

CUS/13/1

VOL :

Folio 119-233

CLASSIFICATION

GROUP

SUB-GROUP

SUBJECT

ARCHIVE

OFFICER DEALING

CONNECTED FILES

FILE OPENED

FILE CLOSED

FILES
ARCHIVES
2/4/87

[illegible]

C.L.

①

This is one of the subjects which T/C Commie are awaiting an action.

The letter they refer to is at p. 225. Correspondence starts at p. 218 - 220

The decision to improve the lighting on the public Jetty arose from ~~a~~ a recommendation contained in a report on an enquiry held i.c.w. a false accident which occurred there in February 1971. R. See p. 213.

SPE at p. 219 suggests that T/C reconsider their request for Gov. to provide free lighting since the cost of maintaining fittings, which amounts to £50 annually is met from public funds. Likewise there is no charge raised for labour in replacing lamps. My own opinion is that the Commie is splitting hairs - SPE estimates the total cost wd. not exceed £20 p.a.

②

287.72

A.C.S.

T. y. I have set R 237

③

Pa

Y.E.

R 238. The state of play on this stands at R 235.

7/8

C.L. to see on return B4 15.10.72

S.C.

Pl inform S of P & E re R 240, H. P.A.

11/8

SC.

(4)

Pl write to SPW re R242.

(5)

21/8

C.S.

Memo sent to S.P. 23. - Matter now as S.P.C.
in connection with R 242?

23.8.72

(6)

S.C.

T.S.

Pl check that R235 is in hand.

27/8

C.S. ✓ 1.9.
PU 5/9 for mels

I have checked with C.S. - an application for £150
has been made by SPW, and is for consideration at the
next meeting of S.P.C.

24.8.72

B.L. 5.9.72

(8)

PA
8/9

SC.

R244. There loss belong to BAS?

(9)

20/9

C.S.

The bags of sand and shingle belong to BITS and are for
use on the Antarctic bases. They were placed near the
Public Jetty in readiness for loading onto the BITS ships pl.

21.9.72.

File # 244

(10)

Colonial Secretary

1. The other day in Council Members raised again the question of the public jetty and the fact that more work still requires to be done to it. When I had a look at it again the other evening it appeared to me that very little is needed - simply the replacing of certain rope links and pipes near where the jetty meets the road and the removal of those dreary bags full of sand. Certainly before the end of the month when the ships start coming in we should try and clean up this mess.

G. L.

EGL

18 September 1972

(11)

Y.E.

It see (9) re the bags of sand. As the ships are now due in soon, it would perhaps be unreasonable to ask BAS to remove them now?

2. SCU answer me the repairs are in hand, but he is hard pressed from all sides.

(12)

Bob/Ber

The sand must have been there since last season! I will thank the Mr. Roberts as the bags are not fit to sand smooth.

G. L.
3/10

BU 1 mlt

L
3/10

AS

R244

11

(13)

(a)

Ask SDC

to put up notice & Fence

(b) Tell Council we are doing this.

(14)

By 8.1.73

(KIV - position)

Notes: Spence PWD who inform that work requested

at p. 246 has now been completed

8.1.73

YE

R. 247

(15)

Would this be a suitable item for Development Aid? An extended jetty would permit tourist ships to berth more easily.

T. 17.7.73

(16)

C.S. We have been asking Councillors for Revised projects right up to the final completion of the Plan a few weeks ago. It makes us look ridiculous if we suddenly turn it all overboard and go for a totally new project. Surely the Committee did not think that YPF would now re-build their pipeline to the public jetty?

2 Costs of extension are surely likely to be v. high and beyond our modest Aid allocation?

I would suggest 1st when we have our T.A. Engineer here, or when the Endurance is here we approach this project. more critically and ascertain what is involved in the extension and what are the likely costs. These I imagine will be in hundreds rather than tens of thousands of pounds.

17.

[Signature]
18/7

Y/E.

BAS were thinking in terms of extending the Public Jetty by 30 feet to be able to take the Beaufield but this project was abandoned.

O.I.C BAS is asking his Head Office for the estimated cost.

When we have this it will give an indication of whether we could ever hope to find the funds.

[Signature]
27.7.73

C.S.

(78)

Good. Let see what Figure BAS produce.

(18)

[Signature]
31/7

Y/E

Sorry - BAS say that no estimates were prepared and that project was abandoned.

[Signature]
2.8.73

Note

19.

BU 1/9

BAS also say 1st reason why it was abandoned was due to HUGE cost *[Signature]*

20

Bu 3.12.74(249)

Bu 3.12.74(249
251)

Om

(251) PC ask SPW for this.

21

Alth
3.12.74

DCS

20 PWD say this will be actioned
Tomorrow 5th Dec.

P
4.12.74

22

Bu 10.12.74

CS

(250) SFC members suggested that the Public Jetty. shd be extended - see (247) and the Architect who came to plan the School Hostel etc has submitted his report at (250). The cost is prohibitive as BAS found out when they did a costing.

2. ? Mention at next SFC or copy the report to LegCo. Ex Co. members might be interested also.

Alth
12/12

23.

DCS:

Pl. copy to book. Then prepare draft 200 pages

5/13/12
24.

24

CS
Yr (23) Draft X to paper st.

This is a non starter but the
jetty from what I hear is in
need of repairs.

14/12/74

25

Yr
Jetty Draft £200 p. at centre for
app. to me. Halls Elbow may come
to see it.

5/16/12

26

AS
H/S / I think you had the cost at £150,000 to £200,000
appears to be very high after what Mr. Miller
told me. Ph. Norris

14/12/74

27

17th Brook

P. note for disburse B.L. ph.

28 5/23/12

73-2-75
B.L. 17/12/75
(KIV)

28.

C.S.

You have this file notes for discussion
with V/C Bloomer Reeve pl.

§

6.2.75

29

AS
Th. n. Production. for next Rec.
24/2

30

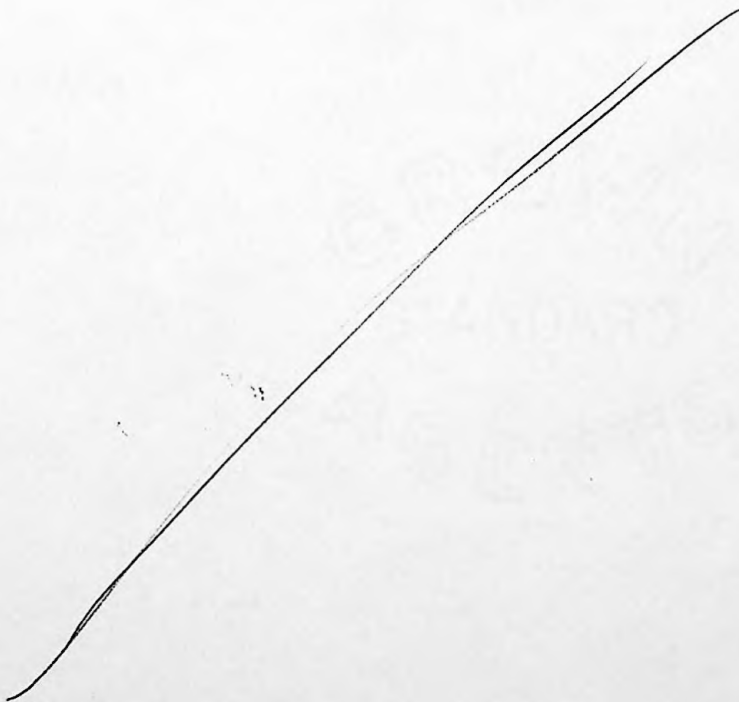
bu 18.3.75
(Exco)

DCS
Pl. Riv. (259)
25/3

31

25th 30/3

BU 8/4/75 (259)



Earlier this year I asked the Oi/c BAS for action on accounts which BAS had not paid due to them being in dispute. All have now been settled with the exception of £26.09 which is due in respect of repairs to the Public Jetty.

2. From 229 in CUS/13/1 the Oi/c BAS reported on 17th April, 1972 that he would be advising telegraphically whether or not BAS would be prepared to pay for the repairs. The correspondence on the subject runs from 224 to 233 in CUS/13/1. The Superintendent of Works billed BAS in 1972 for £4.67 of the £26.09.

3. BAS comment as follows on the cost of repairs to the Jetty:-

"PWD materials for repair of the public jetty. These were returned to the PWD with the indication that we did not consider this a fair charge to the Survey and more a charge to the insurance coverage on Public Jetty. Nothing further was heard from PWD and it was assumed that they had accepted our arguments. Should this charge be reissued we would return it under the same argument".

