheet air trunking made up from underside of ventilator to crews lower deck accommodation, vent fan.

136. 0. 0.

New rubber jointing fitted to for'd port side scuttle and securing clamp to same freed. Securing clamp freed and made workable on engine room escape door.

1. 10. 0.

Fore Hold ladder positioned and secured in place with new iron lugs.

1. 10. 0.

Vessel place on Union Hard including making Cradles & Co. Rent of Hard for 8 days.

10. 10. 0.

C/Fwd...£1,660.0.0.

1463 0



109

B/Fwd...

1463 0 0
£1,660. 0. 0.

Riggers supplied moving vessel to and from dry dock and berth.

9. 0. 0.

Pilotage of vessel to and from dry dock and berth.

7. 7. 0.

Painting Hull:

Plimsolls painted on Port and starboard, 2 coats of white.

New steel strengthening bars to starboard bow painted 1 full coat of red lead.

Hull painted 1 full coat of m.s.s. light grey paint from bulwark down to copper sheathing, in way of caulking 2 coats of knotting and 1 coat m.s.s. light grey.

Name and number of vessel painted 2 coats of white with red shading.

Plimsolls, deck lines also draughtmarks painted on in black, marks on copper sheathing painted with white.

36. 0. 0.

Rudder:

All rudder iron work thoroughly scaled and painted 3 coats "Apexior".

All ironwork painted 2 coats red lead on completion.

New rudder stop fitted to rudder post and secured with new mild steel band.

All securing bolts in rudder ironwork removed and renewed.

Shoe bolts to keel removed and replaced.

12. 0. 0.

Zinc plates:

Existing zinc plates on rudder thoroughly cleaned. Ten new additional zinc plates supplied, fitted and fastened to rudder post and shoe plates port and starboard side with countersunk screws.

Stagings erected in way of rudder and afterwards removed.

10. 10. 0.

Hull:

Stem Starboard side: 4 defective planks cut back as necessary, 4 graving pieces fitted, bedded with white lead and screw fastened in place.

Seven lengths of convex bar drilled and cut to length, fitted and bedded each side of bow and to stem and secured with brass screws.

Hanging staging erected over side in way of above and afterwards removed.

Chafing band refastened starboard side fore. with new dumps.

New length of convex chafing bar cut to length and drilled, fitted and bedded port side aft and secured with new dumps.

59. 0. 0.

Metal sheathing in way of defective planking cut away starboard side, 2 defective planks cut back, new graving pieces fitted, bedded with red lead

C/Fwd... £1,793. 17. 0.



110

R/Fwd... £1,793. 17. 0.

joint and secured with copper nails, covered with
tossed flat and sheathed over with new copper
sheeting secured with copper nails.

9. 0. 0.

Caulking Hull:

All seams examined, defective marine glue removed,
seams including above graving pieces re-caulked as
necessary and payed with marine glue.

Stagings erected port and starboard side in way of
caulking above, attended on and removed on com-
pletion.

42. 0. 0.

Bulwarks:

Split bulwark rail port and starboard side filled up
with white lead and drawn tight with bolts, holes
filled with white lead and dowelled off.

Defective part of bulwark rail port side aft cut
away, new piece of wood rail scarphed, jointed
with white lead and secured with new brass screws,
splits near bulwark rail scarph starboard side aft.
filled with white lead, drawn back into position and
secured with brass screws.

7 Wood frames above deck level drawn up into position
and bolted in place, bolt holes filled up with white
lead and dowelled off.

28. 0. 0.

Propeller Shaft:

Propeller nut and propeller disconnected and removed,
wear down clearances taken of inner and outer bushes.
Intermediate coupling bolts disconnected and removed,
shaft carrier bearings dismantled, intermediate shaft
lifted and removed to engine room platform, cleaned
for examination.

Lubricating pipes to stern tube sealing gland
dismantled and removed. Sealing gland dismantled,
inner gland removed and propeller shaft drawn
in, stern bush and shafting cleaned for examination.
Wood plug made and fitted to stern tube during tides.
Propeller shaft put out, sealing gland re-assembled
and adjusted, 3 new joints fitted.

Lubricating pipes cleaned and reconnected to stern
bush gland. Propeller refitted, nut replaced
and hardened up, stern gland repacked and adjusted.
Intermediate shaft replaced, bearing re-assembled,
shaft line up, coupling bolts refitted and hardened
up.

