

C.S.

Public Works.
Jetty's.

1921

SHI/JET/1 # 16

No. 1157/21

C.E. 51/5.5.J.

Governor.

SUBJECT.

1921

17th Dec.

Previous Paper.

Repair of Public Jetty.

Indent 226

MINUTES.

M.P. 345/21.

Extract from Governor's Minute of 26th July, 1921.

On 2nd February last at monthly interview with Colonial Engineer I gave him verbal instructions to report (1) on condition of public jetty, (2) what immediate repairs were necessary and (3) what would be cost of replacing gradually timber piles by concrete piles.

: : : :

Extract from minutes of the meeting of the Legislative Council held on the 17th of December, 1921.

The Unofficial Members requested that a report should be furnished as to the necessity for the repairs to the Public Jetty and suggested that the construction of steps on the face of the jetty would prove useful.

W. H. Brown

Clerk of the Legislative Council

Subsequent Paper.

C.S. In report please

W.H.B. 23/12/21

The Hon; Colonial Secretary.

Report submitted herewith on separate sheets.

R. B. B. asely.
Colonial Engineer.

26/1/22.

H.E.
Submitted
M.H. 1/2
for C.S.
27th Jan 1922

H.C.S.

With reference to concluding sentence of first paragraph
of report Colonial Engineer should remain informed
of situation at the part of jetties which are in
the worst condition and report on condition
of the timber & damage which has been caused
by birds.

2. Will Collects of Customs please report on
proposal made in para 5 of report.

3. When Col. Engineer has signed para 1. will be please
return this paper without delay in order that it
may go to Cyl. M.H.

27 January 1922

Colonial Engineer.

Accordingly
M.H. 1/2
for C.S.
28 Jan 1922

The Hon; Col; Secretary.

Noted.

2. When the Carpenter has finished at the Wireless Station and done certain alteration to lavatory in the Town Hall the work of removing sheathing will be undertaken and a further report submitted in due course.

R. B. Asaley
Colonial Engineer.

50/1/22.

Hon Treasurer.

For report as in paragraph 2. of H.C.'s minute of 27th Jan'y 1922

*M.H. 13
for CS
30th Jan'y 1922*

Recd: 2/2/22.

Hon:Col:Sec;

Were I in a position to do so, I should be very please to report on the matter of the suggest-
-ed steps at the North-end of the Public Jetty. The ^{steps} now provided for passengers to land at the East-side of the jetty, is I understand dangerous to approach for steam launches owing to the remains of an old wreck a few yards to the south of the steps. I am inclined to think movable steps on wheels would be preferable, if it is not possible for suitable steps to be placed at the North-end, or to the Eastern or Western end of "T" at the end of the jetty. I should have thought that a pontoon landing with steps on to the jetty might have been placed on either the Eastern or Western end of the "T".

R. B. Asaley
Colonial Treasurer

2nd February. 1922.

Wait further report from C.E.

ttttt 9/12/22

Letter from Mr Neave of 14th October 1922 — Encl (2)

C.E.

At first sight Mr Neave's application is for work for the maintenance of the Admiralty in landing labour — it is very slow work of course when a large number of men are returning and from the Cambes and can only go ashore one at a time. As however the main work is to be men themselves who are going home and as it has been decided in principle that additional access to the N. pier of the jetty should be provided will you please let me know early what can be done. I am not quite clear whether what you propose on p. 4 of your report will give what is required and if so to what extent. The cost is small and if it could be done it would be a public convenience. Two bits of the standards might be put in?

ttttt 17/10/22

The Hon; Col; Secretary.

The arrangement as suggested in my minute of 25/1/22 para 4. will I think be all that is required.

When the Blacksmiths again resumes his duties the work can be taken in hand.

R. B. Barclay.

Colonial Engineer.

31/10/22.

Y.S.
Submitted for approval of
work

ttttt 14/22
A. J. 1922

Letter to his leave, 21.22, Encl. (3)

Minute from Colonial Engineer
4 Sept 1922 (4)

Y.S.
Submitted for approval.
G.P.H. 13
O.C. Sec
4 Aug 1923

The order can be sent

ttttt 5 Sept:

Telegram to British Consul, Punta
Arenas, 6th September, 1923. Encl. (5)

Colonial Engineer.
To order
G.P.H. 13
O.C. Sec
7 Sept 1923

The Hon. Col. Secretary.
Thank you
noted & returned.
P. J. Casely.
Col. Engineer
8/9/23

Telegram from Mr. E. W. Hobbs, Punta
Arenas, 7th September, 1923. Encl. (6)

Colonial Engineer.

To note
G.R.H. 17
O/C Sec
11 Sept 1923

The Hon. Col. Secy.,

Noted and returned.

R. R. Masely.

Colonial Engineer.

Letter from Brit Consul, Punta Arenas ^{11/9/23.}
of 7th Sept - Encl (7)

Letter from E. W. Hobbs Punta Arenas
of 7th Sept 1923 - Encl (8)

Letter to Mr. E. W. Hobbs, 14/9/23. Encl. (9)

Minute from Col Engineer of 19th Sept 1923 - Encl (10)

Submitted for approval.

G.R.H. 17
O/C Sec
20 Sept 1923

Colonial Engineer.

To note
G.R.H. 17
O/C Sec
21 Sept 1923

~~XXXXXXXXXX~~ 21 Sept 1923

The Hon. Col. Secy.,

Noted.

2. Indent No. 226, in quadruplicate, herewith accordingly.

R. B. Ashley
Colonial Engineer.

22/9/23.

Indents withdrawn for transmission to C. Agents 27 Sept 1923 G.H. 13

Gen Treasurer.

Will you please withdraw copy of charge note and pass to Colonial Engineer to see.

G.H. 13
Office
27 Sept 1923

Col. Engineer.

Charge note withdrawn & paper passed to you accordingly.

R. B. Ashley
Gen. Treasurer.
28 Sept. 23.

The Hon. Col. Secy.,

Noted and returned.

R. B. Ashley
Colonial Engineer

28/9/23.

Colonial Engineer

Will you please report on the delivery of timber. Accounts for same are being sent under cover of M. P 720/23.

G.H. 13
Office
10 Jan 1924

The Hon. Col. Secy.,

Timber has been received.

2. Payment has been made, please see M/P 720/23.

R. Rossander.
Colonial Engineer.

9/1/24.

Advice of Orders placed of 17/12/23 — Encl (12)

Colonial Engineer:

For info. Will you please say when it will be possible to put the work in hand.

G.P.H. 17
Di/Secy
13 Feb 1924

The Hon. Col. Secy.,

With the amount of work at present in hand I fear it is not possible to say when this work can be undertaken: Minor repairs to the Dockyard Jetty should be done first.

R. Rossander.
Colonial Engineer.

16/2/24.