4. From 233 in CUS/13/1 it would seem that the damage cannot be pin pointed to any particular vessel but would appear to come within general wear and tear of the Jetty.

5. I feel quite certain that we do not have a strong case for pressing the matter further nor do I recommend it for the following reasons:-

- i) There is insufficient evidence that the ~~entire~~ *entire* damage was caused by BAS vessels.
- ii) The relatively small amount involved.
- iii) The co-operation and generosity of BAS towards the Colony.
- iv) The time factor. The argument has been going on since 1972.

6. I consider the repairs to be a fair and reasonable charge against the PWD vote "repair and maintenance of jetties". Sufficient funds are available to cover the cost. Subject to your approval I will advise SPW to adjust the cost and cancel the charges against BAS.


FS

3/10

HM
Pl. study 32 & speak. 5/10
44

HM
We spoke. Pl. consult SPW re compensation

done in respect of the 'Torquesa'
before deciding on 32.

35

CS.

I consulted SPW today the 8th who informs me that the owner of "TORQUESA" has accepted responsibility for the damage to the petty and has indicated he will settle account after the repair has been made. S.P.W. also states that he has consulted FIC with a view to repairing the petty but nothing has been done as yet.

8/10 H.M.

36

HAH
Th. u. I think you should have copies of the letter indicating acceptance.

37

CS.

SPW informs me that he was going to discuss this with you because the acceptance was received by Ladi office and therefore he has no correspondence.

15th 14/10

38

DCS
37 It must come this in writing.

39

21/9

BH 10/10/75

AS

Para 2 of (259). Has this been undertaken?
28th 22/10

40

D.C.S. Please see minute 32 in this regard. 22.10.75

41

CS

Ref (201) III ASPW said he was going to discuss with you the possibility of completing the repairs and billing the Argentine representative

DCM 27/10

42

DCS

This work should be put in hand as soon as possible. I was told, in fact, that ASPW was already started on it. Please show this file to the Harbourmaster who should report to you periodically on progress.

for

CS
29.10.75

43

Hm

To see the latest developments pl

DCM 30/10

DCS

44

Thank you. ASPW has in fact started on the jetty. for Hm. 30/10

45

BU 30.11.75

Hm

42 for report pl. DCM 2/12

46

CS

45 Jetty is now useable but there are still a few pieces to be fixed ~~at~~ during a low tide for and of course ASPW is ^{now} at S.G.
Hm. 5/12.

BU 12/1/76

47

Hm

See latest report on the
Public Jetty pl

25/12/11

48

DCS

as at 46 - spring tide still awaited

[Signature]
H.M.

Bu 26/1/76

49

Bu 6/2/76

Hm

What is the position pl?

25/1/76

50

DCS

Unfortunately PWD did not complete this work
and are ^{now} unable to as the next spring tide because
of RRS Blackletter being alongside. The PWD Foreman
has assured me he will keep this in mind and
get the work completed as ap.

[Signature] 12/2/76

51

Bu 24/3/76

Hm

What is the position pl?

25/1/76
24/3

52

Ag CS

It is hoped, weather permitting, to complete
this job on Tuesday the 30th March

[Signature]

[Signature] H.M. 25/3/76

Hm

Re: pregoing minutes. Has this

matter now been satisfactorily dealt

with, -pt?

§
+ C.S.
1.5.76

Ag DCS.

54

12 Bolts are still to be fixed into the planking and must be done from a small boat. This work can only be completed (1 day) ^{when} ~~if~~ weather is calm

for
HM
3/5/76

55

Ag C.S.

Minute 54 for information please.

2. I have spoken to Mrs Booker about the Report at centre. She thinks copies were sent to Exco Members in Stanley (but not to Mr Blake as insufficient copies were received).

This copy could now go to Mr Blake? The subject will no doubt be touched on in Exco in due course.

Ag Des

Yes pl

Don
4/5

§
3.5.76

56

C.S.

Copy No. 4 of the RPI Report on Stanley's jetty was returned by Mr Miller and has been forwarded to Mr Blake. (The other copies have not been returned)

The Report will have to be formally considered by Government i.d.c. please?

§
3.6.76

(There is no record of the distribution in the C.S.O. I understand that C.S. handled this)

3.6.76
By ~~3.6.76~~
(KIV)

KIV-54

This transferred
to EV 12/13 - Conf

Dev. Off

Would you please give some thought to the question of berthing facilities in Stanley and discuss with the Harbourmaster

D. H.
20/12

58
J

AS
- from Form 267

2. Could you please ask DPW whether any formal inspection of the Public Jetty has been made and, if so, what recommendations are being put forward.

2/11/79
J

59
-

C.S.

You might like to see the papers relating to the Public Jetty, particularly from p. 267.

2. The DPW indicates in his memo at p. 272 that he has entered bids in next year's estimates to cover certain repairs to the Jetty. No action I think until after the estimates have been considered pl?

J. 9. 4. 79.

§.
7.5.79.

AS.

Yr. 59 pl.

Thanks, DPW has confirmed verbally that he has included provision for an initial phase in his Estimates submission. I agree N.F.A. until there have been considered. JB. 7/5.

61.

Note: Sum of £8,000 entered and approved in 1979/80 Estimates for the Renovation of the Public Jetty.

11V - possibility of further funds to augment the £8,000 already allocated.

62.

CS. JB.

I don't know that we still expect further funds to augment the £8,000 set aside in the 1979/80 Estimates for the Renovation of the Public Jetty. There might be opportunity of obtaining the timber required from Punta Arenas by the forthcoming voyage of the "Moussu".

§. 28.9.79.

63

Ag Harbour Master

(274) Pl let me have your comments on Mr Emsley's requests.

D.M. 16/10/80

64

D.C.S.

Have no objection to Emsley's use of jetty at Banache. There is adequate water at high tide for the ferries to go alongside.

1 Do not recommend any lease for that will entail obligation on the part of F. S. G. and the Penguin and Golden three are already adjacent to the jetty on the east side.

2 Such a mooring will place the ferries in a "safe" position - she must be abase due for another breakaway at any time.

M.A. 16/10

65

AS JB
I have some fears about Mr Emsley's safety, but he is an adult. I recommend we let him "without obligation".

The jetty is not used by us. It was built during the war to serve the ammunition dump.

D.M. 17/10/80

66

D.C.S.

I tend to agree with you that we should simply permit Mr Emsley

to build his vessel (s) there "without obligation" on our side but I wonder about the question of his "making repairs" to the wharf. For my money he is welcome to go ahead & do what he wants if it will improve the wharf but before saying so would prefer to have the advice of the Legal Dept. about any implications there might be. If you agree please seek advice of S.R. & R.S.C.

HB 20/7

| 67.

Shr
RSC

(274) and 66 for your advice pl

R. (Th)
21/10/80

68

C.S.

I consider that Mr. Emsley ought to be granted a Licence to use the jetty. I enclose a draft of Heads of Agreement for consideration. (275)

2. Points to consider are:

- (a) Will Mr. Emsley share the use of the jetty with Government and persons authorised by Government? (I have assumed this is so.)
- (b) How long is the Licence to last? (I suggest until terminated by 6 months' notice.)
- (c) Is Mr. Emsley to be under an obligation to repair the jetty? (I have assumed he may repair and, if so, must do so to the satisfaction of D.P.W., but that he must make the jetty safe before anyone else uses it except workmen doing the repairs and persons authorised by Government.)

3. The Admiralty may have owned the jetty during the War years but it is likely that Government has now become owner by prescription or long usage.

Not clear
R.S.C.
22.10.80
He discussed
H.B.

69.

JCS Pl quote re 68 & F(275),

2/3
8 26/7

70

RSC

Pl discuss with Mr Embley so that he knows what we are going to ask him to sign. We think six months' notice is unnecessarily long if we ever wanted to terminate the licence. Otherwise the licence seems all right.

28/10/80

71

H.E.

Licence Agreement (in duplicate) at centre for signing, please.
£1.00. for Ls has paid.

AM clerical

RSC. 18.11.80.

72

RSC.

Signer.

18/11

73

AsC.

Licence Agreement at centre for Government to retain.

AM clerical

RSC. 21.11.80.

14

Has been water
to note 279d
21/11

75

Thank you 21/11

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

Stanley,

24th December

19 54

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO



The Honourable the Colonial Secretary,
STANLEY.

Sir,

Public Jetty damage.

We have telegraphed our Agents in Punta Arenas to supply the necessary timber to make good the damage caused by our s.s. "FITZROY", and will supply sheathing etc. from Stanley stocks.

In view of the poor state of the two pile heads on the North face and the advanced state of decay of decking we suggest that if we provide the materials Government pays for the labour.

I am, Sir,

Your obedient servant,

A. G. Danton.

MANAGER.

