

C.S.

NAVAL AND MILITARY

(Naval Depot)

SHI/JET/1 # 11

1924.

No. 710/24

C.E."N.

Hydrographic Department
Admiralty

SUBJECT.

1924

27th September

Previous Paper.

Admiralty Hydrographer requests that
Oiling Jetty at the Camber be inserted
on Admiralty Chart.

MINUTES.

*Letter from Hydrographic Dept of
27th September 1924 — Encl ①*

CH.
*Will you please comply with this
slightest astonishing request. Chart
herewith*

[Signature] 11 Nov. 1924

The Hon: Colonial Secretary.

Noted this will be done at an early date.

2. Chart received.
3. Shall I mark the position of the new lights on this chart, as the lights will have to be reported and placed on the Admiralty charts.

R. S. S. S. S.
Colonial Engineer.

19/11/24.

Subsequent Paper.

*CH. Yes please. If you consider a report is
necessary will you please let me have it early on
the form required by the C.E. Regulations*

The Hon: Colonial Secretary.

Position of the oiling jetty has been marked
on Admiralty Chart No. 1614.

2. Chart returned under separate cover.
3. Particulars of Leading Lights, on separate sheet,
herewith.

R. R. R. R. R.
Colonial Engineer.

26/11/24.

*C. Thank you
Will you let us have another copy of particulars
please to send to the Admiralty*

Atty 27 Nov 24

The Hon. Col. Secy.,

Additional copy of particulars submitted herewith
accordingly, in duplicate.

R. R. R. R. R.
Colonial Engineer.

9/12/24.

Letter to Hydrographer, Admiralty, 11/12/24. (2)

Letter to Board of Trade, 12th Dec. 1924. (3)

Letter from Admiralty, by drop rather of 22nd January 1925 - Encl 4

Minute from H.C. the Governor 5 Oct 1927 .5.

J. J.
Would it not be preferable in the
first place to communicate any charge
with regard to the exhibition of these
lights to the Admiralty? Such notifications
are embodied in the sailing directions
issued by the Admiralty and any ^{direct} communication
with shipping on the subject might possibly

tend to confusion. For example
might it not be thought that the
danger of entering the inner harbour
after darkness was somewhat lessened
by the constant display of the lights?

2. If Your Excellency approves I
will send an amended schedule to
the hydrographer of the Navy, which I
take it should still
contain ~~the~~ warning, 7. 10. 27. for U.S.
G.R.H. 1/2

Hon C.S.

This correspondence is interesting. Your suggestion
in para 2 is the best. The fact remains that
one never knows when the lights might not
be wanted. For instance our own cutters,
or S.S. Falkland wanting to run in in
the dark. They were wanted the other day
by the whalers but were not a light. Even
if a vessel does not want to enter the
inner harbour they must be useful to them
to take up their moorings, and it is a
nuisance, and I imagine very difficult in
rough weather, to have to light them
specially every time a vessel wants to
leave. Harbour-master to see and others interested.

A.H.

7/27.
10

Harbour Master,
will you be so good as to
supply 3 copies of an amended
schedule.
G.R.H. 1/2
8: 10/27 for C.S.

10. 10. 27.

Suggest following for Admiralty:

On page 426 of South America Pilot, Part 1. Light on
"Havy P" & diading lights, delete the words "When required."

H. H. H. H.
H. H. H. H.

To Col. Secy.

Colonial Engineer,

Will you please amend Schedule
(2a) in order that alterations in arrangements
for entertainment of visitors may be clearly
indicated. It is not clear to me
what difference in information is required
under Col. 9 & 13. If you are unable
to have necessary three copies typed
in your department they can be
prepared in this office.

H. H. H. H.
10. 10. 27 for C.S.

The Hon. Col. Secy.,

I would suggest that the Schedule be
amended by deleting the present wording in columns 9
and 13 and substituting the following:

Col. 9. Unattended. Controlled by sunvalve.

Col. 13. Unattended. Sundown.

2. I shall be glad if the new copies can be typed
in your office

H. H. H. H.
Colonial Engineer.

11th October, 1927.

Extract from minute from H. E. the Governor, 13 Oct. 1927.
M. P. 554/27.

Also after consultation let us remove the automatic
light from Sparrow Cove and put it up in the place the H. M.
suggests. I am very anxious to get our Port up-to-date.

....

Inside Minute Paper.Urgent

Col. G.

Harbour Master.

