

C.S.

PORT AND MARINE

SHI/JET/1 # 9

1923

No. 747/23

Harbour Master

SUBJECT.

192 3

3rd October

Previous Paper.

Report on condition of Dockyard Jetty  
Derrick, Dockyard Hulk.

MINUTES.

*Minute from Harbour Master of 3rd Oct 1923 — Encl ①*

*Colonial Engineer.*

*For report please*

*G.W.H. 13  
Oil/Sec  
17 Oct 1923*

The Hon; Col; Secretary.

The struts holding the derrick are broken, as reported by the Harbour Master.

2. It is hoped to be able, early next week, to examine derrick, repair and re-fasten struts, and make the derrick secure.

*R. Marsden.*  
Colonial Engineer.

16/10/23.

*Colonial Engineer.*

*Has the work yet been done?*

*G.W.H. 13  
Oil/Sec  
31 Oct 1923*

Subsequent Paper.

*10 Dec. 24  
20 Dec. 24*

The Hon. Col. Secy.,

The work has not yet been done.

The blacksmith has been engaged upon the repair of the boiler at the Hospital and, consequently, other work has been delayed.

*R. S. Asely.*

Colonial Engineer.

I/II/23.

Paper obtained from Col; Sec; Office. 9/II/23. *ms.*

The Hon; Col; Secretary.

The work has now been completed.

*R. S. Asely.*

Colonial Engineer.

10/II/23.

FALKLAND ISLANDS.

1402

C.S. No.....

7

MINUTE PAPER.

Departmental Number.

38/24  
with F

From....The Harbour Master.....

Date..... 3 October 1923

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

SUBJECT.

Report on Condition of, Dockyard Jetty Derrick.  
Dockyard Hulk.

Reference  
Numbers.

Sir,

I beg to submit report on the condition of the  
Derrick which is situated on the Dockyard Hulk.

2. The method of securing the mast of the derrick  
and the condition of the timbers of the hulk appear to render  
the derrick unsafe for general work without necessary repairs  
being shortly executed.

I am, Sir,

Your obedient Servant,

*Colin F. Hodder*

Harbour Master

REPORT ON DOCKYARD JETTY DERRICK. DOCKYARD HULK .  
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I beg to report that the Dockyard Jetty Derrick, which is situated on the Dockyard Hulk, North side, cannot be considered safe for General Work.

The Mast upon which the derrick depends is stayed with two wire stays leading West and South West, shackled at the mast head to an iron band and set up on beams of hulk. The mast was further stayed by iron struts which also are secured to the beams of the hulk.

An iron securing and supporting strut of the derrick mast, which had been secured by spikes into the outer timbers of the hulk on the North side, has torn away.

This was occasioned by a lighter rising and falling in seaway whilst alongside working cargo. Lighter apparently lifting from below strut and timbers of hulk in the vicinity being in bad condition, strut was torn out and bodily lifted.

The heel of the mast, which is below the planking of the hulk platform, is buried in ashes and refuse and an examination of the heel would appear impracticable. In view of the condition of the hulk I would suggest that it may be anticipated that the heel bed or that upon which the heel may be resting, is not in good condition.

The derrick is in general use for working Cargo, sand, shingle. Coaling H.M.C.S. "Afterglow" and for working such materials etc., as may have water transport.

I would respectfully suggest the support to the derrick is dependent on the condition of the hulk.

*Colin E. Hoadly*  
Harbour Master

3/10/23