Wood flooring and bearers released and removed in way
of drawing propeller shaft, all replaced and re-
secured on completion.

Machined and supplied to mild steel intermediate
shaft coupling bolts and nuts.

Propeller staging erected on Hard, attended on and
removed on completion.

68. 0. 0.

C/Fwd... £1,940. 17. 0.

1743 17

31st December, 1947.



R/Fwd... £1,940.17.0.

1743 17 0

Painting:Forward Accommodation:

Washed and cleaned out before painting, then painted as follows:- Deckhead, shipside and bulkhead down to locker level, 1 full coat of white deck enamel including inside of lockers and cupboard, exteriors of lockers, cupboard and stanchions, also 2 tanks 6' x 6' x 3' painted 1 full coat of grey.

Ex. Wireless Room:

Wash in preparation for painting. Dado and sides down to dado level painted 1 full coat of white deck enamel, dado painted 1 full coat of grey.

Accommodation Aft:

Washed, cleaned, cut before painting then painted deckhead and bulkheads down to locker level, 1 full coat of white deck enamel including insides and out-sides of lockers and cupboards. Entrance washed and deckheads and sides painted 1 coat of grey down to to deck level.

Captain's Room Amidship:

Washed and painted, deckheads and sides stopped and rubbed down, deckhead and sides painted 1 coat Lithopone flat white and sides 1 full coat of white deck enamel.

Captains Lavatory:

Wash and painted deckhead and sides 1 full coat white enamel.

Entrance to Captains Accommodation:

Deckhead washed and painted 1 full coat white enamel.

Wheelhouse: deckhead washed, new wiring and disturbed work touched up, deckhead painted 1 full coat white enamel.

Crews Lavatory aft.

Washed and painted deckhead and sides 1 full coat of light grey.

Galley:

Washed and painted deckheads and sides down to dado level, painted 1 full coat of white enamel bodied with Lithopone flat white.

Dado painted 1 coat of grey. Exterior of coal box system painted 1 coat of black.

Engine Room:

Washed and painted deck head and sides down to dado level with 1 coat white enamel bodied with Lithopone

C/Fwd... £1,940.17.0.

31st December, 1947.



P/ETC 1540. 17. 0.

flat white, dado painted grey.

New door and frame between engine room entrance and accommodation aft. painted 1 coat red lead and 2 coats grey paint.

Hospital:

Washed and painted new woodwork door and frame to same, also repaired work, knotted and one coat of priming, stopped and rubbed down, deckhead and sides painted 1 coat Lithopone flat white and 1 coat white enamel.

Deckwork:

New navigation light screens port and starboard sides primed and painted red and green, outsides painted grey. Hoarding bars, brackets and sockets, lamp brackets and new lamp on mast painted 1 coat red lead and dark grey also to vent bases. New iron and metal fittings including disturbed work 2nd coat of grey. Superstructure, exterior of wheelhouse, deckhousing mast derrick and bulwarks painted 1 full coat of deck grey.

Lifeboat:

Washed inside and out before painting, inside painted 1 coat white enamel embodied with flat white, outside painted 1 coat light grey. New chocks and fittings painted 1 coat red lead and 1 coat dark grey.

Battery Box:

Interior of box including shelves painted 2 coats anti-sulphuric.

Hospital:

Stain and polished new woodwork, repolished and touched up all furniture and panels on bulkheads, repolished 1 clothes locker, 1 compactum, 1 folding table, 2 doors stained and varnished. Touched up 1 small door in wheelhouse.

214. 0. 0.

~~£2,154.17. 0.~~

Nett.

1957 17 0

1250 0. 0

707 17 0

less amount paid on account 19th Feb. 1948

BLACKSMITHS
BOILERMAKERS
BRASS FOUNDERS
COPPERSMITHS
ELECTRICIANS
JOINERS

Advised Copy
J. RUSSELL & CO

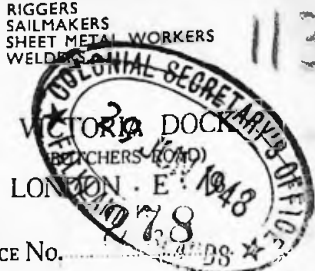
SHIP REPAIRERS & ENGINEERS

ON ADMIRALTY AND WAR OFFICE LISTS

TELEPHONES : ALBERT DOCK 3006 (5 LINES)
NIGHT SERVICE : WANSTEAD 1639 - ALBERT DOCK 2613
TELEGRAMS : FRIGIARC, VICDOCK, LONDON

WORKS ALSO AT
LIGHTBODY STREET
LIVERPOOL

PLUMBERS
REFRIGERATING ENGINEERS
RIGGERS
SAILMAKERS
SHEET METAL WORKERS
WELDERS



INVOICE No.