Your Excellency has asked for this paper.

G.P.H. 17
Di/Secy
27 March 1924

There appears to be a great element of danger in the only access to the top of the jetty at low tide being by way of the iron ladders. On the occasion of the visit of a mail steamer when a crowded launch returns late at night with a high wind blowing special steps are necessary for the protection of passengers

Can the C.S. make any suggestions to meet the contingency?

TTTTT 24 March 1921

Colonel Engineer.

Referred

9/11/21

C. J. S.

24 March 1921

The Hon. Col. Secy.,

To enable suitable tidal landing stage with step approach to be constructed the following difficulties will have to be overcome.

- (a) Owing to the rise and fall of tide being only 6 feet and the freeboard at high water being about 2 feet the top stringers of jetty would have to be cut to allow head room at any state of tide except dead low water spring tides.
- (b) The general cargo from lighters is landed on the north end of jetty and the present space in which to stand cargo awaiting removal is limited. Should a stair well be cut the space would be further reduced. The well could not be in the centre of north face but would have to be either to the east or west end; the former being the better.
- (c) The bollards are the heads of the supporting piles and require to be well strutted so as to be capable of holding a vessel of such draught as can float at all states of tide - vessels of the size of the "Falkland". Further the bollards should be of sufficient stability to bring up a vessel or part an ordinary

mooring rope. From the above it will be seen that before struts or structural alteration can be made, a means of holding the bollards, especially those at the corners, must be devised.

Undoubtedly at night with a low tide landing is most difficult and unless absolutely unavoidable the tidal landing should not be at the sides of the jetty; first, as at dead low water with a heavy sea a launch would not be able with safety to lie at the landing and, second, on a dark and stormy night it would be most difficult to make the landing.

3. I will endeavour to devise means to overcome the above mentioned difficulties and submit, as soon as other work will allow, a drawing of suggested tidal landing.

W. H. S. S. S.

Colonial Engineer.

12/4/24.

W. H. S. S. S.
Submitted
W. H. S. S. S.
12 April 1924

Is it to be understood that nothing can be done in respect of the existing steps. Is the sunk ^{which} ~~table~~ the other factor which makes them unusable for launches. Is that irremovable?

W. H. S. S. S. 15 April 24

Inside Minute Paper.

Colonial Engineer.

Referred
G.P.O. 17

vice see

16 April 1924

The Hon. Col. Secy.,

There is not sufficient water after half tide for a launch, with safety, to lay alongside the existing steps, further, on a dark and stormy night the steps in question would be difficult to make.

The wreck could be removed but its removal would not, in my opinion, enable the side steps to be used at all states of tide, especially at low water. The approximate depth of water at the extreme end of jetty at low water springs is only about 11'6".

R. S. Asaley

Colonial Engineer.

16/4/24.

G.P.O.

Submitted

G.P.O. 17

vice see

16 April 1924

Refer please to Harbour Master for his view as to the accessibility of the existing steps if the wreck is cleared.

[Signature] 17 April 24

Harbour Master

Referred

G.P.O. 17

vice see

17 April 1924

Hon. Secy.

The steps on the East side of the Public Jetty are available in daylight - though the rocks on South End of Jetty makes it at all times, difficult to leave from, except by going astern.

At night time the Eastern steps are not safe for use. a launch has of necessity to make the steps at an angle and there are no lights on North Extremity of Public Jetty.

I would beg to suggest that recessed steps be placed on Eastern End of North Face and that two Kitson lamps be placed where the existing lamp posts are erected.

Colin E. Jowley.
Harbour Master.

I do not think that the Government can be expected to ensure access at all states of the tide. It is certain that steps as suggested in the last para. of the above would provide all that can be expected. Please ask C. J. to report on this. He already has arranged I think for the proper lighting on the jetty.

~~John~~ May 24

Extract from minutes of meeting of Leg Council held on the 20th November 1923 (13)

Copy of reply from Acting Governor laid on table at meeting of 3rd May 1924 (14)

Colonial Engineer.

Referred in connection with His Excellency's minute of 1st May 1924

*W.H. 17
D.C.S.
5 May 1924*

The Hon. Col. Secy.,

Noted.

2. In my opinion the only practicable way to provide suitable tidal landing is by placing steps at the eastern end on north face; (see "b" of my minute of 12/4/24)

Drawings and estimate of cost will be submitted as soon as possible.

3. The present duplex burner wick lamps are not suitable as leading lights and should be replaced by lights of a more dependable character.

The question has been dealt with in M/P 355/23.

R. Barclay

Colonial Engineer

7/5/24

Advice of Orders placed of 19th February 1924 - Encl (15)

Original Advice of Statement of 13/3/24 - " (16)

Colonial Engineer

Please withdraw duplicate of

Encl 16.

Also for note of Encl 15 r. 6

*W.H. 17
D.C.S.
19/5/24*

The Hon. Col. Secy.,

Noted.

2. The soft Copper Bars are for the Post Office Department, under indent 229, the first cost being I7/I.

R. Marsden
Colonial Engineer.

21/5/24.

Sy. Postmaster

*For note
exp. for
for C.S.
22 May 1924*

Hon. Col. Sec.

*Chas
23/5/24.
E. B. B. B.*

*40% cost estimated
for 1927*

*Provision of £150 re-credited in
Whisks 1927 for this work.*

Col. Sydenham

*Please consider if due
comes whether it will be preferable
to re-credit this work £150.*

J. Walker

By Col. Sec

4. 12. 26

The Hon. Col. Secy.,

It is thought that it will be practicable to undertake this work in September.

R. S. Ashley
Colonial Engineer.

11th March, 1927.

G. S.

Schedule 1 with 11. 8. 27. to vol 2

propose.

J. S.

11. 3. 27

~~W. S.~~

~~Handwritten text, mostly illegible due to crossing out.~~

~~Handwritten signature~~

Love

W.C.

1. This service does drag on. I think that I am right in stating that it was first provided for in the 1925 Estimates. The £150 was re-voted in 1926, and it has again been repeated in 1927.

2. I notice that Colonial Engineer thinks that it will be practicable to undertake it in this September this year. I hope that this will prove to be the case. B.F. as proposed.

J.
11 March, 1927

76.8.27

6.14.3.27

Col. Engineer

What are the prospects of this work being put in hand in the near future please?

J. Miller

76.8.27

The Hon. Col. Secy.,

I do not think it will be possible to put this work in hand until November. It is hoped, however to complete it this year.

R. B. Ashley,
Col. Engineer.

31/8/27.

~~4. 31. 10. 27.~~

~~6. 31. 8. 27.~~

~~B.F. 1. 1. 28.~~

~~10. 11. 27.~~

Ag. Colonial Engineer.

For further report.