His Excellency has directed the removal of the more worthless of the lights of various Coasts ~~to~~^{and} ~~the~~^{its} erection ~~removed or not replaced~~ on Eyre's Point.

2. The second or more worthless light will remain where it is for use as beacons when required.

3. The lights on Navy at Eyre's Point should be always working.

4. Please submit a report on the precise alterations effected and put up a draft notification for communication to the Admiralty.

J. Miller
18. 10. 27.

The Hon. Col. Secy.,

Noted.

2. The top light on the North shore, opposite the Narrows was removed and erected on Engineer Point on the 17th October, 1927. The Engineer Point light was lit at 5 p.m. on the 18th of October and is still on service.

3. With regard to the position of the above light. This is as selected by the Harbour Master, but in my opinion the light should be on the end of Engineer Point.

4. At present the light is hidden from about 27° to 217°, whereas in my view it should be visible on the Stanley Harbour side to a line South of Engineer Point, say 180°. A large vessel leaving Stanley Harbour would shut out Engineer Point Light before being sufficiently to the eastward for a clear passage through the Narrows.

R. B. Casely.

Colonial Engineer.

21st October, 1927.

Harbour Master,

To you accordingly.

R. B. Casely.

Col. Eng. 21/10/27

25. 10. 27.

Submitted
It might be better to have both Eng's heavy Pt lights put on the ends of the points just above H.W.O.S. At present it is difficult to judge the best places to put these lights as I have no compass to take bearings & plot positions on charts. After arrival of "Hesperus" this will be simpler.

W. Mackie.

Harbour Master.

J. Col. Secy.
A

Inside Minute Paper.

Harlowe Nantz

Please take action as you

deem as early as practicable.

2. In the meeting that

implication shall now be sent to the

Admiralty ?

J. Williams

5.11.27

P.S. Do you consider

that it serves any useful

purpose to have the one left

in the present position or the

both those of Port Williams

opposite the harbours ?

J. Williams
5/11

8. 11. 27.

Submitted, re your first Min. P. para. 1. ltr.

Para. 2. I do not consider any action need be
sent to D.D. for the present.

Re your 2nd M.P.

Yes, I think this light quite useful for bearings in
P. Williams & a considerable help for records being
& coming in at night.

M. Meder.

H. H. Hester.

To C.A. Sec?

Harlow Park

Would you recommend

Response that this light should be
constantly maintained in operation?

J. Williams

9. 11. 27.

10. 11. 27.

Submitted, yes. I think it would be a help to
all craft.

M. Meder.

H. H. Hester.

To C.A. Sec?

G. E. Schellert. This should be done?

J. Williams

15. 11. 27.

How C.S. through C.O
Please. But inform Admiralty and ask them
to notify anyone else who ought to be
notified.

Everyone likes to be informed of
changes and it can do no possible
harm.

16/27
11

A.H.

Spoke H.S. Re Sparrows Cove Light
Should be put into operation at
the New Point at Egnia Point Light
retired as early as possible.

Report to the necessary authorities
may await final completion and
full working of the service.

Harbour Master

Col. Egnia. For Ltr.

[Signature]

25. 11. 27. Ltr. & passed to C.S.

23. 11. 27.

J. P. S.?

M. J. S.?

The Hon. Col. Secy.,

Noted.

2. The light on the North side of Port William, opposite the Narrows, is now in operation.

3. I would suggest that the sites of the Navy Point and Engineer Point Lights be altered when the sunvalves are being fitted, as possibly alterations may have to be made to the towers. This could be more readily done if the towers were brought to the workshop.

R. R. Savelly

Colonial Engineer.

29th November, 1927.

Harbour Master.

Col. Engineer.

Please arrange accordingly

at report when the work is

complete.

*2. A revised schedule on the
line of vol 2nd should be submitted
in duplicate for transmission to the
Admiralty, Dept of Trade etc. etc. showing the
final position at particulars of all lights*

in Stanley Harbour.

J. R. Savelly

2. 12. 27

16. 12. 27 Ltd. this will be done.

M. S. S. S.
H. S. S. S.

L. Col. Sec.

Col. Engineer,

Please see Hon. Col. Secy's
minute of 2 Dec. 1927.

A. J. J.
19/12/27

Harbour master,

The sunshades have now been
fitted to the lights on Engineer's
Point, Navy Point & the North shore.

Will you please give the
positions of these lights, as asked
for in Hon. Colonial Secretary's
minute of 2/12/27, in connection with
the preparation of the Schedule.