S/E Falkland Is 5247
Ant. J. Governor's telegram to 406 of 21.7.47
Messrs. The Crown Agents for the Colonies.

31st December, 1947.

4, Millbank,
LONDON, S.W.1.

Work put in hand by Messrs. Townsend Bros.

1947.

1st Sept.

M.F.S.V. No. 1185, - Job No. 319.

3rd Dec.

Supplied 1- 6" bench vice.
1 Set of liner drawing gear.
1 Set of Transmission drawer gear.
1 Box spanner to patt.

New chain block runner supplied and fitted to lifting, beam over main engine, complete with steel face plate, 2 rollers, pins etc., runner stopper supplied and fitted to forward end of lifting beam.

Supplied 1 New steel bar for turning main engine.
1 New steel bar for gear box hand control.

15. 0. 0.

Semi-rotary Emergency Bilge Pump:

Supplied 1 New No. 3 Semi-rotary pump.
New wood pad supplied and pump fitted and fastened in place.
New rubber suction and delivery piping, supplied and secured in place with Jubilee clips.

9. 0. 0.

Wheelhouse to Engine room Throttle Control:

Flat iron bracket made up to Maker's requirements and bolt holes drilled, holes marked off, drilled and tapped in deckhead and studs run in, bracket fitted and secured in place with new nuts, Maker's throttle and reversing gear control sheave and bracket fitted and bolted to above new bracket.
New S.F. throttle wires fitted and connected as instructed.

Control and indicator S.F. wire renewed, fitted and connected as instructed.

9. 0. 0.

Wheelhouse:

New fillet fitted to drop table, table flap rehung to fillet with new brass butts, gallows bracket rehung to bulkhead with new brass butts.

1. 10. 0.

Canvas structure round bridge stripped out and removed.

1. 10. 0.

C/Fwd...£ 36. 0. 0.



B/Fwd... 114 0. 0.

Supplied 1 new 220 volt.1 K.W. electric heater.

2. 5. 0.

Marconi Wireless:

1 Locker in wheelhouse cut away and reduced in height, new locker formed in side of existing locker for generator starting gear.

New aerial trunk with 1 side hinged for door opening made and fitted to Marconi instructions, new lead in trunk fitted to deck.

New battery shelf complete with stanchions and rolling battens built in wheelhouse.

Battery shelf in engine room extended in width as instructed.

2 Pairs 7.044 lead cables wired from batteries under wheelhouse, over deckhead and up into wheelhouse and to charging panel.

Three 7.036 lead cables wired from generator under wheelhouse starboard side over deckhead and up into wheelhouse thence to starter, three 7.036 lead cables wired from charging panel down to resistance under wheelhouse, 2 new copper deck tubes supplied and fitted for same.

New plate bracket and wood pad supplied and fixed and generator fitted.

Feeds removed from miscellaneous power circuit on main panel and from wheelhouse power circuit, 1 pair of 7.044 lead cable wired from wheelhouse power fuses, on main panel to distribution board alongside main panel as new feeds to power circuits, and miscellaneous power fuses utilised for new W.T. mains.

New pair of 7.029 lead cables wired from main panel on deckhead traywork to existing junction box in engine room and connected to existing W.T. feeds which were wired to old W.T. room in fors accomm. these cables diverted from ford and refitted in wheelhouse to position required for charging panel. New copper deck tube fitted through wheelhouse deck for Marconi's use.

New Ariel halyards and blocks supplied and rigged to Marconi instructions.

68. 0. 0.

Navigation Lights:

Navigation light board opened up, examined and tested for correct circuit.

All cartridges fuses reloaded to requirements.

Port and Starboard side lights:

Existing side lights screens removed, 2 new mild steel bracket and new port and starboard side light screens made up, screwed and cleated with hinged shelf in centre for oil light, fitted and secured in place.

2 New watertight plugs and sockets supplied and fixed.

1 New watertight plug and socket admiralty patt. fixed for stern light.

B/Fwd... 106. 5. 0.

B/Fwd... £ 106. 5. 0.