W. B.

14. 1. 28 for C.S.

Hon Col Sec:

This is not a feasible proposition as there is only 6ft rise & fall of tide and the construction of the jetty would be considerably weakened if it was feasible.

I therefore submit that this item be deleted, the £150 would be better spent next year in general repairs to the jetty

A. Roberts

23-1-28.

G. E. Submitted To be printed by

Col. Py's memo. G. E. will recollect that

provision of £ 100 has been included in

current which was that XIV Nov. 10.

"Tidal Leaky Public Tally".

[Signature]

25. 1. 28.

Hon. C. S.

I agree. i.e. Ag. C. S.'s minute dated 23. 1. 28.
A. N.

26. 28.

Col. Py.

Hon. Treasurer. Please see.

Hon. Colonial Treasurer.
Noted & passed to you.

[Signature]

27. 1. 28

[Signature]
for Col. Py.
27/1/28.

Hon. Secretary

[Signature]

for Treas.

4/2/28.

Report on the Condition of The Public Jetty.

The general condition of the upper work of the Jetty is good; repairs being required to stringers, decking, bollards and tie bolts. The lower work and that which is acted upon by the tide is not so satisfactory as the muntz metal sheathing is badly broken.

The sheathing on the lower stringers is in the worst condition, practically the whole of the top edge being broken and in sections the timber is exposed.

The metal on the piles at the east and west sides of the jetty is also broken and torn.

Seeing that the teredo exists in these waters the sheathing requires to be sound and in good condition. It has been known with sound sheathing for the teredo to enter between the laps of the metal and destroy the timber.

To state the condition of the timber, without first having removed the sheathing is not possible as the damage caused by the boring of the teredo would not only be on the exposed portion but down into the centre of the timber.

2. The work which, in my opinion, should be undertaken is the removal of all the broken sheathing and any other sheets which appear to be hollow; faulty timber, if any, to be renewed; felt to be placed on the piles and stringers before the new sheathing is fixed; renewal of broken sheathing using Muntz Metal of 22 oz.; renewal of broken fastenings, bolts, washers and nuts as required; renewal of stringer on the front end of tee and repair of cracked stringers under decking; repair to steps at landing place and re-sheathing same; repair to iron ladder on the face of Jetty.

The estimated cost

Report on condition of Public Jetty, contd.

The estimated cost of this work at present day prices.

(A)	300 sheets of 22oz. Muntz Metal	£.	s.	d
	being 6 1/4 lbs per sheet. 1875 lbs @ 2/-	187.	10.	0
	2 cwt. of "Rose" sheathing nails @ 224/-	22.	8.	0
	3 rolls of felt @ 24/-	3.	12.	0

Timber.

Three stringers. Pitch Pine				
12"x 4"x 27'; 81 running ft.				
or 324 sup: ft. @ 1/6	24.	6.	0	

Decking. Pitch Pine				
3"x 9"x 40' or 120 sup: ft. @ 1/6	9.	0.	0	

Various metal bolts, fastenings, washers, iron work etc.	20.	4.	0	
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	267.	0.	0	
	50.	0.	0	

Labour (tide work)

Unforeseen @ 10%	317.	0.	0	
	31.	0.	0	
Total under work (A)	£348.	0.	0	

(B) Possible renewal of timber ~~to be ascertained~~ to be ascertained when old sheathing has been removed.

Estimated.

Strengthening of main piles.

8 pitch pine piles of 12"x 12"x 15', 120' runner or 1440' super @ 1/6	108.	0.	0	
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Renewal of lower stringers.

12"x 4"x 150'; 600' super @ 1/6	45.	0.	0	
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Extra sheathing; 100 sheets 625 lbs @ 2/-	62.	10.	0	
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Nails, felt, fastenings, washers etc.	30.	10.	0	
---------------------------------------	-----	-----	---	--

	245.	0.	0	
	35.	0.	0	

Labour in conjunction with (A)				
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Total under work (B)	£280.	0.	0	
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		£		
Totals. Necessary work (A)		348		
Probable (B)		280	£620	

Report on condition of Public Jetty, contd.

3. With reference to the replacing of the timber piles with concrete or reinforced concrete piles.

In the first place it would be most difficult to draw the present piles, in fact it might be impossible. Secondly it is very doubtful if the concrete piles could be driven in the same line so as to carry the present stringers and bearers. When driving a pile every endeavour is made to keep it straight and upright but, nevertheless, invariably it runs a little one way or the other and has to be drawn up when the stringers are fitted and the top cut off as required.

Should concrete piles have to be placed under the Jetty they would have to be placed between the present timber piles and the stringers and bearers altered accordingly.

The estimated cost of material and labour to construct a 12"x 12"x 30' "Coignet" reinforced pile would be:

To steel work, including shoe	£ 8
Cement, sand, shingle	4.
Maxisx, wakisx etc. Mould	<u>7</u> £19
Nails, bolts etc.	3
	<u>22.</u>
Labour	5
	<u>27</u>
Unforeseen	3
	<u>30</u>

Common to all piles for driving cushion.

To steel collar, oak. rope, rubber	£ 6
--	-----

Rough estimate for labour on each pile:

to drive, trim and alter stringers and bearers	<u>£10</u>
--	------------

4. The question of

Report on condition of Public Jetty, Contd.

4. The question of the construction of steps on the face of the Jetty to form a tidal landing is, I fear, not possible as it would necessitate the cutting of the main top stringer and so greatly weaken the front of the jetty.

It is suggested to place on the top of the decking and over the top of the iron ladder two steel pipe standards of about 3' in length. These to be set on substantial flanges and the ends to pass through the deck and be secured to the inner side of the top main stringer. Should it be required that the standards be removed for the purpose of landing cargo, arrangements can be made on the under side of deck for locking pins to be fitted. The pins could then be removed and the standards lowered.

The standards will provide the necessary height to enable a person to draw himself up on to the deck from the top of the main stringer.

I have seen the Manager of the Falkland Islands Co. on this matter and he is of the opinion that the standards will not interfere with the handling of cargo, but still thinks it advisable to have them detachable.

The estimated cost of this improvement is about £5.

R. B. Asely.

Colonial Engineer.
25/1/22.



989

(2)

14th October, 1922

No: 529/22.

Sir,

I shall be much obliged if arrangements can be made for the provision of two additional step ladders on the North face of the public jetty.

The fixing of these ladders would provide a cheap and simple means of dealing with the number of men transported across the Harbour daily in connection with the Admiralty works. At present a considerable amount of time is wasted when embarkation or disembarkation occurs at or about Low water; it being more convenient for the steamboat to use the North face than the side face of the jetty.

Yours truly,

A handwritten signature in ink, appearing to be "B. H. S.", written over a horizontal line.

Officer in Charge of Works.