L. S. S. S.
for Col. Secy.
25/12/28.

28. 5. 28. This will be done as soon as possible & positions
reported.

M. S. S. S.
H. S. S. S.

L. Col. Sec.

Minute from H. E. the Governor to the Hon. Col. Sec.

(copied from M.P. 43/27.)

Please. I am not sure that a light is necessary
in Sparrow Cove. Is it? If not it might be removed.
We do not want to spend money uselessly.

(intld: A.H.)

15.5.28

Minute from Hon Col. Sec. to the Harbour Master. (copied from M.P. 43/28.)

Harbour Master:

For consideration of the point raised in H.E.'s minute of 15.5.28 overleaf, please. i.e.- as to whether the light at Sparrow Cove is necessary.

(Intld: J.M.E.-)

24.5.28

Minute from Harbour Master to Hon Col. Sec. (copied from M.P. 43/27.)

Submit: this light is not absolutely necessary, but is useful as a beam bearing for anchoring in Port William after dark.

At the same time the lights on Navy and Engineer Points serve the same purpose, so I think the Northern lights may be removed without danger to shipping.

(Intld: R.T.A.)

28.5.28

Harbour Master.

28.5.28
I do not think that the
value of light at Sparrow Cove is
Port William since that point
the expense submitted.
2.6.28

C.S.O. No. 710/pt

Sheet No. 7

Hon C.S.

I agree. I presume something will
have to be improved?

1/20 M.

Hon. Member

at 10

Please note for

reference to the report

the ~~report~~ is completed.

J. White

7.6.28.

11.6.28. Subject - lights.

I suggest this light is removed after "Council"
leave. Report will be forwarded.

M. Weston.

11th March.

To Mr. Secy

Hon. Colonial Secretary.

The 'North Shore' leading in
light in Port William has this day
been dismantled and removed,

as ordered. If remaining lights

(2). Can positions, now be
given please, in connection with
the returns required for Board of Trade.

J. White

7.6.28

Harbour Master.

Can you give the positions as asked for by Col. Engineer? please.

[Signature]
for. C.S. 9.7.28

14.7.28. Posⁿ & character of lights attached

To Col. Secy.

[Signature]
H. Master

Col. Engineer

Please see Red 6.

[Signature]

Hon. Colonial Secretary. for. C.S. 16.7.28.

Return (in quintuplicate) of the Harbour 'leading in' lights, attached. 7.

Column 11. (Height above high water) for Engineer Point light is not available. This will be obtained when opportunity offers.

(2). A similar return has been prepared for the Point William light. 8

[Signature]
O.I.C./P.W.D.
24/7/1928.

Minute from Col. Engineer of 26 July 1928. 9.

Off. Secy.

Draft letter to Board of Trade, as to the Admiralty herewith (4 vols 3 & 2).

2. Red 7 should be amended in the "marks" column as indicated.

3. Note R.P. 43/27 + draft despatch to S. of S.

[Signature]
31.7.28.

10 Ltr to Assist. Sec. Board of Trade 2nd Aug. 1928
 11 Ltr to the Hydrographer, Admiralty
 12 letters from " " " 13/9/28

1A
 8/2/33

13-15 Minute from Hon D of PO 7/1/33
 16 Letter to Board of Trade. 3/2/33
 193 17 Hydrographer, Admiralty, 3/2/33.

11/11
 VII

Mr. J. P. Woods.

Please see

with Minutes for action
 indicated.

2. Under the 1920

edition of Col. Rep. Rep

No. 175 at 183 at

Appendices 6 at 7 now

deal with matters such as

to present. 3.3.33

Hon. Col. Sec.

Noted -

C. Roberts.

H-3-33.

P.A.
6/3/33

Letter from Hydrographic Dept 7/4/33

(18)

P.A.
11/5/33

Letter from Capt. C. Hutchison, 5/1/36.

(19)

Hon. D.P.W. re (19).

Can you say if the light can be altered?
If so, at what cost?
of rec. 7/7/33

Hon. Col. Sec.

The light can be altered. It will be necessary to obtain the red lens from England. I imagine the cost would be about £3. Shall I prepare indent for despatch by next mail? Suggest alteration might be charged to upkeep of Harbour lights. Estimate for 1936 will not be exceeded.

C. Roberts 10/7/36.

Y.E.

For approval to send an indent for the lens required to carry out the alteration suggested in red (19).

The D.W. imagines the cost will be about £3 and if charged to Wharf of Harbour Lights in 1936 the vote will NOT be exceeded.