Sockets on fore mast examined and cleaned up, 2 new sockets supplied and fixed for N.U.C. lights and 1 new for foremast lights. Existing damaged C.T.S. cable recessed in foremast stripped out and new P.V.C. cable supplied and fitted from lantern down mast to sockets at foot of mast connected and tested. 1 Admiralty plug supplied and fitted to forward anchor light to suit existing sockets in fore peak. Navigation lights fitted with new cable leads to requirements.

Supplied:-

- 1 Electric foremast light.
- 1 " Stern light.
- 1 " Anchor light.
- 2 " Side lights.
- 2 " N.U.C. Lights.
- 1 Oil masthead lamp.
- 2 " Side lamps.
- 2 Oil anchor lamps.
- 2 Oil N.U.C. lamps.
- 1 " Stern lamp.
- 1 " Morse Signalling.

- 12 - 220 V. 40 W. squirrel cage electric lamps.
- 24 - 220 V. 40 W. electric lamps.
- 24 - 24 V. 6 W. " "
- 18 - Cartridge fuses.

Compass Light:Compass

Deckhead/ fitted in wheelhouse, required day and night light from 24 volt battery supply. Feed cables 220 volt supply stripped out and disconnected from main supply. New C.T.S. cable wired and fitted from nearest junction Box to compass, new switch inserted and fitted on bulkhead.

- 1 New mild steel plate and bracket supplied for fore mast light.
- 1 New mild steel stern light bracket fitted to deck house.

Foremast Light Cage:

New mild steel mast bracket, lamp cage, wire runners and halyard supplied and rigged, to foremast, runners set up with new bottle screws.

198.)

Lifeboat:

Supplied 14'6" lifeboat complete with tanks and gear to B.O.T. requirements.

Lifeboat lifted with crane from lorry and put into water, lifeboat pulled over to vessel and lifted aboard with boom tackle.

New lifeboat skids fitted and bolted to four heavy iron crutches secured each side of hatch coaming.

C/Fwd...£3 04



B/Fwd... £304. 5. 0.

New set of boats chocks complete with hinges, snap-head hinge bolts, securing hooks and eyes supplied and fixed in place.

Four sets of boat grips fittings comprising triangle links, slip links and eye plates, supplied and fitted.

Keel grab lines supplied and rigged. Lifeboat sails marked.

New boats canvas cover, sea anchor and bag supplied.

2 - 4 Fold elm blocks supplied and rigged on boom for lifting lifeboat, complete with necessary rope, shackles and S.F. wire legs.

Dinghy lifted from hatch and placed ashore, afterwards lifted aboard, stowed on after house and lashed down.

358. 0. 0.

Supplied:- 20 Victory Life Jackets, 8 cork lifebuoys
2 Lifebuoys repaired.

38. 10. 0.

Derrick Crutch:

One derrick crutch made, positioned and bolted to forward winch, ships bell removed in way of same, bell repositioned and secured fore side of wheel-house.

4. 10. 0.

Galley:

Dresser door refitted and casement fasteners refixed, plate rack rolling battens refixed, Kicking fillet fitted and fixed to dresser to enable easy movement of drawer.

3. 5. 0.

Galley Stove:

Stove overhauled, flues swept, defective brickwork made good.

1 New cast iron stove door with handle cast, drilled and fitted in place.

Eight new fiddle bars supplied and fitted to galley stove.

5. 10. 0.

Bond Store:

Door removed, refitted and rehung, new hasp, staple and padlock supplied and fitted.

10. 0.

Aft Accommodation:

All rubbish removed and accommodation washed out.

Fiddles refixed on tables, brass drawer pull supplied and fixed to table drawer, table secured in place with new hooks and eyes.

New hooks and eyes supplied and fixed to companion ladders.

Tables and lockers secured in place for voyage.

3 Mirrors supplied and fixed in Captains cabin, Captains lavatory and crews lavatory.

C/Fwd...£ 714. 10. 0



B/Fwd...£ 714. 10. 0.

Compactum in crews lavatory repaired, flap eased and rehung with new brass butts.

9. 10. 0.

Clocks and fire extinguishers positioned and secured to new wood pads in wheelhouse, engine room and aft accommodation.

2. 0. 0.

Captains Cabin:

Locker door under bunk eased and rehung, new lock supplied and fixed.

Locker door under settee rehung with new pair of brass butts, new lock supplied and fixed.

New lock supplied and fixed to locker on after bulkhead.

Folding table repaired, flap removed and rehung on opposite edge.

New mahogany cabinet with shelf inside and glazed door in front, supplied and fixed.