Reply at 122.

** Actually, we are sending order by "Philomel" mail.*

Pl see 107 in Vol I.

109

*B.F. - haven't they already open
to do the whole thing? 24/12*

5th January, 55.

Sir,

Public Jetty Damage.

121

I am directed to refer to your letter of the 24th of December, 1954, and to state that, with regard to paragraph 2 thereof, it is considered equitable for you to meet the full cost of repairs as already agreed in your letter of the 27th of August, 1954.

107 on Vol I.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

The Manager.
Falkland Islands Company, Ltd.,
STANLEY.

COLONIAL SECRETARY.

Re. 107

123

S/W.

10

See

8.
6/1

Hel noted by WSL
6/1/55

Jo.
8.
12/1

ILB - 501

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley,

17th September

19 55

The Honourable the Colonial Secretary,
STANLEY.

Sir,

Public Jetty - Your ref: 0644/B/11.

Further to our recent conversation we now list for your information the materials used on repairing the damage to the N.E. corner caused by our s.s. "FITZROY" on the 14th July 1954 including timber which Government would have supplied to Mr. J. Barnes, Contractor, for renewing decking and stringers throughout. These items are marked with an asterisk.

3	Piles	12" x 12" x 28'			
4	Bearers	4" x 12" x 25'			
2	Walings	4" x 12" x 25'			
6	Braces	3" x 9" x 15'			
*	3 Stringers	6" x 14" x 27'	-	£82. 1. 9	c.i.f. + 5%
*	25 Planks	3" x 9" x 15'	-	122. 3. 0	" " "
*	1 1/2 Spikes	7" x 1 1/2"	-	7. 9. 4	" " "

In addition to the above 86 x 1" Iron Bolts, 18 to 21 inches long, 136 sheets of Muntz Metal, 56 lbs of Copper Nails were used on Damage Account with which Government is not concerned. We have paid Mr. Barnes £139.9.7 for labour.

107 in Vol. I
* Notwithstanding paragraph 3 of our letter of 27th August 1954 we consider it not unreasonable to charge Government for new materials which, had it not been for the accident, must have been furnished by Government.

Please let us have your comments at your convenience.

I am, Sir,
Your obedient servant,

A. G. [Signature]
MANAGER

Reply at 133.

130

S. P. W.

for yr. observations please on * 9

129.

Sl. 10/9

Hel

I consider FIC should pay according to their letter
dated 27th August 1954

RGK
22/9/55

Y. H.

131

130.

I have discussed with S.P.W. Although at 107 in vol I. FIC agreed to meet all charges incurred in repairing that portion of the jetty damaged by the "Jitong"; the S.P.W. agrees that a portion of the jetty would in any event have had to be replaced if the accident had not taken place. He (S.P.W.) feels that a fair compromise would be to meet half the cost of the material supplied, i.e. £211.14.1 plus 5% = £222.5.10.

It will be seen that FIC have added 5% to the cost of the timber - presumably this is their profit which we should not meet.

As the C.D.W. cost was £211.14.1. I recommend that we allow them a round figure of £100. There is a surplus in the C.D.W. grant so it is not costing Government.

21.2.19

C.S.

B

I am not certain that we are not being unduly hard on the S.P.W. I should like to discuss with you further in the light of

(1) The total cost of the repairs (company presumably will provide the figure)

(2) An approximate estimate of what we would have had to spend to put the Jetty into its present pristine condition had the accident not occurred.

*

6.4.71

Hel

The FIC has only paid for damage done. Gov have footed the bill for redecking the whole of the Jetty as in the term contract

I consider

that Gov. has

132

S.P.W.

Can you say re * at 13/B?

~~P.~~ 24/9

Refer to C on reverse

Q.

S/x

6th October,

55.

Sir,

129

I am directed to refer to your letter of 17th September, 1955, in connexion with the payment by your Company of certain materials utilised in repairing the Public Jetty which, but for an accident caused by the s.s. "Fitzroy" damaging the Jetty, might have had to be replaced by Government.

107

2. Although an undertaking was given in your letter of 27th August, 1954, that the Falkland Islands Company, Limited, would provide the materials required and meet the cost of repairs, it is acknowledged that certain timber would, in any event, have had to be replaced. In the circumstances I am to say that Government will meet the cost of such timber to the value of £100 and the Superintendent of Works, Public Works Department, will arrange payment accordingly.

I am,

Sir,

Your obedient servant,

(Sgd) S. C. Trees

Manager,
Falkland Islands Company, Limited,
STANLEY.

ACTING COLONIAL SECRETARY.

VP

Copies to: Supt. Public Works Department. Treasury. And

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.

8th November 19 60

To The Honourable,

The Colonial Secretary,

Secretariat.

From The Harbour Master.

Stanley, Falkland Islands.

SUBJECT :-

Damage to Public Jetty

I have the honour to report that on Sunday the 6th November 1960 at 1222 hours the R.R.S. "Shackleton" caused considerable damage to the Public Jetty whilst berthing.

Attached herewith is a report called for from the Master of R.R.S. "Shackleton" concerning the mishap.

The jetty in its present state is in my opinion dangerous for discharging any further cargo, and I recommend that repair work should be carried out as soon as possible. The cost of repairs required will no doubt be given by the Superintendent of Public Works.

In a previous accident to this jetty caused by the R.M.S. "Fitzroy" the Falkland Islands Company were called upon to foot the bill, and suggest that F.I.D.S. should be called upon to meet the expenses on this occasion.

L. J. Grinn

Harbour Master.

135
R. R. S. "Shackleton"

Falkland Islands Dependencies Survey

Port Stanley, F. I.

7-11-1960

The Harbourmaster
Port Stanley

Dear Sir,

I have to report a mishap when berthing on arrival on 6th. inst.

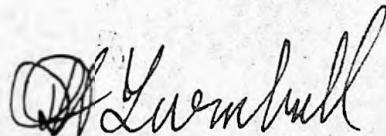
On approaching the public jetty from a direction about in line with the camber I used full starboard rudder to swing to starboard but the ship began to swing more rapidly than necessary so I reduced the amount of helm to keep the ship swinging steadily so as to lie alongside when the engines were put astern.

Although still with starboard rudder the ship suddenly stopped swinging so I ordered hard-a-starboard and full astern but the ship failed to answer and hit the jetty.

Apparently the ship was in mud which while insufficient to stop her prevented her from turning. I consider that if there had been a heavy wooden stringer facing on the jetty the stem would glanced off and slid along and there would have been little if any damage to the jetty. As it was the construction seemed to be such that the stem tended to be deflected inwards.

There is no damage to the ship.

Yours faithfully,



Master

136

Hon CS.

S.P.W. to estimate cost of repairs?

8/11/60

137

G.E. for information... It seems a bit unreasonable
for the Captain to try to lay the blame on
the jolly! However S.P.W. to ~~est~~ consider

✓ the suggestion when estimating for repairs.

Cost of repairs will presumably be met by F.I.D.S

8/14/60

138

9.11.60

BA



H.M.S. PROTECTOR,

At Sea.

31st January, 1961.

No. 139.

THE COLONIAL SECRETARY,
PORT STANLEY.

REPORT ON SURVEY OF PUBLIC JETTY

The damage to the public jetty at Port Stanley, was surveyed by H.M.S. PROTECTOR's diving team on 25th January, 1961 and their report is as follows :-

2. Damage

The total damage to the pier consists of one broken pile, one badly loosened pile and shattering of all associated braces and cross ties as shown in the attached diagram.

3. Repairs

The following work is necessary for repair :-

(a) Lifting and redriving of loose pile B. The lifting could probably be done using, say, M.F.V. Philomel as a float and coming up with the tide. After inspection this could then be redriven by pile driver.

(b) Removal of pile Cp and strap Bcd together with other debris. Lifting gear, e.g. derrick, only required.

(c) Removal of stump Cs. This would involve a light penetrating demolition charge, say one pound plastic explosive beehive.

(d) Driving of new pile.

(e) Replacement of cross tier - possible at low tide from a boat or by divers with Cox's Bolt Gun.

4. The underwater work is well within the capabilities of the ship's diving team.

5. Recommendation.

It is recommended, provided the replacement pile and other materials are available that arrangements be made for this work to be carried out during PROTECTOR's last stay in Stanley between March 19th and 27th while the divers are available. The lifting of pile B to be attempted before that time using PHILOMEL. If required limited assistance by the ship's shipwright staff could also be made available during this period, but the majority of the above water work, including pile driving, to be carried out by Public Works Department.

See 149.
Ack'd
JH 12/2/61.
SPW 1437
for information.
Please check standards on 12/2/61

(D.N. FORBES)
CAPTAIN.