Pages
13/7/36

~~11/11/36~~ 12/7/36

Hon D.P.W.

To note the approval of His Excellency.

Red
13/7/36

Hon. Col. Sec.

Red glass + fittings will be ordered. Suggest this paper be brought up again in 5 months time.

C. Roberts.
D.P.W.
15/7/36.

Director Pub. Wks.

Papers brought up.

MCH
15.12.36

B.F. on 15/12/36
for report by D.P.W.
J. 15/12

Hon. Col. Sec.

Fittings have been ordered and are expected to arrive on the 28th Dec. The work will be carried out early in the new year.

C. Roberts
17/12/36.

B. of T. 17. Dec 37.
MCH 17. XII 36

Hon. D.P.W.

In report when work is finished please.

MCH
C.
18. 1. 37.

Hon. Col. Sec.

This work has been completed particulars for forwarding to the B of T (20-21) and Hydrographer attached please.

C. Roberts.
25/1/37.

Letter to Hydrographer, Admiralty, London, of 29.1.37. 22.

— — — Assist. Sec., Hbr. Dept. B. of T., of 29.1.37. 23.

MCH

18
1/2/37.

24. Letter from Admiralty, 2/3/37.

P.A.
26/4/37

replying please address :—

The Hydrographer,
Admiralty,
London, S.W. 1.

Hydrographer,
Admiralty,
London, S.W. 1.

quoting H.5928/24.

24 September, 1924

Sir,

I have the honour to enquire if you would kindly cause the position of the oiling Jetty recently completed in Port Stanley to be inserted in red on the accompanying copy of Admiralty Chart No.1614.



I have the honour to be,

Sir,

Your obedient Servant,

Vice-Admiral & Hydrographer.

The Colonial Secretary,
Port Stanley,
Falklands.

710/24.

11th December,

24

Sir,

I have the honour to acknowledge the receipt of your letter, H. 5928/24, of the 27th of September and to inform you in reply that the oiling Jetty recently completed in Stanley Harbour has been inserted on Admiralty Chart No. 1614 which has been returned by the mail leaving on the 13th instant.

2. Opportunity has also been taken to insert on the chart three leading lights recently erected to enable vessels to leave the harbour at night time. Particulars of these lights are given in the accompanying schedule.

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton.
Colonial Secretary.

The Hydrographer,
Admiralty,
London, S.W. 1.

NOTICE OF NEW LIGHTS.

PORT STANLEY.

TALKLAND ISLANDS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Name of Lights.	Place.	Latitude (Estimated)	Longitude (Estimated)	Number of Lights and relative positions.	Fixed, Flashing, Fixed and Flash, Intermittent, Alternating, Revolving.	Interval of Revolution of Flash.	Angles seen in clear weather from a Ship's Deck.	Time Flashing light shown.	Colour or any peculiar quality of Lighthouse, including Sectors in light (if any).	Height in feet of Centre of lantern above high water.	Height in feet of Building from base to vane.	When lighted.	Character and Order of Illuminating Apparatus.	Description of Fog Signal (if any).	Remarks.
Stanley Harbour Leading Lights.	Stanley Harbour	51° 41' 17" South	57° 49' 30" West	One. From N.W.S. Narrows 87'	Flash.	0.75" + 2.25" = 3.0" = 20 f.p.m	7	As required by Master of vessel wishing to leave Stanley Harbour.	Steel Standard 7' 6" high, painted White. Red Sector 192° to 254° (Mag. 1924)	20' 10"	8' 8"	As required	Sixth (?) Unattended.	Nil.	The lights are to enable vessels to leave the inner Harbour (i.e. Port Stanley) during the hours of darkness, Shows Red Sector towards Stanley Harbour, White opens 192° (Magnetic, 1924)
North Lights. Front.	Port William, opposite Narrows.	51° 39' 50" South	57° 49' 28" West	Two. From N.W.S. 93'	Flash.	0.15" + 0.45" = 0.6" = 100 f.p.m	7		Steel Standards 7' 6" high, painted White	42' 8"	8' 8"	ditto	ditto	Nil.	Front and Rear Lights, held in line, give clear passage through the Narrows from Stanley Harbour to Port William.
Rear.				From N.W.S. 618'	Flash.	1.8" + 3.0" = 4.8" = 12½ f.p.m	7			126' 8"	8' 8"	ditto	Sixth (?) Unattended.	Nil.	Mariners are warned not to enter the Inner Harbour (i.e. Port Stanley) during the hours of darkness.