Captains W.C.

Locker door in Captains W.C. eased and rehung with new pair brass butts, new door knob supplied and fixed.

Capt's Wash Basin:

2 Water service pipes to basin disconnected, cleared and rejoined in place.

Tops to compactum overhauled, cleaned, new washers fitted and tops closed up.

16. 0.

Aft Accommodation stove pipe released and removed, pipe cut in centre and hinge made up, fitted and welded, hasp and eye fitted, stove pipe refitted on completion.

2. 50.

Locks removed from engine room entrance and crews entrance doors aft. new keys cut and fitted and locks refixed.

1. 5. 0.

Aft Accommodation Escape door:

Hand grip released and removed in way of fitting new frame and door.

Doorway marked off and cut in steel plate bulkhead, holes marked off, drilled and tapped to secure wood frame.

New wood frame and ply door made fitted and screw bolted in place, new brass slip bolt fitted to door.

Hand grip repositioned and welded in place.

9. 15. 0.

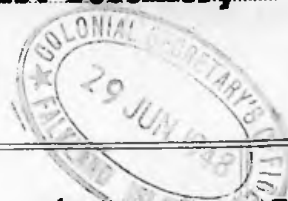
Ladder to After deck house released and removed, ladder altered to requirements, additional treads fitted and fixed and step plates fitted and fixed to treads, ladder fitted in fore peak and secured in place with hooks and eyes.

3. 10. 0.

Ventilator Spigots:

4 Ventilator cowls removed and sent to works, 4 vent spigots released and removed, four new vent spigots made up to suit complete with vent cowl stop rings.

C/Fwd...£ 758. 0.



118

B/Fwd... £ 758. 15. 0.

Four new riding rings made, fitted and welded inside of vent cowls. Vent spigots fitted, bedded and bolted in place and cowls fitted.

16. 0. 0.

Guard Rail Stanchions:

Port and starboard side guard rail stanchions examined, heated and faired in place as necessary, four new mild steel guard rail stanchions with sockets supplied, fitted to rails and bolted down.

18. 0. 0.

Freeboard Survey:

Two square angle beam sockets positioned and bolted to inside of hatch coaming at for'd and after ends, and new wood dore and aft beam with lifting ropes fitted in place.

Eight existing hatch coaming cleats removed and dressed, holes plugged. 18 New Rollo type hatch cleats supplied, fitted and bolted in place at specified distances, 3 New tarpaulin hatch covers made and supplied.

3 Dozen hatch wedges and 4 hatch batten bars supplied.

New canvas covers made and fitted to forward companion, two hatches fitted with hand holes and grips. Ventilators lifted for survey, plugs and covers laid out, 26 new ventilator and portlight plugs made and supplied, 4 new ventilator canvas covers supplied.

New vent cover plate with rim and screwed centre spindle made and fitted over vent spigot and secured under deck with nut and washer.

New sheet iron channels made up and fitted two to each doorway of crews entrance, engine room entrance, W.C. entrance and 2 doorways in hospital, new weather boards cut and fitted between channels to a height of 24".

Two plate channels made and fixed to wheelhouse port entrance, new weather boards cut and fitted to same.

Storm valves:

2 Soil pipes storm valve in engine room and accomm. opened up, clocks removed, all parts cleaned, eased and greased, new cover joints cut, all re-assembled and covers rejointed.

Plimsol load line marks cut in Surveyors requirements port and starbd. side.

Hanging stage erected in way of above, attended on and removed on completion.

86. 0. 0.

Steering Gear:

Sheaves bottlescrews, chains and wires overhauled, sheaves dismantled and removed, freed, cleaned and greased, all re-assembled and refitted. Stud link chain disconnected and sent to works, chains annealed and tested and returned on board.

After S.F. wire renewed, new timber and shackles

C/Fwd... £ 878. 15. 0.

B/Fwd



supplied, 2 new bottle screws and 2 new split links supplied, steering gear re-assembled, reconnected and tested on completion.

31. 0. 0.

Supplied 120 fms. 3" S.F. anchor wire, same spliced and put on two drums.

Spare anchor lifted on board, stowed and lashed on foredeck.

Supplied 1 anchor shackle and swivel.

Supplied and rigged catfall, complete with new cat head hook, 2 - 3 fold galv. blocks, 1 snatch block and sisal rope.

70. 0. 0.