143 B
Spoken to SPW.

Noted. note return of file endorsed to SPW
Copyal- 145. man is angry. letter to add 1442 - in memo
21.2.61 to Protector.

It remains with H

R
8/2/61

Wrote to Protector. Refer to 143 in his file

116 in 0440 Say nothing heard from Consul
his attention has been invited again. If Turner is
ready & space available would be most grateful
if he could arrange direct with Consul to have a
meeting. Even if Turner not available gratefully
accept. Offer to perform task at 3(c)
of 143.

2 To Consul invite his kind attention
to 114. Say "If Turner available & Washburn
able to visit it would be most grateful to have
them."

R
24/2/61

Public Works Department,
Stanley, Falkland Islands.

TIMBER REQUIRED TO REPAIR PUBLIC JETTY

No. 5	12" x 12" x 30 ft	Piles
14	14" x 6" x 30 ft	Stringers
4	12" x 4" x 22 ft	Bearers
6	12" x 4" x 12 ft	Walings
6	12" x 3" x 12 ft	Chafing Strips

All the above of Sandy Point.

AEL

142

IM

140

25/1/61

Saturday

26/1/61

BU 28.1.61

BU. 27.2.61

S.P.W.

As at 136 please.

 10/11/60

140.

HCB

I have now received a tender from Mr
Barnes and I would like to discuss at your
convenience.

AGL

24/1/61.

Discussed - N.F.A. set
8 30/1/61

162.

S/25.

f. 159. para 2. To see and report pl.

B.

for C.S.

19. 8. 61.

163

HES

The timber was in good order

H. H.

11/7/61

J.H.

164

159 asked for a report on the timber.

draft etc.

S. R.

13.7.61

Recibi de señor es Consulado Británico

la suma de DIEZ ESCUDOS mon/cte. - - - - -

cuanto ~~de~~ por los tramites Aduaneros
ref. embarque de madera a Malvinas.

(Customs' Agent, formalities timber per
H.M.S. "Protector")

Punta Arenas, Marzo 21 de 1951.

\$ 10.00 --

R. J. J. J. J.

OTHER U. K. DEPTS.

Schedule No. 8.

CROWN AGENTS FOR OVERSEAS GOVERNMENTS
AND ADMINISTRATIONS.

Government of the Falkland Islands.

Month of March 1961.

1. Receipt Wm. Dixon, 21/3.

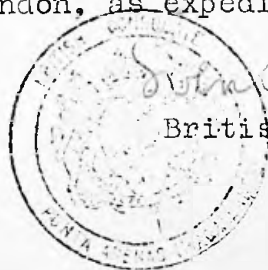
Customs' formalities timber per
H.M.S. "Protector"

£ 10.00
=====

at £2.941- = £3. 8. 0
=====

It is hereby certified that this account
constitutes a claim on your Department for £3. 8. 0.

No complementary claim will be made by the
Foreign Office and it will be appreciated if settle-
ment could be made by payment in full to the Finance
Officer, Foreign Office, London, as expeditiously as
possible.



British Consul.

British Consulate,
Punta Arenas, Chile,
March 31st. 1961.

511/61.



British Consulate,
Punta Arenas, Chile,
April 4th. 1961.



Sir,

I enclose herewith Schedule No. 8 with accompanying voucher of Mr. William Dixon 21/3/61 for £10.00 = £3. 8. 0 in respect of Customs' formalities on the timber per H.M.S. "Protector" and which was included in my March Account with the Foreign Office.

2. The timber was already loaded on board when the official Inspector arrived at the jetty. This is a new formality this end in respect of all timber exports in the future and we would appreciate a report from your Works Dept. re. quality, although it is not always possible to secure 1st. class timber at short notice.

I am,

Sir,

Your obedient Servant.

Frederic B. Robin
British Consul.

Shaw

The Colonial Secretary,
Port Stanley.

Reply at 165

Punta Arenas, 13 de Febrero de 1961.Señor CONSULADO BRITANICO (ISLAS MALVINAS)

718 *

718 C.

C

a Grimaldi y Cia.

Esc. Tip. "Don Boeco"

DEBE

Impuesto adicional pagado en el talón

5 Piezas de 12 x 12 x 30 con 1.800 P2. a N° 0,372 c/u	N° 669,60 .-
14 Piezas de 6 x 14 x 20 con 1.960 P2. a N° 0,372 "	N° 729,12 .-
4 Piezas de 4 x 12 x 22 con 352 P2. a N° 0,331 "	N° 116,51 .-
6 Piezas de 4 x 12 x 22 con 528 P2. a N° 0,331 "	N° 174,77 .-
6 Piezas de 3 x 12 x 12 con 216 P2. a N° 0,331 "	N° 71,96 .-
	<u>N° 1.761,96 .-</u>

S.M.U.O.

Certified correct

CANCELADOPta. Arenas Feb 24 1961

p. GRIMALDI y Cia.

British Consul.



BANCO DE LONDRES Y AMERICA DEL SUD LIMITADO.

LIQUIDACION DE

LETRA COMPRA

VENIDA POR(ES)

Señor(es)

COPIA PARA EL CLIENTE

157
P. 195, 21st February, de 195 51

Girado bajo Crédito No.

abierto por

Fecha

según Cable/Carta

Recibido de

No.	FECHA	PLAZO	GIRADA POR	A CARGO DE	PLAZA
12346	21.2.51	3 d 3.	British Consulate Santa Fe de Bogota	The Finance Officer, Foreign Office, LONDON	

ENDOSOS

Sola/Dup.

CANTIDAD

2 931. 13.11

IMPORTE PESOS

BANCO DE LONDRES Y AMERICA DEL SUD LIMITADO.

POR CONTADOR.

TIPO CAMBIO

Estampillas s/Letra

Franqueo Aéreo

Gastos Corresponsales

Diferencia Vista y Plazo

Importe neto pagado/abonado

1.701.96

1.701.96

OTHER U.K. DEPTS.

CROWN AGENTS FOR OVERSEAS GOVERNMENTS
AND ADMINISTRATIONS.

Government of the Falkland Islands.

Month of February 1961.

1. Invoice 13.2.1961 Grimaldi y Cia.
timber shipped per H.M.S. "Protector" £ 1.761.96
at £2.943- = £598.13.11
=====

It is hereby certified that this account
constitutes a claim on your Department for £598.13.11d.

No complementary claim will be made by the
Foreign Office and it will be appreciated if settle-
ment could be made by payment in full to the Finance
Officer, Foreign Office, London, as expeditiously as
possible.



B. Robinson
British Consul.

British Consulate,
Punta Arenas, Chile,
February 28th. 1961.

511/61



6604175
133
British Consulate,
Punta Arenas, Chile,
March 20th. 1961.

Sir,

I enclose herewith Schedule No. 7,
with accompanying invoice 13.2.61 from Grimaldi
& Cia. for £1.761.96 and copy of the Bank liqui-
dation in respect of the sale of Draft for
£598.13.11, covering shipment of timber per
H.M.S. "Protector" and which was included in my
February Account with the Foreign Office.

2. Any minor expenses incurred will be
included in the accounts for this month.

I am,

Sir,

Your obedient Servant.

Ernest O. Polm
British Consul.

The Colonial Secretary,
Port Stanley.

Public Works Department,
Stanley, Falkland Islands.

10th March, 1961

SPECIFICATION FOR THE REPAIRS TO PUBLIC JETTY.

1. REMOVE ALL BROKEN AND DAMAGED TIMBERS.
- X 2. DRIVE ⁵ PILES COMPLETE.
3. FIX IN POSITION THE FOLLOWING TIMBERS:
 - 14 STRINGERS.
 - 4 BEARERS.
 - 6 WALINGS.
 - 18 BRACES.
 - 2 CHAFING STRIPS.
4. ALL UNDER WATER TIMBER TO BE COVERED WITH MUNTZ METAL.
5. REPLACE ALL DECKING FOUND TO BE BROKEN OR DAMAGED.
6. GOVERNMENT TO SUPPLY ALL NECESSARY MATERIALS.
7. CONTRACTOR TO SUPPLY OWN TOOLS AND PLANT.
8. CONTRACTOR TO BE RESPONSIBLE FOR THE INSURANCE OF ALL MEN EMPLOYED AND ALSO O.A.P. CONTRIBUTIONS.
9. ALL WORK TO BE COMPLETED TO THE SATISFACTION OF THE SUPERINTENDENT OF WORKS OR HIS REPRESENTATIVE.
10. PAYMENT WILL BE MADE IN FOUR EQUAL PAYMENTS IF REQUIRED.