R. Stanley
Colonial Engineer.
25th November, 1924.

3

710/24.

12th December, 24

Sir,

I am directed by the Governor of the Falkland Islands to forward herewith the form required by Colonial Regulation No. 205, containing particulars of three leading Harbour lights erected in Port William and Stanley Harbour.

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton.

Colonial Secretary.

The Assistant Secretary,
Marine Department,
Board of Trade,
Great George Street,
London, S. W.

4

In replying please address:—

The Hydrographer,
Admiralty,
London, S.W. 1,

quoting H. 5928/24.....



Hydrographic Department,
Admiralty,
London, S.W. 1.

22 January, 1925.

Sir,

I have the honour to acknowledge with many thanks the receipt of your communication of the 11th ultimo, No. 710/24 together with copy of Admiralty Chart No. 1614 shewing certain amendments.

I am, Sir,

Your obedient Servant,

H. T. Douglas

Hydrographer.

The Colonial Secretary,
Port Stanley,
Falklands.

From His Excellency the Governor

to the Honourable the Colonial Secretary.

Inform shipping and Admiral in charge of
South America & West Indies Station that the
lights in Stanley Harbour will be ² always
in use unless they are notified to the
contrary. You have a description of the lights?
Harlem - Master to see.

$\frac{5}{16}$ 27.

Ad.

~~1~~
5

Sir

I have the honor to report that the lights in P. William + P. Stanley are now as follows.

Both lights on the N. shore of P. William have been removed.

The P. Stanley lights are.

- (1) Heavy Point.
- (2) $57^{\circ} 41' 17''$ S.
- (3) $57^{\circ} 49' 30''$ W.
- (4) (3^{sec}) Flash every 3^{sec} ✓
- (5) Permanently burning during dark hours.
- (6) Steel standards 7' 6" high. White.
Red sector 192° - 202° mag: 1924.
- (7) 20' 10" height from H.U.O.S. ✓
- (8) Unattended.
- (9) No fog signal.

- (1) Engineer Point.
- (2) $57^{\circ} 41' 17''$ S. ✓
- (3) $57^{\circ} 49' 20''$ W.
- (4) Flash every 4 + 8 sec alternately ✓
- (5) Permanently burning during dark hours.
- (6) Steel standards 7' 6" high. White.
- (7) 24' height from H.U.O.S.
- (8) Unattended.
- (9) No fog signal.

I have the honor to be

Sir

your obedient servant

H. H. Hastings.

H. H. Hastings.

To C. A. Lee.
P. Stanley.

28

78

PORT STANLEY - - - FALKLAND ISLANDS.

Particulars of Port Stanley Harbour 'Leading in' Lights.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Name of Light.	Place.	Latitude.	Longitude.	Number of Lights.	Particulars of Light	Interval of revolution of flash.	Wales seen in clear weather from a ship's deck.	Time harbour light is shown.	Colour or any peculiarity including sectors in light (if any).	Height in feet of centre lantern above high water.	Height in feet of building from base to vane.	When Lighted.	Character & order of illuminating apparatus.	Description of fog signal (if any)	Remarks.
Navy Point	Stanley Harbour	5° 41' 17" South.	57° 49' 30" West.	One.	Flash.	0.75 + 2.25 = every 3 seconds.	Seven.	Unattended by Sun-valve.	Steel standard painted white. Red Sector 192°-254° (Mag 1924) towards Stanley Harbour.	20' 10"	8' 8"	Permanently burning after sundown. (Unattended)	Automatic flasher.	None.	<p>Mariners are warned not to enter the inner harbour (i.e. Port Stanley) during hours of darkness, unless from the port.</p> <p>July 1924</p>
Engineer Point.	Stanley Harbour.	5° 41' 17" South.	57° 49' 20" West.	One	Flash.	1' 8" + 3' 0" = 4.8" = 12 flashes per minute.		Unattended by Sun-valve.	Steel standard 7' 6" high white sector.	24' 1"	8' 8"	Permanently burning after sundown. (Unattended)	Automatic flasher.	None.	
<p>The above lights are for the purpose of enabling a vessel to enter and leave the inner harbour (i.e. Port Stanley) during hours of darkness.</p>															
<p>NOTE. The North light in Port William, opposite the Narrows (the entrance to the inner harbour) Lat: 50° 39' 50 South and Long: 57° 46' 28" West, previously reported on return forwarded with letter to the Admiralty Hydrographer dated 11th December 1924, has been dismantled and is not in use.</p>															

[Handwritten signature]

8

PORT STANLEY - - - FALKLAND ISLANDS.