Awnings and stanchions:

17 mild steel awning stanchions, sockets, securing pins and chains and 14 bulwark rail stanchion plates made and supplied, sockets position port and starboard sides and coach screw fastened down, bulwark rail stanchion plates fitted and bolted to rail, stanchion fitted in place and securing pins and chains fitted. 2 Stays with joints each end and deck lugs for same, fitted to one stanchion aft and secured to bulwark rail.

8 mild steel split eye stanchions and sockets, pins and chains made and positioned round top of hospital sockets coached, screwed to deck, stanchions fitted and securing pins and chains fitted.

New round iron jack stays and lugs for hospital awnings fitted and welded in place.

New wood jack stay fitted and screw fastened each side of deck house aft.

New S.F. wires supplied and rigged through above stanchions complete with necessary thimbles, bottle screws, eye plates and screw eyes, ridge wires set up and new canvas awnings complete with eyelets, ~~grummets, lacing etc. made up and laced in position.~~

179. 0. 0.

Rigging Fore Mast:

Ring plate for foremast stay faired.

All rigging screws overhauled, freed, greased and made workable, 2 rigging screws removed, annealed, straightened, made workable, greased made workable.

New mild steel link spider band, made, fitted and bolted to foremast.

2 Shrouds released, repositioned further aft to clear fore sail sheets and set up.

New mast head block and gantline supplied and fitted.

New single block for boom lift supplied and fitted to foremast, eyeplate welded to deck at foot of foremast.

Owner's signal yard fitted for foremast, new halyards and blocks supplied and rigged.

Main sail fitted with reef points.

New canvas foresail made and rigged complete with halyards and blocks and necessary shackles.

Mast tackle renewed and blocks, throat and peak halyards renewed.

C/Fwd... £1,158. 15. 0

B/Fwd...

979 15 0
£1,158.15. 0.

Mast Crutch on Bridge released and removed, gaff on foremast dismantled and stowed.

Mizzen Mast:

New mild steel spider band made, fitted and bolted to mizzen mast.

Two additional back stays, made and rigged complete with necessary thimbles, shackles and rigging screws.

Wood boom supplied and fitted to mizzen mast complete with heel and gooseneck and sheet band.

New mizzen sail made and rigged complete with round thimble, lifting tackle and sheet tackle and necessary shackles, eye plate for sheet tackle supplied positioned and welded down.

154. 0. 0.

£1,312.15. 0.

Nett.

1133-15-0



(Second Advice Copy)

121



Own Agents' Reference ^{15th}

~~XXXXXX~~ Authy.

Falkland Is. 5249/1
Govt. of Falkland Is.

Govt's telegram to 'S of S d/d 21.7.47

partment

ipped by S.S./M.V.

Date of Posting

To be filled in by Contractor

[illegible]

Die



INVOICE
THE CROWN AGENTS FOR THE COLONIES

H.

H.M.

96-121

This (exp. 109) is

an interesting account. leaf ✓

then Jm. Davis pr. and the.

like to be graph to H.E.? Let

me have a draft pr.

B.

5.7

H.C.S. on examination here the following work was done on the Philomel

- (1) 3 valves had to be refaced
- (2) Engine driven circulating pump leathers had to be renewed
- (3) In transmission the clutch was slipping very badly in neutral & had to be adjusted
- (4) Panel joints had to be replaced nuts & bolts missing.
- (5) Inlet & exhaust valves together with exhaust manifold had to be chipped free of carbon.
- (6) Valves of compressed air vessels had to be adjusted.
- (7) The general service pump was stripped down when it was found that the pump was seized, pipes corroded, impeller turning on shaft - no keying device having been fitted.
- (8) Ridges were in filthy condition & engine room flooring in bad state
- (9) Rudder straps in an extremely corroded condition new ones having to be fitted

The whole decking will have to be caulked and some of the decklights re-seated.

- (1)-(3) generally speaking could be justified on the grounds of the 10,000 mile trip.
- (9) - I have insufficient experience to state whether the condition could have been caused by the trip - I expect delay in answering but I was hoping to reach 1st Dec - examine the straps again. P.H.S. 13.8.48.

88314/48



123.

0040/A

Saving.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 25 June, 1948.

No. 65 Saving.

ML

94

My telegram No.189.

As stated in my telegram under reference, I have approved a free grant not exceeding £14,500 under the Colonial Development and Welfare Act, to cover the cost of purchase and delivery of the Motor Fishing Vessel.