The Honourable

The Colonial Secretary,

STANLEY.

1157/22.

2nd November,

22.

Sir,

I am directed by the Governor to inform you in reply to your letter of the 14th of October that two additional ladders will be placed on the north face of the public jetty at an early date.

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton,

Colonial Secretary.

A. A. P. Neave, Esq., A.M.I.C.E.,

Officer-in-Charge of Naval Works,

Stanley.



(4)

LETTER FORM.

Departmental Number.

From The Colonial Engineer.....

Date... 4th. September. 1923.

To The Hon. Col. Secretary.....

SUBJECT.

Suggesting that a cable be sent To Punta Arenas for timber
for overhaul of the Public Jetty.

Reference
Numbers.

The Hon. Col. Secy.,

Now that there is an opportunity for
timber to be shipped from Punta Arenas I would request that
a cable be sent to Mr Hobbs asking that the following timber
may be sent.

The timber is required for the overhaul of the Public
Jetty.

As far as can be seen the Teredo have not attacked the
piles and stringers, there are, however, several sections
which require to be repaired..

Order for timber, by cable:-

"Please send at once 51 pieces of Roble timber
9 inches by 3 inches by 15 feet; 7 pieces of
ditto 12 inches by 4 inches by 15 feet and 10
pieces of ditto 12 inches by 4 inches by 12 feet".

On the arrival of timber the work of repairing jetty
may be able to be put in hand.

It will, I think, be necessary to indent for muntz
metal sheeting.

R. B. Barclay.

Colonial Engineer.

5

TELEGRAM.

From : The Colonial Secretary

To : The British Vice-Consul Punta Arenas, Chile.

Dispatched : 6th September, 19 23. Time. 3.30 p.m.

Received : 19 Time.

BRITCONSUL
PUNTA ARENAS.

REPRUNING MIRLADO HOBBS MINIARDIZE SABLING APIASTER
ROBLE TIMBER WEDMOKE PIECES IMPERATIV BY IMPENNOUS
BY FIREBORED WEDGESKATE PIECES IMPERCAM BY IMPENSER
BY FIREBORED WEDGESLAP PIECES IMPERCAM BY IMPENSER BY
FIREFLOWER SILVERGOD REPRUNING STREMITATE SEAKIND BY
CELIA ALESCENT ADVEST MATERIAL ORDERED SABLATIS
SILVERGOD ESTOILEE.

SECRETARY.

Meaning:

Request you will transmit following message to Hobbs
Message begins "Please send at once roble timber 51 pieces
9 inches by 3 inches by 15 feet 7 pieces 12 inches by 4
inches by 15 feet 10 pieces 12 inches by 4 inches by 12
feet. Request you will telegraph at once whether you can
arrange for shipment by "Celia" and whether all other
material ordered being sent. When may it be expected.

Colonial Secretary.

6

TELEGRAM.

From : E. W. Hobbs, Esq., Punta Arenas, Chile.

To : His Excellency the Acting Governor.

Dispatched : 7th September, 19 23. *Time.* 5.35 p.m.

Received : 9th September, 19 23. *Time.* 10.45 a.m.

GOVERNOR
PORT STANLEY.

OWZKENIWUR UMKORAPHYN IZKULCELIA JAKMOUMYMO AJABZMOMHA

JYOHDRONE.

HOBBS.

Meaning:

Much regret order for sawn timber arrived too late for "Celia" leaving here to-day all of the other materials have been shipped.

Hobbs.

1239

(1)

CO/51/21.

British Vice-Consulate,

Punta Arenas, Chile.

7th September 1925.

Sir,

I have the honour to acknowledge receipt of Your Excellency's telegram of the 6th instant as follows :-

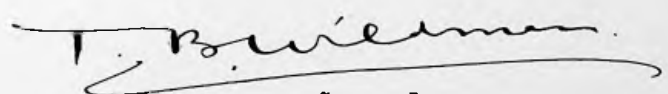
"Request you will transmit following message to Hobbs
"message begins Please send at once roble timber 51
"pieces 9 inches by 3 inches by 15 feet 7 pieces 12 inches
"by 4 inches by 15 feet 10 pieces 12 inches by 4 inches
"by 12 feet (stop) Request you will telegraph at once
"you can arrange for shipment by Celia and whether all
"other materials ordered being sent (stop) When may she
"be expected".

I have the honour to be,

Sir,

Your Excellency's most humble,

obedient servant,



T. Williams

British Vice-Consul.

H. E. THE ACTING GOVERNOR

OF THE FALKLAND ISLANDS.

ERNEST W. HOBBS

TELEG. ADDRESS:

HOBBS PUNTA ARENAS

CODES:

SCOTT'S

BENTLEY'S

A. B. C. 5th. Ed.

PUNTA ARENAS,
(MAGALLANES)

September 7th de 1923.

1240

8

Sir,

I have just received from the British Vice-Consul a copy of a telegram he has received from Stanley in which you order the following timber:-

51	Pieces	3 x 9 x 15
7	"	4 x 12 x 15
10	"	4 x 12 x 12

I am sorry that it is impossible to ship these as the vessel is fully loaded and sails this afternoon.

If you should want to telegraph to me at any time, please use the Bentley or National Code, it would save time if you telegraphed to me direct instead of through the Consul.

I am, Sir,

Your obedient servant,

Ernest W. Hobbs

H.E. The Governor

Stanley

9

1157/21.

14th September, 23.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 7th of September regarding the order for roble timber placed with you in my telegram of the 6th September a copy of which is enclosed.

I am to request that shipment of this order may be made on the first opportunity.

I am,

Sir,

Your obedient servant,

G. R. L. Brown.

for Colonial Secretary.

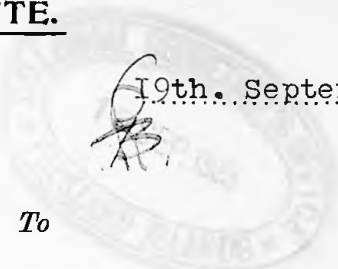

Ernest W. Hobbs, Esq.,

Punta Arenas,

Chile.

No.

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

MINUTE.

 19th. September.....1923.
 

From The Colonial Engineer.

.....

.....

To

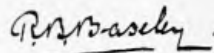
THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

 The Hon. Col. Secy.,

I beg, herewith, to submit draft indents for approval.

2. Muntz Metal is required for sheathing the piles etc. of the Public Jetty (vide C.S. II57/2I).
3. If approved kindly give numbers for the indents.



Colonial Engineer.

Triplicate.

FALKLAND ISLANDS.

* Give No. and date to be used in correspondence with the Crown Agents.

Indent No.* 226 Date* 22nd. September 1927.

† Brief description of the goods required.