Particulars of Light on Point William. E. Falkland

1 Name of Light.	2 Place.	3 Latitude.	4 Longitude.	5 Number of Lights.	6 Particulars of Light.	7 Interval or revolution of flash.	8 Miles seen in clear weather from a ship's deck.	9 Time light is shown.	10 Colour or any peculiarity including sectors in light. (if any)	11 Height in feet of centre lantern above high water.	12 Height in feet of building from base to vane.	13 When lighted.	14 Character & order of illuminating apparatus.	15 Description of fog signal. (if any)	16 Remarks.
Point William	Point William. Falkland Islands. on the eastern extreme of the promontory forming the north side of Port William.	51° 47' South	57° 43' West	One	Flash.	.5 plus 1 plus .5 = 7 seconds whole period.	10	Unattended. Controlled by sun-valve.	White lantern house. Lattice work tower painted iron grey.	96' 0"	50' 0"	Permanently burning after sun-down. (Unattended)	Automatic flasher.	None.	Exhibited as a leading light in conjunction with Cape Pembroke Light, showing entrance to Port William. Light replaces black Beacon on Point William. vide Admiralty chart No 1354B of 22nd July 1884.

Handwritten signature and date: 24/7/85

No.

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



MINUTE.

25th July, 19 28

From Colonial Engineer.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Return of Harbour Lights.

With reference to the return of Harbour 'Leading in' lights forwarded on 24th inst, Column II for "Engineer Point" (Height in feet above high water) was left blank. This height has now been ascertained and is 24' 1".

A handwritten signature in cursive script, appearing to read "L. B. White".

for Colonial Engineer.

710/24.

2nd August, 28.

Sir,

I am directed by the Acting Governor to forward to you herewith in accordance with the provisions of Colonial Regulation 205 two forms showing the following particulars in regard to the harbour lights exhibited at Port Stanley, Falkland Islands, viz :-

- (i) Point William Light marking the northern side of the entry to the outer harbour
- and (ii) Leading-in Lights making the entry to the inner harbour.

2. I am to add that these forms should be taken as cancelling any particulars previously furnished in this connection and that other than the Cape Pembroke Lighthouse and the lights therein described no other lights are exhibited at Port Stanley at the present time.

I am,

Sir,

Your obedient servant,

L.B.
for Colonial Secretary.

The Assistant Secretary,
Marine Department,
Board of Trade,
Great George Street,
LONDON, S.W.

710/24.

2nd August, 28.

Sir,

I am directed by the Acting Governor to forward to you herewith in accordance with the provisions of Colonial Regulation 205 two forms showing the following particulars in regard to the harbour lights exhibited at Port Stanley, Falkland Islands, viz :-

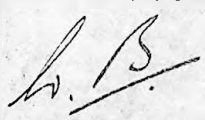
(i) Point William Light marking the northern side of the entry to the outer harbour and (ii) Leading-in Lights making the entry to the inner harbour.

2. I am to add that these forms should be taken as cancelling any particulars previously furnished in this connection and that other than the Cape Pembroke Lighthouse and the lights therein described no other lights are exhibited at Port Stanley at the present time.

I am,

Sir,

Your obedient servant,


for Colonial Secretary.

The Hydrographer,
Admiralty,
LONDON, S.W. 1.

In replying please address :—

The Hydrographer,
Admiralty,
London, S.W. 1,
quoting H. 5606/28.

(12)

Hydrographic Department,
Admiralty,
London, S.W. 1.

13 September, 1928.

Sir,

I have to acknowledge with thanks the receipt of your communication of the 2nd ultimo, No. 710/24, together with forms showing the following particulars in regard to the harbour lights exhibited at Port Stanley, Falkland Islands, viz.—

- (i) Point William Light marking the northern side of the entrance to the outer harbour,
- and
- (ii) Leading-in Lights marking the entry to the inner harbour.

I am,

Sir,

Your obedient Servant,

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
Falkland Islands.