I HEREBY AGREE TO CARRY OUT THE NECESSARY REPAIRS TO THE PUBLIC JETTY AS PER THE ABOVE SPECIFICATION FOR THE SUM OF ONE THOUSAND FOUR HUNDRED FIFTY POUNDS (£1,450). ALL WORK WILL BE COMPLETED TO THE SATISFACTION OF THE SUPERINTENDENT OF WORKS OR HIS REPRESENTATIVE.

Approved.

(SGD) E.H.D. HANDERS.

Colonial Secretary.

..... Contractor.

..... Witness.

..... For Colonial Government.

..... Witness.

DECODE.

TELEGRAM.

From Colonial Secretary, Stanley.

To Commanding Officer, Protector.

Despatched : 24th February, 1961. Time : 1600

Received : 19 Time :

143 145

Your letter 189 of 31st January and my letter 0440 of 13th February. Nothing heard from Consul and his attention being invited again. If timber is ready and space available would be most grateful if you could arrange direct with Consul to have it shipped. Even if timber not available gratefully accept offer to perform task at paragraph 3 (c) your letter of above reference.

Colonial Secretary

Original in: 0644/B/II
Copy in: 0625/II ✓

Bu ~~136~~

~~28.2.61~~

P/L : RNDW/LH

150

Hon C.S.

I understand the Kimber is on board.

Xon 143 may now require S.P.W.'s attention?

151

Oked to S.P.W.

He will turn out

P 2/3/61

1.3.61

DU 19. 3.61

S.P.W.

152

140. Will you please submit Mr. Barnes' tender
let me have yr. recommendations on it.

153

HCB

Contract attached are spoke

all
18/4/61

23/3/61

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
	Psy			24.2.61
To	BRITAIN PUNTA ARENAS			(HOA/c)

114 in
0440
Mytel of 1st February stop If timber available and Warship
able to ship it could you please arrange direct with them

Colonial Secretary

Original in: 0644/B/II
Copy in: 0625/XI ✓

Time RHDM/LH

145
COPY

Ref: 0440

13th February, 1960.

Sir,

I am directed to inform you that enquiries are being made through the British Consul at Punta Arenas regarding the possibility of obtaining Sandy Point timber for the repair of the Public Jetty.

2. In the event of it being possible for the British Consul to arrange for the supply in time and in the event of it being possible to accommodate the timber in H.M.S. Protector without inconvenience I am to enquire whether you would be so very kind as to assist us in this matter by shipping the timber to Stanley on your return from Punta Arenas in March.

I am,
Sir,
Your obedient servant,

(Sgd.) R.H.D. Manders

COLONIAL SECRETARY

Original filed in: 0440

Commanding Officer,
H.M. Protector.

146
S/C Is there a reply to this in 0440 fl?

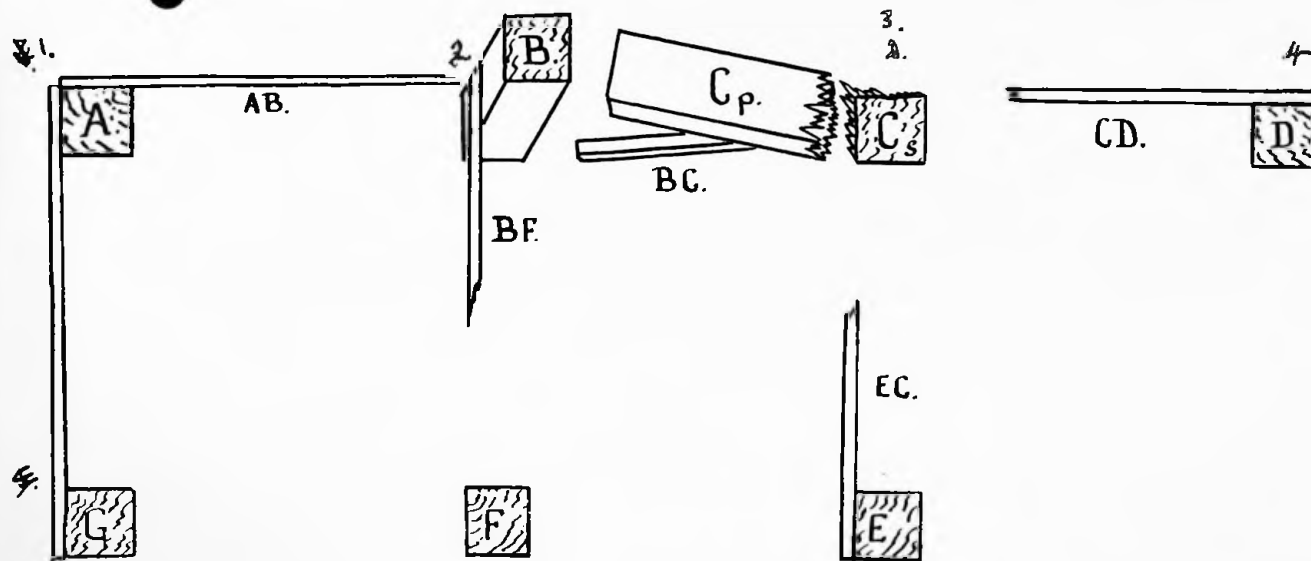
HCS
Act

147
No reply so far.

23/2/61

21.2.61

DIAGRAM TO SHOW DAMAGE TO PUBLIC JETTY.



PILES A, D, E, F, G UNDATED.

PILE 'B', VERY LOOSE BUT APPARENTLY SOUND.

PILE C_s SHATTERED SIX INCHES ABOVE BOTTOM, C_p LYING ON BOTTOM.

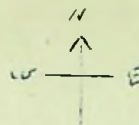
CROSS TIES AB, BC, CD, EC, BF, SHATTERED.

PHOTOGRAPHIC
OFFICER

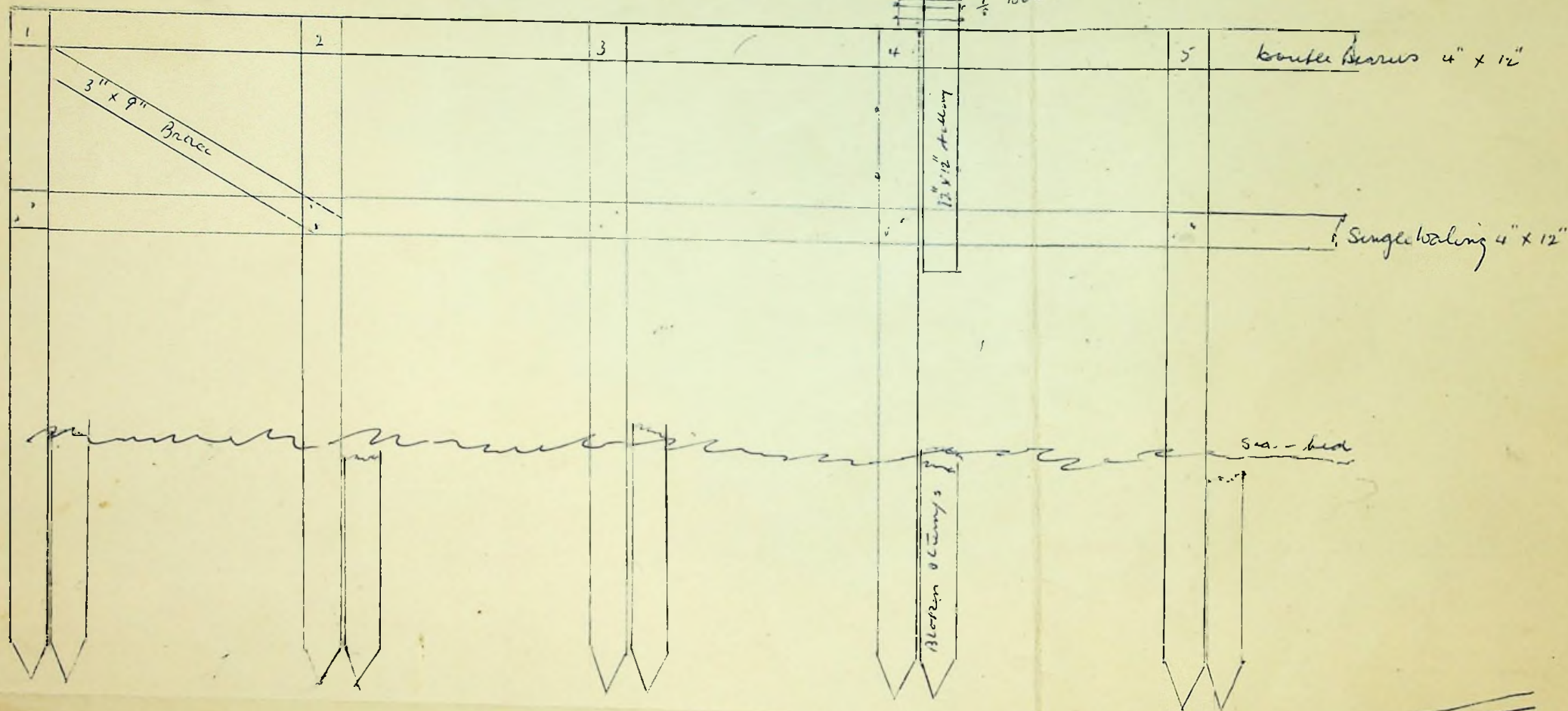
3 FEB 1961

H.M.S. PROTECTOR

1-78



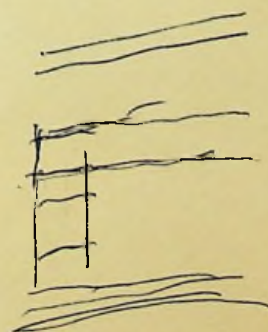
6" x 14" stringer
3 bolts



Plan of new piles

There is already a broken stump of pile on the North-west corner, I suggest the existing corner pile should be pulled out.