2. This sum is considerably greater than the previous estimates of the total cost which have been supplied to you. Unfortunately, when the main and auxiliary engines were dismantled, they were found to be in a much worse condition than was apparent from the external examination which was all that could be made before purchase. The firm who carried out the reconditioning of the vessel now estimate that their charges will amount to no less than £3,750. In view of the consultants report on the condition of the vessel before it was purchased, the Crown Agents feel that this figure is very high, and when the itemized account is received this will be forwarded to the consultants for careful checking. I have, however, made provision in the scheme for the full amount of £3,750 and also for an additional £1,150 to cover other repairs and spare parts and the charges in respect of the makers' representative, who was called in to supervise the overhaul in view of the condition of the engines.

124

3.

The estimate of £14,500 as the total cost is made up as follows:-

Purchase price from the Admiralty	£5,000
Cost of delivery to Falkland Islands	3,250
Docking and fitting out, stores, port dues etc.	300
Insurance during voyage	550
Crown Agents and Consultants' fees	150
Wireless Telephony set	350
Charges for reconditioning etc. as in paragraph 2 above	4,900
	<hr/>
	£14,500
	<hr/>

SECCER.

0040/A

125
20th August, 1948.

Gentlemen,

96 I am directed by the Governor to refer to your letter No. 35/Palkland Islands 5249/1 of the 14th of June, 1948, on the subject of the M.P.V. 1135 and to append a report on the work found necessary on her arrival here:-

- (1) 3 valves had to be replaced.
- (2) engine driven circulating pump leakers had to be renewed.
- (3) In transmission the clutch was slipping very badly in reverse and had to be adjusted.
- (4) Panel joints had to be replaced nuts and bolts missing.
- (5) Inlet and exhaust valves together with exhaust manifold had to be chipped free of carbon.
- (6) Valves of compressed air vessels had to be adjusted.
- (7) The general service pump was stripped down when it was found that the pump was seized, pipes corroded. Impeller turning on shaft - no keying device having been fitted.
- (8) Bilges were in filthy condition and engine-room flooring in bad state.
- (9) Rudder straps in an extremely corroded condition new ones having to be fitted.

2. I am to ask for your views, and for the observations of the Repairers, on this report.

I am,

Gentlemen,
Your obedient servant,

W. A. B. MATTHEWS

Colonial Secretary.

See 28m 0664 -

n.v. "PRilomel."

The Crown Agents for the Colonies,
4, Millbank, Westminster,
LONDON, S.W.1.

5.1.48
11.1.48

126.

A.

EE
123 f. y. i pl.

K.H. Co.

27.8.48

B

K.H.

noted. to.

Eff B 27/8/48.

C

A.F.

123 With 96 A Does the latter
can be work done? // 2, then
is a saving in the estimation of
£3750.

£
3.8

D.

Hence.

I am unable to say pl.

The amount expended on
m.f.v. including purchase & delivery
from the list etc I have is £12480. 16. 2.
which leaves a balance on the scheme
of £2019. 3. 10

G.H.
A.T.
15/9

E

9E

123-126 f.

£
165

Seen. K.I.V.

the 17th

SECOND SHIPPING ADVICE

The Crown Agents for the Colonies transmit documents
for the undermentioned shipment.



Reference **S/E Falkland Is 5249/1.** Shipped by M.V./S.S. **Y F V 1 5**

Incident No. **From**
Arriving: York Isl 2406 d 21.7.46 **39**
 Department **To**
W. S. S.

Special Account (if any) Sailing date

CONTRACTOR	INSPECTION (if any)	AMOUNT OF INVOICE			
		£	s.	d.	
<p><i>Lowland Bros. Lewis Ltd</i></p> <p><i>Supporting vouchers will be found attached to our debit when the summary of payments for August is rendered.</i></p> <p>FREIGHT ACCOUNT.</p>	%	1182	2	9	

To

*Colonial Secretary
Falkland Islands*

2/12/48

Office of the Crown Agents for the Colonies
4, Millbank, London, S.W.1.

TELEPHONE NOS. AVENUE 4191-5.

TELEGRAPHIC ADDRESS "SPEARTOWN. ALD. LONDON."

DOVER-CALAIS MOTOR CAR FERRY SERVICE.

78, Leadenhall Street,

London, 21st April

1943.

E.C.3.

The Crown Agents for the Colonies,
4, Abchurch Lane,
S.W.1.

Authn. Governor's telegram no 406-39
In Account with Townsend Bros. Ferries Ltd
of 21.7.46 to S. of S. SHIPOWNERS.