E. H. Chapman
for Hydrographer.

Particulars of Port Stanley Harbour 'Leading in' Lights, and Coastal Lights.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Name of Light.	Place.	Latitude.	Longitude.	Number of Lights.	Particulars of Light.	Interval of revolution of flash.	Wales seen in clear weather from a ship's deck.	Name Harbour light is shown.	Colour of any revolving apparatus forming sector in light. (if any.)	Height in feet of centre of lantern above high water.	Height in feet of building from base to lens.	Light Lighted.	Character and order of illuminating apparatus.	Description of fog signal. (if any.)	Remarks.
Navy Point.	Stanley Harbour.	51° 41' 17" South.	57° 49' 30" West.	One.	Flash.	0.75 + 2.25 = every 3 seconds.	Seven.	Matten-steel ed. standard ed by unvalve.	7'0" high white. sector 100° - 240° (Mag 1924) towards Stanley Harbour.	20' 1"	4' 3"	Permanently burning after darkdown. (unattended)	Automatic flasher.	None.	Vessels are advised not to enter the inner harbour during hours of darkness unless tendered with the port.
Engineer Point.	Stanley Harbour.	51° 41' 17" South.	57° 49' 30" West.	One.	Flash.	1.5 + 4.5 = 6 seconds = 12 flashes per minute.	Seven.	Matten-steel ed. standard ed by unvalve.	7'0" high white sector.	20' 1"	5' 3"	Permanently burning after darkdown. (unattended)	Automatic flasher.	None.	
Grance Point.	Port William (Western end.)	Angle between left extreme of William Island and left extreme of Grance Point 96° 0 Between left extreme of Grance Point and Engineer Point light 132° Angle between Melbourne Lighthouse and Engineer Point light. 352°.		One.	Flash.	2.50, 1.50 = 4 seconds 12 flashes per minute.	Seven.	Matten-steel ed. standard ed by unvalve.	7'0" high white sector.	30' 0"	5' 5"	Permanently burning after darkdown. (unattended)	Automatic flasher.	One.	
The above lights are for the purpose of enabling a vessel to enter and leave the inner harbour during hours of darkness.															
NOTE. The North light in Port William, opposite the Narrows (the entrance to the inner harbour) Lat: 50° 39' 50" South and Long: 57° 49' 30" West, previously reported on return forwarded with letter to the Admiralty and under No. 1113, dated 11th December 1924, has been dismantled and is not in use.															
For use near extreme South point of main West Paulina Island and near Bull Point.		50° 20' 30" South	56° 15' 15" West.	One	Flash	1 second every 10 seconds.	Seven	Unattended ed by unvalve.	One house 2. 10' 2" high white sur- mounted by a red lantern house.	30' 0"	11' 0"	Permanently burning after darkdown. (unattended)	Auto atic flasher	None.	For use of coastal shipping.

PORT WILLIAM - - - - - EAST ISLAND.

Particulars of Light on Point William, East Island.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
Name of Light.	Place.	Latitude.	Longitude.	Number of Lamps.	Particulars of Light.	Interval of Revolution of Flash.	Color seen in clear weather from a ship, in 1900.	Time light is shown.	Colour of any peculiarity in light.	Height in feet of centre lantern above high water.	Height in feet of building from base to vane.	When lighted.	Character & order of illuminating apparatus.	Direction of fog signal. (if any).	Remarks.
Point William	Point William, East Island, on the eastern extreme of the promontory forming the north side of Port William.	41° 47' South.	170° 31' East.	One	Flash with 7 seconds' period.	10	White	10.00 to 11.00	Blatten-White lantern. Controlled by sun-valve. Painted iron grey.	60'	60'	Permanently burning after sunset. (Unattended)	Automatic Flasher.	None.	
<p>Exhibited as a leading light in conjunction with Cape Pembroke light, showing entrance to Port William.</p> <p>Light replaced black lantern of Point William, vide Admiralty Chart No 13545 of 22nd July 1894.</p>															

No. _____

MINUTE.

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

7th February, 1933.

From

From

To Director Public Works,

To

THE COLONIAL SECRETARY,

Stanley.

Stanley, Falkland Islands.

Falkland Islands - Harbour Lights.

In accordance with Colonial Regulation 205, I beg to forward 5 copies of return of the unattended harbour and coastal lights exhibited on the East Falkland Islands for forwarding to

- (a) The Admiralty Hydrographer (2 copies)
- (b) The Board of Trade. (2 copies).

2. There are no coastal lights around the West Falkland Island, and other than the Cape Pembroke Lighthouse, East Falkland (maintained by Trinity House) the return covers the whole of the coastal lights exhibited around the Falkland Islands.

G. Roberts.

Director Public Works.

12 22 off.
175 13 6

710/24.

3rd March,

33.

Sir,

In accordance with the provisions of Colonial Regulation 175 I am directed to forward a return of portals and Coastal Lights maintained by the Government of this Colony.