H. Barnes



114/2/56

12th March, 1962.

The Superintendent,
Public Works Department,
STANLEY.

The Secretary, B.A.S.

Damage to Public Jetty by R.R.S. "Shackleton" on the 6th November, 1961

1. In view of the discrepancy between the survey report by H.M.S. Protector dated the 31st January, 1961, and the actual work done to repair the jetty, a meeting was held in my office this morning with the object of attempting to establish the reason for the discrepancy. The following were present:-

J.R. Green	-	Secretary, B.A.S.
L. Picton	-	Superintendent, P.W.D.
J.S. Barnes	-	Contractor.

2. The former Superintendent of P.W.D. having retired from office, it was agreed that it would be difficult to establish accurate facts.

3. Mr. Barnes stated that five piles had, in fact, been recently damaged. Damage to three of these piles was only revealed once the whaling had been removed in the course of repair since they were found fractured in way of the bolts.

4. It was agreed that the cost of replacing planking and other materials had, of necessity, to be extended beyond the site of actual damage in order to effect a proper repair.

5. Mr. Barnes also stated that, in his opinion a little extra work had been done over and above the minimum in order to strengthen the jetty and to protect it against similar damage in the future. This consisted mainly of extra false bearers, noggins and rubbing strips.

The meeting then adjourned to the Public Jetty in order to measure up the materials used in this additional work.

This amounted in all to 122 running feet of 12 x 4-inch timber. Mr. Barnes estimated the labour element contained in his Contract price of £1,450 amounted to £100 in respect of this work.

6. The meeting formed the following opinions.

(a) That additional work has been carried out over and above actual repairs in respect of damage.

(b) That the cost of this additional work amounted to -

Materials -

122 Running feet of 12-inch by 4-inch timber ex Punta Arenas	
all for 161.528 Chilean escudos at 2.943 to the pound	= £54. 18. 50
Contract labour -	= £100. -. -0
	<u>£154. 18s. 50</u>

(c)/...

(c) That the Government of the Falkland Islands should re-imburse the sum of £154. 18s. 1d.

7. I should be glad if you could append your signature to two copies of this memorandum and return them to me.

(Sgd) J. R. Green. Secretary, B. A. S.

L. Picton
(Sgd) L. Picton. Superintendent, P.W.D.

A2 F187

170 Has there been financial p.c?

25.10.61

175

H.C.S.

A claim on underwriters has been prepared for submission to Brown Agents. Upon studying the papers I see there will be a snag. When Government (S.P.W. or H.M.?) contacted me in the first place I admitted our liability but said we would need to be presented with a formal claim supported by a Lloyds Survey Certificate. This was on the 'phone and I later saw S.P.W. and confirmed the position orally.

No formal claim on F.I.O.S. has been made neither has a Lloyds Certificate of Survey been produced.

A most untidy situation has developed whereby F.I.O.S. has been charged with the various costs as the bills have come in and one was even charged direct to F.I.O.S. & Co at Brown Agents (168). A contract was placed with J. S. Barnes for carrying out the repairs (154) but no official of F.I.O.S., to whom the cost was charged direct, was invited to sit on the Tender Board, neither were Lloyds Agents invited to certify that the contract amount was fair and reasonable.

I am not sure why H.M.S. Protector was asked to report on the damage but I assume this was because the F.I.C., as Lloyds Agents, could not provide a diver. If this was so then the proper course would have been for the F.I.C., as Lloyds Agents, to request the assistance of H.M.S. Protector in assessing the extent of the damage prior to issuing the necessary Certificate of Survey. The report should, at least, have been countersigned by Lloyds Agents.

Had things been straightforward we might have glossed over the circumvention of these formalities but it now seems that more work was done than the report by H.M.S. Protector ascribes to contact by R. L. S. "Shackleton" and there is nothing to support

176

the inference that FIOS is liable for this additional work. There is no doubt that the underwriters will refer back about this discrepancy and may, at the same time, enquire why the usual formalities were not observed at the beginning & throughout the proceedings.

On the face of it it appears that Government has taken advantage of this incident to make good previous deterioration or damage. 131 in this file indicates the attention to their ~~business~~ ^{business} aspect which was given when a similar event occurred in the past.

In order that I may now submit a claim on Underwriters without delay could you please either

- a. Forward evidence that the additional work done was due to contact by R.H.S. "Shackleton"
- or b. Indicate to what extent Government is prepared to bear the cost of the additional work

and, in either case, submit a formal claim on FIOS in triplicate so that 2 copies may be forwarded to Brown Agents.

I am sorry to bother you with all this but you can see there is a danger of an irreparable change falling upon FIOS funds.

JMS
13/12/61

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

31st March,

19 65.

To: The Colonial Secretary.

STANLEY.

From: Ag. Supt. of Works, P.W.D.

Stanley, Falkland Islands.

SUBJECT :-

Damage Government Jetty.

The damage to the Government Jetty in two places caused by the collision of the Oil Tanker, needs the plating of one pile, new stringers on the east end 18ft long, bearers above and also 8 new decking planks on the east end, together with 2 new planks and rubbing strips on the North side, the cost of making good and to supplying and fixing same in the region of £70 to £80 and could be £20 in excess of same, at completion.

N. Beadmore

Ag. Supt. of Works.

pl See 196

Wm

Superintendent of Works

Would you please in consultation with FIDS and the Contractor make a recommendation. Since I spoke to Mr. Barnes I have been studying his plan further. I gather that the fourth pile from the left is the NW corner and therefore the extreme right hand pile is round the corner on the West side and corresponds to G in the Protector plan. If this is so then I must say having seen the accident that I am a little surprised that a pile in this position could have been damaged by impact at point B but I leave it for your consideration. Perhaps I have misread the plan.

My file herewith.

pc

19th January, 1962.
RHDM/FH

Hon Col Sec,

192

Ref 181.

The Contract price of £1,450 was for the repairs to the damaged part of the Jetty and therefore any work done that was not stated on the Contract was done without written authority, therefore I consider that there is no point for a claim against this Department.

P. Picton
Supt. of Works,
26th January, 1962.

with for refs to Sub B & S
27/1/62

193 BU 1.2.62

H.C.S.

At a meeting between S of W & myself, which Mr Barnes attended, it was agreed that certain work additional to that which was necessary had been carried out. This consisted mainly of additional strengthening which is estimated at £154-18-5 (labour + materials) & which is a fair charge against Government. I am satisfied that 5 piles were necessary - the balance of 3 being broken in way of planking & therefore invisible to the inspecting divers. The findings have been recorded in writing with a copy to S of W & I propose to bill Govt. as above & forward balance of the claim to the Underwriters. *M. 12/2/62*

174.

H.C. 7.

In November 1960 Shuckleton hit 20
Public Safety.

Damage has been repaired and F.I.D.S. will
hang.

When it was being repaired we also did some
strengthening & costing £154 18s 5d.

I presume that we should have asked S.P.W.
to put in an A.I.S.E. for that amount

5
14/3/62.

185

H.C. 5.

Yes, but this is not ~~very~~ satisfactory
and might well be classified by S.F.C. as one
more of their "rubber stamp" function about
which they have already complained.

L.G.

15.3.62

186

S.P.W. Please make an application

If you can find out how it came about
that no additional work was undertaken it
will be helpful. I know of course that it was
before your time

5-10/3/62

187

Hon. Col. Sec.