Indent on the Crown Agents for the Colonies for † ~~Muntz Metal and nails.~~

‡ Department of the Colonial Government ordering the goods.

required by the † ~~Public Works~~ Department.

ADDRESS.

Requisition	O. H. M. S.
C A	O. A. G.,
	STANLEY.

If necessary that goods be shipped by a fixed date or by a particular vessel enter instructions here and briefly indicate reason for necessity.....

Estimated total cost in sterling exclusive of packing and freight £ 114. 10. 0.

Any other instructions to the Crown Agents as to the execution of this indent as a whole

No tin-lined cases to be supplied.

Space for local use only.

Charge to the PUBLIC WORKS STORE ADVANCE a/c.

Estimated Freight etc. £ 1. 0. 0.

I hereby certify that the above requisition is made for the current supply of an established and customary service sanctioned by His Majesty's Government, and that the expenditure has been duly sanctioned by the Public Works Store Advance a/c

Approved,

G. R. Brown

GOVERNOR.

For Colonial Secretary

R. B. Soely

Head of Department.

Colonial Engineer.

FALKLAND ISLANDS.

Page _____

Indent No.* 226

Date* 22nd. September, 1923.

* To correspond with No. and date at head of first sheet.

Item No.	Quantity.	Description of Articles.	ESTIMATED COST IN ENGLAND.			Remarks.	
			Rate.	Total.			
				£	s.	d.	
1	300 Sheets	22 oz Kuntz Metal, weight per sheet about 6 1/4 lb.	6/3	93	15	0	
	2 cwt	"Rose" sheathing nails.	112/-	11	4	0	
				104	19	0	
		Estimated Freight etc.....		3	1	0	
				107	20	0	
Colonial Engineer.							
Total estimated cost of the Indent ...							

ADVICE OF ORDERS PLACED.

Falkland Is. 1707.

All communications to be addressed to the Crown Agents for the Colonies, the above reference and the date of this letter being quoted.



12

The Crown Agents for the Colonies present their compliments to Colonial Secretary, Falkland Islands.

and have the honour to enclose copies of the undermentioned accepted tenders in connection with the indent noted in the margin.

A period of 14 to 28 days should be added to the date promised for delivery, being the time which may elapse between the goods being ready and a suitable opportunity for shipment, and, unless a further advice is sent you, it may generally be assumed that the date promised for delivery in England will not be exceeded.

Indent No. 226

Dated 22.9.23.

Dept. P.W.D.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,
4, MILLBANK, LONDON, S.W. 1.

17th December 1923.

Firm.	Nature of Goods (and indent item numbers).	Date promised for delivery in England.	Approximate cost. £
Messrs. Allen Everitt & Sons Ltd.	Muntz Metal. 1.	27.12.23.	65.

DE

D.S.

W

THE CHIEF ENGINEER TENDER DUE

Office of the Crown Agents for the Colonies,
4, Millbank, Westminster, London, S.W. 1.
NOON 14 DEC 23
No Inspection

Falkland Is. 1707/1.

The above file mark must be quoted on all communications regarding this contract.

Indent No. 226
Account Dated 22.3.23.

Dept. P.W.D.

Tender to the Crown Agents for the Colonies for the supply of

Muntz Metal.

3 DEC 1923

NO. OF ITEM.	QUANTITY.	Unless otherwise stipulated in the Crown Agents' Specification the address must be stencilled or painted on all articles or packages, and a detailed list of the contents enclosed. Paper or Parchment labels are not to be used. Articles which are loose or bundled and are too small to bear the address are to be marked with metal labels securely fastened with wire. The Port of destination must be clearly marked on all packages in letters at least two inches high.	RATE.	AMOUNT.
1.	300 sheets 22 oz Muntz Metal, weight per sheet about 6.1/4 lb. 14" x 48"	approx, wt. 1875 lbs.	8d	61. 10. 0.

Nett Cash. Delivered F.O.B. any U.K. Port. Packing included.

This offer is firm for acceptance to reach us by the 15th inst.

DB Accepted.

17.12.23.

- (a) See Clause 19 overleaf.
- (b) If economy can be effected by so doing, the goods should be sent by Parcel Post, sub-divided if necessary.
- (c) Discounts and trade allowances of every kind to be deducted, so as to show the net amount payable. If no discounts are allowed the tender should be marked net. The Crown Agents claim to be placed on the footing of the most favoured wholesale shippers, and they will decline to deal a second time with any Firm that does not so treat them.
- (d) Firms may quote alternatively for delivery at any other port at which they can deliver f.o.b. cheaper than that stated.

We hereby agree to supply, in accordance with General Conditions of Contract No. 1, dated November, 1922, on back hereof, the articles above specified, at the price set against each, which includes all charges (see Note), and to deliver free on board ship within 10. days despatch by post from the date of order.

Cost of packing for export ...	£	2. 1. 0.
(a) Cost of delivery f.o.b.	£	
(b) Alternative, cost of packing and postage to	£	
(c) Trade and Shipping allowances	£	
per cent. on £ _____	}	Total £ 64. 11. 10.
Cash discount for prompt payment	£	
2 1/2 per cent. on £ _____	}	£ 1. 12. 3.
Net amount payable (including all charges) on receipt of Bills of Lading, Parcels, Receipt or Certificate of Postage.	£	62. 19. 7.
(d) Alternative, total net cost f.o.b.	= £	62. 19. 7.

Signature Allen Everitt & Sons, Ltd.,
Address Smethwick, Birmingham.
Dated this 12th. day of December. 19 23.

Date of Issue:—

THE FOLLOWING SPACE TO BE LEFT BLANK BY FIRM TENDERING.

CROWN AGENTS FOR THE COLONIES.

GENERAL CONDITIONS OF CONTRACT.

No. 1.

Definitions.

1. In these Conditions and in any Specifications or Special Conditions annexed hereto:—
(a) The words "Crown Agents" shall mean the Crown Agents for the Colonies.
(b) The word "Engineer" shall mean and include the Consulting Engineer or Inspectors for the time being of the works under this Contract...

Contract not to be subject.

The Contractor shall not without the written consent of the Engineer assign or sublet this Contract or any part thereof, nor allow any portion of the work to be done otherwise than in his own establishment and any such consent shall not relieve the Contractor of his liability under this Contract.

Contractor to indemnify the Crown Agents.

Alterations, additions and deductions. The Contractor shall have the power of requiring reasonable alterations in addition to, or in deduction from, the work...

Payment for extra work.

The Contractor shall not receive payment beyond the Contract sum for any work which he may consider should be paid for as an extra unless such work shall have been ordered in writing by the Crown Agents or the Engineer as extra work...

Extension of time for additional work.

Discrepancies between Drawings and Specifications. Should there be any discrepancy between the Contract Drawings and the Specifications or any inconsistency or omission in either of them, reference must be made to the Engineer...