M.F.V. 1185

		E	S	D
	Port wages and expenses	265	14	7
	N.R. & U.I. Owners contributions	3	2	4
	M.N.O.P.F. " "		9	9
	Capt. E.S. Stauffer, M.R.E. Marine Superintendent. Fees and expenses	28	5	0
	Expenses in setting up main mast	10	0	0
	Price, Forbes & Co. Ltd.	2	15	0
31.12.47.	R. Hood Haggie & Son Ltd.	21	19	8
27.11.47.	R.A. Lister (Marine Sales) Ltd.	131	4	2
31.10.47.	"	143	14	1
"	"		14	8
21.11.47.	"		18	0
20.11.47.	"		5	4
29.10.47.	"	3	12	8
12.11.47.	"	9	0	10
31.10.47.	"	7	9	0
30.10.47.	"	42	10	8
28.10.47.	"	2	13	5
31.10.47.	"	1	16	8
28.10.47.	"	14	3	1
25.10.47.	"	10	14	5
29.10.47.	"	3	18	8
3.10.47.	"	42	2	4
25.9.47.	"	19	13	1
28.11.47.	"	4	0	0
3.12.47.	Stephenson & Co.	11	6	0
"	"		13	7
9.3.48.	M.O.T.		10	6
20.11.47.	Port of London Health Authority	2	14	2
1.12.47.	Nordgren, Denney & Co.	1	19	2
1.12.47.	P.L.A.	8	12	0
"	"	140	3	1
	Equipment supplied	44	17	8
	D.C. Jones. Medicine chest	11	1	0
7.2.48.	Lilley & Reynolds	46	0	0
2.12.47.	"	59	13	0
	"		2	0
	Miscellaneous expenses including telephones, postages, etc.		2	0
	Management Fee	50	0	0
		1182	2	9



ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES.
THE FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER BEING QUOTED.

4, MILLBANK,

LONDON, S.W.1.

S/E 40a/82.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."
OVERSEAS: "CROWN LONDON."
TELEPHONE: ABBEY 7730.

Sir,

We have the honour to refer to the voyage of the Motor Fishing Vessel No. 1185 from the United Kingdom to the Falklands Islands, and to inform you that General Average expenditure was incurred as a result of the vessel putting into St. Vincent, Cape Verde Islands on 29th January 1948, as a Port of Refuge, so that essential repairs to the engine could be effected.

A claim for the sum of £183-0s-8d for Port of Refuge expenses, as computed by the Average Adjusters, was presented to us by Messrs. Townsend Bros. Ferries Ltd, the delivery contractors and a claim for this amount was lodged by us with the Underwriters under the terms of the voyage insurance. The Underwriters have now settled the claim, less the collecting commission fee of £1-16s-8d, and we have paid the full amount of £183-0s-8d to the delivery contractors.

The amount of £181-4s-0d recovered from the Underwriters will be found credited in our Falkland Islands account for the month of November, whilst the amount of £183-0s-8d paid to Messrs. Townsend Bros. will be found debited in our Falkland Islands account for the month of December.

We have the honour to be, Sir,
Your obedient servants,

[Signature]
for the Crown Agents.

The Colonial Secretary,
Falkland Islands.

JMS.

A.I.

D. I. P. B.
for [Signature]
25.1.48

W. Porter,
17, Elmbank St.,
Grangemouth,
Scotland.

R.O. Eagle Oil Coy.

ELKLAND ISLANDS

ensus 1946

(Ordinance No. 1 of 1901)

H.C.S.

Chief Mate J. P. Lanning,
R.F.A. "Taunty".

Home address: 34, Roseberry Road,
Gillingham,
Kent.

Service:-

Falklands - Constable, Police Force.
Seconded to Royal Navy 1940.
"Skipper" of H.M.S. "Afterglow"

Overseas - In charge H.M.S. "Barnsfield" (600 tons)
at Portland.
Chief Skipper, Boom Defence, Malta.
R.F.A. "Taunty".
Has received promotion during last two
months.

Information furnished by Constable D. Fleuret.

W.H.

11/9/47.

th.	Occupation.	Religion.	Sex.	Age.	Blind.	Deaf and Dumb.	Mentally Deranged.
V.		VI.	VII.	VIII.	IX.		
Infirmitates.							

..... " ISLAND "

..... NAME OF STATION OR TOWN

946.

ISLANDS.