According to the contractor Mr. Barnes, my predecessor
Mr. Livermore asked him to do the extra work and say nothing
about it. I measured this work in the presence of Mr. Barnes,
Contractor and Mr. Green F.I.D.S. and came to the agreement
to pay £154. 18. 5d. the sum for which I will make
application on A.I.S.E.

Copy
sent

P. Picton.
Supt. of Works. 16/3/62.

19th January,

To: The Secretary,

From: The Colonial Secretary,

British Antarctic Survey,

STANLEY.

Copy to Supt. of Works.

I have gone into this matter with Mr. Barnes the Contractor. He is definite that five piles had to be renewed but he says that opportunity was taken to strengthen the Jetty by making new additions, I think he referred to some of the stringers and bearers referred to in page 154 of my file.

2. PIDS or the Insurance Company should not of course pay for anything not directly caused by the collision. May I suggest that your representative and the PWD representative and Mr. Barnes should agree on the proportion of the total amount of £1,450 to be regarded as being due to the accident.

3. My file has been sent to PWD.

(Sgd) R.H.D.Manders.

COLONIAL SECRETARY

SPW. I wrote on the phone about this to Mr. Summers. Since then I examined in more detail the report at 143 & the sketch.

The report seems to indicate that only 2 piles had to be driven.

I wonder how it came about that 3 maps had to be driven and which of the piles A-DEF6 they were. It will be necessary to get a very clear and definite report on the matter to satisfy F.I.D.S. & the Insurance Co. It will also be necessary to ask Lt. Commander Busby of the Protector about it when the Protector comes in on 23rd. The claim can be submitted later.

5
20/12/61

178.

H.C.S.

Public letter:- I cannot give a clear & definite report as to the extent of damage caused by R.R.S. SHACKLETON or the exact account of repairs carried out. Mr. Bennet who was here at the time of accident & was also concerned with inspecting & estimating, cannot give a clear report - the only information is that 5 new piles were driven and the necessary whalings & braces replaced. On inspection it can be seen that 5 new piles were driven, but why this does not correspond with H.M.S. Protector's report no one seems to know.

L. Picton.

29/12/61.

BU Tuesday 16.1.62 for discussion
with Mr. Barnes at 10 am.

179

Please try to get in
John Barnes to see me
I will also speak to Protector
on 21/1/62.

198(2)

C.S.,

Following is an extract from the report of the Tourist Board:

"d. Jetties and Landing Stages It was recommended by the Board that, as a matter of some urgency, the decking and landing steps at the Public Jetty should be refurbished, particularly as the question of compensation in the case of an accident resulting from the unsafe condition of the jetty could well arise. The Board also considered the question of a shelter near the Public Jetty. It was felt that this was not really necessary at present but the matter could be reconsidered if tourist traffic increased."

8.

16.5.70

A.C.C.

Wrd. para. 2, p. 17, please extract hereunder, in manuscript, any note you may have on the 1970/71 Estimate item on the deepening of the Public Jetty. Then add para. 7 to 8 to Hachmann to enquire whether he has any views on the matter to which para. 1 of p. 17 relates.

17/5/70

19th March, 68.

Dear Sir,

197
Thank you for your letter of the 14th March, 1968, about alterations to the Public Jetty.

The matter will have to be considered by the Executive and Legislative Councils and, naturally enough, they will require details with costings which I look forward to receiving.

In the interim I can see no objection in principle to the alterations you suggest.

Yours faithfully,

(W. H. THOMPSON)
COLONIAL SECRETARY

D. R. Gipps, Esq.,
Senior Logistics Officer,
STANLEY.

19

BRITISH ANTARCTIC SURVEY

Please quote in reply

No. 512/25



PORT STANLEY,
FALKLAND ISLANDS

14th March, 1968.

Sir,

A new ship is planned for the British Antarctic Survey to replace R.R.S. "Shackleton" and the chartered vessel, which will come into service in the autumn of 1970.

The initial design is for a vessel of 300 feet waterline length, a displacement of 6,000 tons and a draught fully laden of 19 feet 6 inches. In this state the vessel will be unable to come alongside the Public Jetty. Maximum utilisation of the vessel is essential if it is to be able to do the work at present carried out by two ships.

To this end I am directed to enquire whether the Falkland Islands Government would have any objection to the Public Jetty being extended in a sea-ward direction to allow a vessel of 19 feet 6 inches draught to safely moor alongside and for the fuel pipeline to be extended from its present terminal to the Public Jetty.

As the extension to the Jetty and pipeline would be an amenity of benefit to the local community, I am also directed to enquire whether the Falkland Islands Government would consider making any financial contribution to this project.

These enquiries are of a preliminary nature as, at present, no money is set aside for this work.

I am, Sir,
Your obedient Servant,

Reply at 198

DR. SWS

D. R. Gipps
Senior Logistics Officer.

The Honorable Colonial Secretary,
The Secretariat,
Stanley,
Falkland Islands.

DRG/JC.

201

PUBLIC NOTICE

Tenders are invited for carrying out repairs to the Public Jetty. For full details contact the Superintendent of Public Works during normal office hours.

Tenders should be addressed to the Chairman, Tender Board, Secretariat, and be marked "Public Jetty", and should reach him not later than the 29th August 1970.

Government does not bind itself to accept the lowest or any tender.

Colonial Secretary's Office,
Stanley, Falkland Islands.

6th August 1970.

Ref: 0644/B/II.

8.
FA

Copy to: SPW

by 30. 8. 70.

C.S.

The Tender Board, consisting of C.T., S.H.W. and ACS (chair) met this morning to consider the tenders submitted at p.p. 202 to 208 which can be summarized as follows.

J. Thompson	£720
D. G. Stewitt	£720 or 10/- per hour
P. McLeod	£800
D. J. Goss	£850
W. B. Bowles	£1375
J. Rowlands	Daywork basis.

2 Asked to comment on the tenders received, the S.H.W. said that he had estimated that a reasonable tender would be between £350 + £400 + that in any case he could not provide funds beyond this amount. In the discussion which followed it appeared that the work could be completed (labourwise) by P.W.D. artisans within the S.H.W.'s estimate but that the task could spread over a long period since the labour force available wd. be needed from time to time on other more urgent work. S.H.W. does not consider the jetty repair to be of an urgent nature.

3 The Tender Board therefore recommend that the work be carried out by P.W.D. labour as & when available + that all applicants be advised that their tenders were unsuccessful.

£8.970

A.C.S.

1 He says it can't be accommodated within existing P.W.D. account provision. In that case S.H.W. should seek augmentation of the appropriate vote, quoting the tender figures as justification for the additional provision he will need to seek. B.H.T. he will need to bear in mind that his estimate of £350-400 ? does/does not? include labour costs. It will be on the basis of the figures submitted on 27.12.19

209

SPAS.

(1)

My minute at p. 208 has not made it sufficiently clear, but as I understand it, it is the intention that labour is provided from P.W.D. staff & the work can be done from existing funds, even though it might mean stretching the job over a period of several months. The point being that no additional funds will be required either for labour or materials. Can you confirm that this is so please?

J 9.9.70

A.C.S.

(2)

Yes, this is so.

All labour and materials would be from the existing vote; it is to be noted that my break down on XVI/11 was £300/p/o Sea Walls and £600/p/o Public Jetty and should be adequate for priority need of that particular jetty, and as you point out it will be done by direct labour; as and when we can get suitable labour on this work.

J 14.9.70.

C.S.

(3)

Perhaps I didn't make myself sufficiently clear at p. 208.

The position is that SPAS has in fact sufficient funds to provide labour machine from his vote, but it must be done with P.W.D. labour. There are not sufficient funds if the work is to be undertaken by outside tender.

J 16.9.70

A.C.S.

Please discuss.

J 16/9

ACS the sp. In my view P.W. was ill advised even to have paid for this

205

WILLIAM E. BOWLES.
WOODWORKING CONTRACTOR.

Your Ref.

Our Ref. EMG/-.

Crozier Place,
Ross Road East,
Port Stanley,
Falkland Islands,
South America.

22nd. August, 1970.

The Chairman,
Government Tender Board,
Secretariat,
Stanley.

PUBLIC JETTY TENDER.

Dear Sir,

To undertake the following repair work to the Public Jetty, in an all timber re-construction; on condition Government make available (probably from Harbour Dept.) the use of tackle and no more than 2 boats or dinghys as selected. Place small hut or caravan on jetty for use as shelter and tool locker. Give ready blacksmith assistance in the making of new bolts as required.

To:

1. Renew as required the entire north face of jetty.
2. Renew all loose and damaged timbers.
3. Make and install new steps and landing platform, East side.
4. Re- install the bollard baulk on North East Corner.
5. Sheath with copper all new underwater timbers.
6. Renew up to 60 pieces of decking.
7. Secure loose and replace new diagonal braces as required.
8. Replace decking in true alignment.

we submit our tender of £^{1,375} for labour and incidental expenses figure in recompense on completion of above mentioned work.