Specification Work to be delivered complete.

The Contractor shall deliver the whole of the work complete in all its parts and furnished with every necessary detail and fitting notwithstanding any omission or inconsistency in the Contract Drawings and Specifications...

Inspection and testing.

The Contractor shall afford the Inspector all proper and reasonable facilities for examining, inspecting, testing and gauging the materials, machinery and workmanship of the work under this Contract...

Work to be to satisfaction of Inspector.

The work is to be executed in strict conformity with the Contract Drawings and Specifications and all materials and fittings of every kind used are to be free from defects and unless otherwise specified are to be of the best description of their respective kinds.

Power of Inspector.

The Inspector may adopt any means he may think fit to satisfy himself that the materials and workmanship are of the quality and in the manner specified in the Contract...

Notice prior to inspection.

When tests or analyses are considered necessary by the Engineer or Inspector in accordance with the Contract, the Contractor or Sub-contractor's premises, the tests or analyses will be made by persons appointed by the Crown Agents.

Packing.

The Contractor must provide and include in his Contract sum the cost of all necessary packing including cases, materials and labour. He will be held responsible for the work being so packed as to ensure as far as possible its being free from loss or injury on arrival at its destination in the Colony.

Place of delivery.

The work is to be delivered free on board vessels lying in any dock alongside any pier or wharf or in any part of the wharves or caissons may be at any of the ports named in the Tender as the Crown Agents may direct; the cost of such delivery must be included in the contract sum.

Dock and Harbour dues.

RAILWAY MATERIAL, COAL, OIL AND OIL TO BE USED TO GENERATE HEAT ON TO FURNACE, FUEL, DOCK, HARBOUR dues and charges (including Port of London port rates and Clyde dues) are payable in full at all ports by the Contractor.

Freight.

Freight for the conveyance of work to the Colony will be engaged by the Crown Agents. Shipping particulars must be sent as soon as possible by the Contractor to the Crown Agents' Shipping Office at 130, Leadenhall Street, E.C. 3, where instructions will be issued for delivery to a ship.

Invoice and Shipping particulars.

Directly the work is ready for shipment the Contractor must give notice in writing to the Crown Agents' Shipping Office and must forward to the Crown Agents, in duplicate, four copies of a bill of lading showing the number, marks, measurement, weight (gross and net) and contents of each package.

Payment.

Subject to any deductions to which the Contractor may become liable under this Contract, payment will be made to the Contractor within a reasonable time after the Bills of Lading have been received by the Crown Agents, provided that the Inspector shall have given his Certificate that the work has been completed to his entire satisfaction.

When payment is made he instalments the work and all materials from time to time intended and appropriated thereto shall upon payment of the first instalment become and be the property of the Crown Agents subject to the provisions of this Contract.

When payment is made by instalments the Contractor shall affix the name of the Crown Agents upon the work in such conspicuous manner and place or places as may be directed by the Inspector and shall not remove the same without the consent of the Inspector.

When payment is made by instalments the Contractor shall insure the work in an amount at least equal to the full value of the work in respect of which payment is claimed. No money shall be paid to the Contractor hereunder except upon production and delivery to the Crown Agents of the Policies of Insurance which ought to be effected by the Contractor and the receipts for the payment of the premiums thereunder.

Should the Contractor anticipate at any time during the execution of the Contract that he will be unable to deliver the work within the Contract time, he must at once give notice accordingly in writing to the Crown Agents explaining the cause of the delay.

Should the Contractor fail to deliver the work within the Contract time he will in addition to any other liabilities incurred by the Contractor under this Contract subject to a deduction from the Contract sum as and for liquidated damages and not as a penalty of one per centum on the Contract sum for each week which may be in arrears.

Any drawings, tracings or descriptions specified must unless otherwise specified be furnished to the Contractor with the first instalment of the work to which they refer and no payment will be made by the Crown Agents until such drawings, tracings or descriptions have been furnished to the satisfaction of the Engineer.

Should the Contractor become bankrupt or insolvent or should he suspend payment or compound with his creditors or from any other cause whatever become unable to carry on the Contract with efficiency; or should he not progress with the work in accordance with the Contract or not have work ready for delivery in conformity with the terms of the Contract; or should his preparations for commencement and his subsequent rate of progress be so slow from any cause whatever that in the opinion of the Crown Agents he will be unable to complete the work by the expiration of the specified period; or should he refuse or neglect to comply with the directions given him by the Crown Agents or the Engineer or Inspector or in any other respect act contrary to the terms of the Contract; then the Crown Agents shall have power to declare the Contract at an end and the Contractor shall only be paid for such portion of the work as shall have been actually delivered at the date of such declaration, after deduction of any sum payable under the conditions of the Contract.

Should there be any discrepancy between the General Conditions and any Special Conditions of this Contract, the Special Conditions or Specifications shall prevail.

Nothing in these General Conditions or in any part of the Contract shall be deemed to impose any personal liability on the Crown Agents or on any of them or on any of their officers or servants.

Provided always and be it enacted that nothing herein contained shall extend, or be construed to extend, to any contract, agreement, or commission, made, entered into or accepted, by any incorporated Trading Company in its corporate capacity, nor to any Company now existing or established and consisting of more than ten persons where such contract, agreement, or commission shall be made, entered into or accepted for the general benefit of such incorporation or company.

This Contract shall be deemed an English Contract and shall accordingly be governed by and construed according to English Law.

Marginal notes hereto are for the purposes of convenience only and shall not affect the construction or interpretation of this Contract.

The Contractor shall pay rates of wages and shall observe hours of labour not less favourable than those commonly recognised by employers and trade societies for in the district in which the work is being done.

The Contractor shall cause the preceding condition to be prominently exhibited for the information of his workpeople on the premises where work is being executed under the Contract.

Any question, dispute or difference between the Crown Agents and the Contractor arising out of this Contract shall be referred to arbitration in accordance with the provisions of the Arbitration Act 1889 or any statutory modification thereof.

Packages containing dangerous goods (see Section 446 Merchant Shipping Act 1804) must be marked by the Contractor as provided in the Statute and specially reported to the Crown Agents' Shipping Office, attention being also drawn to them in the shipping particulars.

INSTRUCTIONS TO FIRMS TENDERING.

The original Tender Form is to be filled up complete in every respect and delivered, properly sealed by hand or by post not later than noon on the date named on the face of the form in the special green envelope when such is provided for the purpose. If no date is specified the form should be returned as soon as possible.

The duplicate form is intended to be retained by the firm. Both forms should be returned to the Crown Agents at 130, Leadenhall Street, E.C. 3, if the firm is unable or unwilling to tender.