2. The Cape Pembroke Lighthouse is not included in this return as it is maintained by the Trinity House.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Assistant Secretary,
Harbour Department,
Board of Trade,
LONDON, S.W. 1.

710/24.

3rd March,

33.

Sir,

In accordance with the provisions of Colonial Regulation 175 I am directed to forward a return of Portal and Coastal Lights maintained by the Government of this Colony.

2. The Cape Pembroke Lighthouse is not included in this return as it is maintained by the Trinity House.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Hydrographer,
The Admiralty,
LONDON, S.W. 1.

In replying please address:—

The Hydrographer,

Admiralty,

London, S.W.1,

quoting H 2279/33.

18

Hydrographic Department,

Admiralty,

London, S.W.1.

7 April, 1933.


Sir,

Recd
17

I beg to acknowledge with many thanks the receipt of your letter No.710/24 of the 3rd March forwarding a return of Portal and Coastal Lights maintained by the Government of your Colony.

I am, Sir,

Your obedient Servant,


Hydrographer.

The Colonial Secretary,
Stanley,
Falkland Islands.

Office of the Colonial Secretary

Stanley

5th June 1936

Sir,

The Red sector of Navy Point Light does not serve any useful purpose, but I have the honour to inform you that it would be more advantageous to vessels entering and leaving by night if this light were altered to show a Flashing RED Light ALL ROUND, and I recommend that this should be done.

I have the honour to be,

Sir,

Your obedient servant,

The Honourable
The Colonial Secretary

John Hutchison

Captain R.N.(ret)

ALLOCATION OF LIGHT.

Navy Point.	Name of Light.
Stanley Harbour	Place.
51° 41' 17" South.	Latitude.
57° 49' 30" West.	Longitude.
One.	Number of Lights and Relative Positions.
Red.	Colour of Light.
Flash.	Fixed; Fl; Op. Fl; Occ. Op. Occ. Alt.
0.75 - 2.25 = every 3 seconds.	Period and Phase.
	Arc of Visibility.
Seven	Miles seen in clear weather from a ship's deck.
Unattended. Controlled by sun valve.	Time Harbour Light is shown.
Flashing red all round.	Colour or any peculiarity of Lighthouse including Sectors in Light. (if any)
20' 10"	Height in feet of Centre of Lantern above M.H.W.S.
8' 8"	Height in feet of Building from Base to Vane.
Permanently burning after sundown.	When lighted.
Automatic flasher.	Character and Order of Illuminating Apparatus.
None.	Description of Fog Signal. (if any)

Light altered to flashing red all round.
 JANUARY 15th 1927.

REMARKS.

No.

MINUTE.

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

25th January. 1937.

From

To The Honourable

Director of Public Works.

Colonial Secretary.

Stanley.

Falkland Islands - Harbour Lights.

Alteration to Light.

In accordance with Colonial Regulation No 174, I beg to forward five copies of Notice of Alteration of the Light on Navy Point, for forwarding to :-

- (a) The Admiralty Hydrographer. 2 copies.
- (b) The Board of Trade. 2 copies.

The red sector has been altered to show a Flashing Red Light All Round, in accordance with recommendations made by Captain Colin Hutchinson R.N. when making the survey of Stanley Harbour.

G. Roberts.

Director of Public Works
and Harbour Master.

710/24.

29th January,

37.

Sir,

In accordance with the provisions of Colonial Regulation 174, I am directed to forward a notice of alteration in respect of the light maintained by the Government of this Colony on Navy Point.

In duplicate.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Hydrographer,
The Admiralty,
LONDON, S.W. 1.

710/24.

29th January,

37.

Sir,

In accordance with the provisions of Colonial Regulation 174, I am directed to forward a notice of alteration in respect of the light maintained by the Government of this Colony on Navy Point.

In duplicate.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Assistant Secretary,
Harbour Department,
Board of Trade,
LONDON, S.W. 1.

ON HIS MAJESTY'S SERVICE



The Colonial Secretary,
Stanley,
Falkland Islands.

H. 18.

HYDROGRAPHIC DEPARTMENT, 74
ADMIRALTY,

LONDON, S.W.1

2nd Mar. 1937

SIR,

I am directed to acknowledge the receipt of your communication

of the *29th Jan'y.* No. *710/24* relative to

*enclosing notice of alteration
of light on Navy Point.*

I am,

Sir,

Your obedient servant.

W. Wood

for Hydrographer