Copies of any drawings referred to in the Specification can be seen at the Crown Agents' Office and can be obtained from Mr. W. J. Harrison, 7, Carteret Street, Westminster, S.W. 1, on a payment of a sum not exceeding 2s. where only one print is required and 2s. for the first print and 1s. for the second and all succeeding prints when more than one drawing is quoted on the tender form. These rates are for prints not exceeding 40" x 20" larger sheets being charged at special rates.

Payment by instalment (cl. 22) provision of a sum to cover additional work (cl. 23); amount of liquidated damages (cl. 27).

EXTRACT FROM MINUTES OF MEETING OF THE LEGISLATIVE
COUNCIL HELD ON THE 20th of November, 1923.

The Honourable G. I. Turner requested that attention should be given to the suggestion made by the Unofficial Members at the meeting held on the 17th of December, 1921, that landing steps should be constructed on the face of the Public Jetty.

... ..

(15)
(14)

Reply to question raised by the Honourable
G. I. Turner, regarding the construction of
landing steps at the Public Jetty.

(To be laid on table at meeting of the
Legislative Council to be held on the
3rd pf May, 1924.)

With reference to paragraph 8 of the minutes
of the meeting held on the 20th of November, 1923,
the Acting Governor has the honour to inform the
Council that the difficult question of constructing
suitable landing steps and of improving the light-
ing at the Public Jetty is receiving the attention
of the Government, and that it is hoped that, at an
early date, it will be possible to overcome the
obstacles at present being experienced in devising
adequate means of rendering the condition of the
Jetty safer for passenger traffic.

W

THE CHIEF ENGINEER,
Office of the Crown Agents for the Colonies,
4, Millbank, Westminster, London, S. W. 1.
No. Inspection.

Island Invoice 1707/2.

The above file mark must be quoted on all communications regarding this contract.

To:—

Messrs. J. Stone & Co., Ltd.,
High Street,
Deptford.

Indent No.

226

Dated 22.9.24.

Account

Dept.

P.S.D.

Tender to the Crown Agents for
the Colonies for the supply of

Nails.

NO. OF ITEM.	QUANTITY.	Unless otherwise stipulated in the Crown Agent's Specification the address must be stencilled or painted on all articles or packages, and a detailed list of the contents enclosed. Paper or Parchment labels are not to be used. Articles which are loose or bundled and are too small to bear the address are to be marked with metal labels securely fastened with wire. The Port of destination must be clearly marked on all packages in letters at least two inches high. It is essential that the full period required for delivery should be stated on the Tender, and a sufficient margin to cover contingencies should be allowed. Yellow Metal composition. 22 oz. Muntz Metal Sheathing. sample to accompany tender.	RATE.	AMOUNT.		
	2 cwt		1/- ¹ / ₄	11	8	8
				Cost of packing for export ...	£	6 0
				(a) Cost of delivery f.o.b.	£	
				(b) Alternative, cost of packing and postage to	£	
				(c) Trade and Shipping allowances	Total £	11 14 8
				per cent. on £.....	= £	
				Cash discount for prompt payment) = £	11 14 8
				2 1/2% @ 1/2% per cent. on £11.14.8) = £	8 2
				Net amount payable (including all charges) on receipt of Bills of Lading, Parcels, Receipt or Certificate of Postage.	£	11 6 6
				(d) Alternative, total net cost f.o.b.	= £	

Accepted - 19.2.24.

(a) See Clause 10 overleaf.

(b) If economy can be effected by so doing, the goods should be sent by Parcel Post, sub-divided if necessary.

(c) Discounts and trade allowances of every kind to be deducted, so as to show the net amount payable. If no discounts are allowed the tender should be marked net. The Crown Agents claim to be placed on the footing of the most favoured wholesale shippers, and they will decline to deal a second time with any Firm that does not so treat them.

(d) Firms may quote alternatively for delivery at any other port at which they can deliver f.o.b. cheaper than that stated.

We hereby agree to supply, in accordance with General Conditions of Contract No. 1, dated November, 1922, on back hereof, the articles above specified, at the price set against each, which includes all charges (see Note), and to deliver free on board ship at once despatch by post within days from the date of order.

Signature J. Stone & Co., Ltd.,

Address Deptford, London, S.E. 14.

Dated this 19th day of December 1923.

Date of Issue:—

THE FOLLOWING SPACE TO BE LEFT BLANK BY FIRM TENDERING.

JIF/

Falkland Islands 1707.

ADVICE OF ORDERS PLACED.

15

All communications to be addressed to the Crown Agents for the Colonies, the above reference and the date of this letter being quoted.

The Crown Agents for the Colonies present their

compliments to The Colonial Secretary, Falkland

Islands.

and have the honour to enclose copies of the undermentioned accepted tenders in connection with the indent noted in the margin.

Indent No. 226

Dated 22.9.23.

Dept. P.W.D.

A period of 14 to 28 days should be added to the date promised for delivery, being the time which may elapse between the goods being ready and a suitable opportunity for shipment, and, unless a further advice is sent you, it may generally be assumed that the date promised for delivery in England will not be exceeded.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

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

19th February 1924.

Firm.	Nature of Goods (and indent item numbers).	Date promised for delivery in England.	Approximate cost. £
Messrs. J. Stone & Co. Ltd.	Nails	at once	£11 6 6d.

We do not know "Rose" nails, and are sending usual type of sheathing nails to suit Muntz Metal Sheathing.

JIF/

FREIGHT ACCOUNT.

The Crown Agents for the Colonies.

Dr. to Messrs. THE PACIFIC STEAM NAVIGATION CO LTD (per Greenhields Cowie & Co)
 Date 31st March 1924
 Colony or Protectorate FALKLAND IS. Reqn. No. 1707/1
 Department P.W. 1716/3
1707/2

Account _____
 Indent No. _____ of _____ 192____
 Shipped by S.S. "HUANCHACO" on MARCH 1924.
 From LIVERPOOL To PORT STANLEY

	Freight as below	Tons	ft.	ins.	Tons	Cwts.	qrs.	lbs.	Rate			
3	Cases Yellow Metal Sheets					18	-	5				
2	Kegs Nails					2	-	14				
						1	-	-	19 80/-	4	-	8
									Primage 10%	8	1	
												4 8 9
	<u>ADD</u>											
	Bill of lading											2 6
												4 11 3
	Shipping charge											3 6
										£		4 14 9
	AJ/KC											

75
14/3

S

INVOICE.

THE 'CROWN AGENTS FOR THE COLONIES.

Dr. to Messrs. J. Stone & Co. Ltd.,
Of Deptford, S.E.14.

Crown Agents' Reference,
i.e., Colony and Reqn. No. } W/Falkland Is. 1707/2

Dept. **PWD**

Date 11th. March, 1924. 192

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account _____
 Indent No. 226 of _____ 19_____
 Letter No. _____ of _____ 19_____
 Shipped by S.S. " _____ " on _____ 19_____
 F.O.B. _____

W. & S. Ltd.

Item Nos.	Quantity	Description of Article in wording of Tender.	Weight.				Rate.	£ s. d.			£ s. d.		
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.
2 cwt.		Yellow Metal Composition Shg., Nails 1.1/4" long to suit 22 oz. Muntz Metal Sheathing.					1lb. 1/- ¹ / ₄	11	8	8			
2		Iron Kegs & packing & F.O.B. Charges.						-	6	-			
		Carriage to Liverpool.						-	4	7			
								11	19	3			
		Less 2 1/2% off £11. 14. 8. - 5/10d.) " 1% off £11. 8.10. - 2/4d.)						-	8	2			
		Mark:-									£11	11	1
		Reqn: 1707											
		<u>O.H.M.S.</u>											
		C↑A											
		O.A.G. STANLEY											
		No. 3221/2											
		<u>Nett Weight.</u>											
		<u>Gross.</u>											
		<u>Dimensions.</u>											
	2 Kegs each	£1. 0. 0.											
		£1.0.7.											
		1'3" x 0'11"											
		Carried forward ...											

DUPLICATE

SPECIALICATIONS.

~~INVOICE~~

E. 16.

TRADE
Æ
MARK.

KINGSTON METAL WORKS

Smethwick, near BIRMINGHAM

The Crown Agents for the Colonies.

ORDER NO. 11104

OURS
YOURS see b

LONDON. SW.

Bought of ALLEN EVERITT & SONS Ltd.



Date	Route	Carriage	Marks		
7.3.24.	Per L.M.& S.Rly.	to Alexandra Dock, Station.	fors.s. "HUANCHACO"		
Quantity	Description	Weight	Rate	Amount	
	Your Order No.W/Falkland Is.1716, Indent No.229A.6/11/23.Dept.Post Office 31.1.24.	3.			
#557 40ft.	SOFT COPPER RODS. To. B.S.S.No. 2. 3" Diameter x 3'0"	17½			
	Your Order NO/W/Falkland Is.1707, Indent 226.of 29.9.23. Dept.P.W.I.	1.			
	MUNTZ METAL SHEATHING.				
300.	1'2" x 4'0" x 6½ lbs.	5 1 23			
	3 cases Meast.4'4" x 1'5" x	5 1 20			
MARK	10" Tare 2-2 each. Nett.	5 1 23			
		16 1 27½			
		Gross. 16 0 5½			

Reqn. U.H.M.S.
1716. O.A.G.
C.A. Stanley.
No.557/559.

NOTE.—WE CANNOT ACCEPT RESPONSIBILITY FOR
GOODS LOST IN TRANSIT UNLESS WE ARE
INFORMED OF THEIR NON-DELIVERY WITHIN
10 DAYS FROM THE DATE OF THIS ADVICE

No claim for defects or shortages can be admitted unless advised on receipt of Goods.

S

INVOICE.

THE CROWN AGENTS FOR THE COLONIES.

Dr. to Messrs. Allen, Everitt & Sons Ltd.,
 Of Kingston Metal Works,
 Southwick.

Date 7th March 1924.

Crown Agents' Reference,
 i.e., Colony and Reqn. No. Falkland Is.

Dept. 1716/3
 Post Office.

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account _____

Indent No. 2292 of _____ 19

Letter No. _____ of _____ 19

Shipped by S.S. "Manchaca" on _____ 19

F.O.B. _____

Item Nos.	Quantity.	Description of Article in wording of Tender.	Weight.				Rate.	£ s. d.			£ s.		
			T.	c.	q.	lb.		£	s.	d.	£	s.	
		<u>Soft Corner Bars</u>											
	40 ft.	3" diameter x 3' 0"				172	1/0	-	17	6			
		Less 2 1/2% Discount						-	-	5		£-	1
		Enclosed with goods under Rem. 1707/1.											
		Carried forward ...											

W

INVOICE.

THE CROWN AGENTS FOR THE COLONIES.

Dr. to Messrs. Allen, Everitt & Sons Ltd.,
Of Kingston Metal Works,
 Smethwick.

Crown Agents' Reference, i.e., Colony and Reqn. No.

Falkland Is.

Dept. P.W.D.

1707/1

Date 7th March

1924.

To be filled in by the Contractor.

(This space for use in Crown Agents' office only.)

Account _____

Indent No. 226 of _____ 19

Letter No. _____ of _____ 19

Shipped by S.S. "Strathairn" on _____ 19

F.O.B. _____

Item Nos.	Quantity.	Description of Article in wording of Tender.	Weight.				Rate.	£			£
			T.	c.	q.	lb.		s.	d.		
		<u>Muntz Metal Sheets</u>									
	300	1' 2" x 4' 0" x 64 lbs.	5	1	23)						
			5	1	20)	0d	61	-	-		
			5	1	23)						
		Packing					2	1	3		
		3 cases Neast. 4'4" x 1' 5" x 16"					65	1	3		
		2% Discount					1	11	7		
		Tare 2-2 each					61	9	8		
		Nett	16	1	27)						
		Gross	18	-	5)						
		Goods for Reqn. 1716/3 enclosed.									
		Carried forward ...									

ORIGINAL SHIPPING ADVICE.

The Crown Agents for the Colonies have to report the undermentioned shipment:—

" P. 2. 1707/1 21' (This reference and the date of this letter)
 B/L 1716/3 (should be quoted in all communications.)

16

Colony **Falkland Islands**
 Indent No. **229 & 226**
 Dept. **-** *Special A/c (if any)*
 Steamer **Huanchaco**
 From **Liverpool**
 To **Port Stanley**
 Consigned to **O.A.G.**
 Date of shipment **13/3/24**

The documents enclosed will enable the consignee to obtain possession of and to check the goods. Complete documents showing the total cost of this consignment will be sent with the duplicate advice.

Attention is drawn to the desirability of weighing packages immediately landed, particularly if there be any reason to suspect pilferage or any shortage. Information as to weight is of service when urging claims.

NUMBERS OF PACKAGES.	DESCRIPTION OF STORES.	REMARKS.
557/9 R1707	3 cases Metal Sheets <i>sheets</i>	

ENCLOSURES.	Packing Particulars.	£	s.	d.
Bill of lading				
Invoice:—				
Allen Everitt & Sons	1	62	6	9 P.W.D. (226)
<i>J. Stone & Co.,</i>			17	1 Post. Office. (229)
		11	11	1 P.W.D. (226)
<i>Freight</i>		4	14	9 P.W.D. (226)
<i>Insurance</i>			5	9 P.W.D. (226)

To The Colonial Secretary,
 FALKLAND ISLANDS.

Date 11/3/24 BB

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