Yours faithfully,

Reply at 210

Wm. E. Bowles
Wm. E. Bowles.

19th September

70

Dear Sir,

I refer to your letter of 25th August 1970, and regret to inform you that your tender for repairs to the Public Jetty was unsuccessful.

Yours faithfully,

(H.L. Bound)
for COLONIAL SECRETARY

207
Mr J.R. Rowlands,
Davis Street,
STANLEY

PA

202 Mr D.G. Hewitt,
203 Mr J. Thompson,
204 Mr D.J. Goss,
STANLEY

Mr W.E. Bowles, 205
Mr P. McLeod, 206
STANLEY

17th October 1970

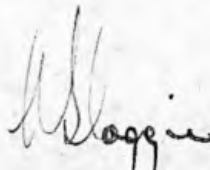
The Editor
St. Mary's Herald
STANLEY

Dear Sir,

I note that in your issue of 15th October 1970 there is an article on the subject of the Public Jetty. The implication of this article is that the Town Council referred this matter to the Tourist Board and that nothing has been done about the Public Jetty since then. I would like to make two points clear:

- (1) The Tourist Board has no executive powers whatsoever and this was known to the Town Council.
- (2) The Tourist Board submitted its report and recommendations to the Colonial Government in May of this year and one of the recommendations was to the effect that the Public Jetty should be repaired "as a matter of some urgency".

Yours faithfully,



Chairman
Tourist Board

→ c.c. Acting Colonial Secretary

fa

2253
26/2/71

212

19th February 71

To: Superintendent of Works.

From: The Colonial Secretary.

c.c. Harbour Master.

URGENT

- (1) Removal of abandoned vehicles
- (2) Safety precautions : Government Jetty

For immediate action as a result of our tour with the Governor this morning are the following:

- (1) you are to liaise with Harbour Master over collection of "garbage" in such a way as to ensure that she takes away, for disposal in offshore waters, abandoned vehicles on each ramp west of the other (she should be able to dispose of one or two vehicles per trip).
- (2) rope or links are to be affixed to the stanchions on both sides of the Government Jetty where they do not already exist (that is, on the two sides of the northern end of the jetty).
- (3) a chain link is to be placed at the northern end of the stanchions so that, when linked across the jetty, access to the head of the T of the jetty will be denied. A suitable notice could be affixed to it. This chain-link barrier will be attached permanently to the last northern stanchion on the east side of the jetty, with a hook on the last northern stanchion to the west side of the jetty, so that the barrier can be used or not as needed.

Note: If chain-link is not available, strong rope should be used for (2). I understand chain-link is in fact not available.

(Intld) JAJ

(J. J. Jones)
Colonial Secretary

h.g.
20/2
Y.K.

Please advise from our inspection of Stanley yesterday.

Rope has now been used instead of chain-link.
22/2

PA

20/2

0644/8/11

213



HMS ENDURANCE
at Sea

780/1

The Colonial Secretary
Port Stanley
Falkland Islands

10 March 71

SAFETY OF THE PUBLIC JETTY, PORT STANLEY

1. The Naval Board of Inquiry into the drowning of Mr A G SKYRME on 4 Feb 71 made several recommendations to prevent similar accidents in the future, two of which concern the Public Jetty, Port Stanley.
2. Firstly, the board considered that the present single lamp standard does not adequately light all parts of the jetty open to the public and ships' crews, and the adjacent water, and recommended that additional lighting should be provided.
3. Secondly, and more importantly, the Board recommended the erection of a guardrail around the edge of the jetty. (This would obviously have to be a portable or hinged type so that sections could be removed or laid flat when a ship was unloading alongside).
4. I consider that there is merit in the Board's recommendations. Furthermore, if adopted, they would bring the safety precautions of the Public Jetty up to a similar standard to that common in, for example, the United Kingdom.
5. I therefore forward the recommendations for your favourable consideration.

I. R. BOWDEN
CAPTAIN ROYAL NAVY
COMMANDING OFFICER

A. H. C.

Send a formal ack. to Capt. Bowden.

2 Copy to H/PK & Ag. CPD for their comments as matter of urgency.

3 When you have their comments, summarise & re-brief to H/PK in minutes in which you should include any additional recommendations of your own (not including financial implications).

17/4/71

0644/B/11
No. PWD 045

It is requested that, in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM



215
18th. June, 19 71.

To: Acting Colonial Secretary,

From: Acting Superintendent of Works

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

Safety of Public Jetty.

213

With regard to Captain Bowden's Letter, of 10th. March, 1971.

At one time there was a rail around the jetty comprising of iron standards and chains, of which any section could be removed, some of these standards still remain.

I would request that standards and chains should be ordered from the U.K., for this we would have to get a price from the Crown Agents.

The timber is here to repair the end of the jetty, and with this being completed it would be a simple matter to erect the chain guard.

As regards to the lighting of the jetty I will have a talk with Mr. Gutteridge.

Bonnie
Acting Superintendent of Works.

Thank you
for information

23-6
23.6.71.

Bu 22.7.71.
(KIV)

Ag. S.W.

What is the latest position regarding repairs to the Public Jetty pt?

2. If you can provide me with a brief description of the standards and chains required, I will get a quotation from Beam Agents.

J. C.S.
22. 7. 71.

S.C.

1. Extensive repairs have taken place to the tune of £600 plus from November last till now, it has been completely redocked where it was required, new steps, and safety rail (of a temporary nature) installed. Timbers to the extreme North face (docking side) still remain to renew, these repairs in the main will have to done 'waterborne', ideal conditions and skill is paramount for workmens safety. Still awaiting the combination of both.

2. Having now resumed duty, I will look into all that is requested.

Sub 3/8/71

bu. 22. 8. 71. (KIV - Mr. H. C. (M.A.?)

0644

from file 0644
new closed

2171
24

29th July 1971

To: Ag. S.P.W.

From: The Colonial Secretary

Packe's Jetty

I understand that on the night on which "Philomel" caught fire (when I was absent from the Colony) she was at one point tied up on the outside of the "Jhelum", on the supposition that the fire was out. When, later, it was discovered that the fire was again gaining hold the Fire Brigade were called and they, in order to gain access to the "Jhelum" and "Philomel", broke down the wire barrier on the landward side of Packe's Jetty and uprooted the notice to the public indicating that entry to the jetty was made at the individual's own risk.

2. I had assumed that since this state of affairs must be obvious to everybody and in particular to the P.W.D., the barrier would have been re-erected and the signpost replaced without any specific directive from me. Approximately one month has passed but, regrettably, I was mistaken and now issue the directive which should be carried out as soon as possible.

J. A. Jones
Colonial Secretary

AG

He submit in file. 9/29/71

16th December

71.

Dear Madam,

Public Jetty-Street Lighting.

The purpose of this letter is to apply for approval to connect an additional 200 watts of lighting to the existing Street Lighting Circuit. For information the additional loading would increase the Street Lighting cost by approximately £19 per year, that is at the new tariff of 2.3p. The locality of the additional lighting is on the Public Jetty.

2. In consequence of a request from the Colonial Secretary to look into the need for improvement on the Jetty, I have arranged for an additional standard carrying 2 x 100 watt MF. lamps to be erected on the west side near to the end of the jetty. This standard, although connected to the Street Lighting circuit, will incorporate a hand switch enabling it to be switched 'on' or 'off' independently. I have also arranged to modify the existing jetty steps lantern from 1 x 200 watt lamp fitting to 2 x 100 watt. The object being to reduce the likelihood of a complete light failure.

3. I spoke by telephone to Mr E. Luxton, your Chairman, to obtain provisional approval to make the connection prior to the matter being formally discussed at your next Council meeting in the new year.

4. Perhaps you will be kind enough in due course to inform me of your Councils views.

Mrs K. McGill,
Clerk to Stanley Town Council.
Town Council Office.

Yours faithfully,

E. C. G.

cc. E.F. Luxton Esq.

Supt. P & E Dept.

The Colonial Secretary. ✓

ECG.

13. 1. 72
by 23. 12. 71

C.S.,

You will recall that you instructed me to improve the lighting on the Public Jetty. My letter to the Clerk, Town Council, Ref. P513. dated 16th December, 1971 refers. This letter was copied to you.

You will note by the text of the Council's reply that they consider the responsibility for energy consumed should rest with Government.

The lighting on the Public Jetty is connected to the Stanley street lighting circuit and energy consumed is in consequence metered through the street lighting meter. To meter and control separately would involve some practical difficulties and expense.

I suggest the Town Council might be reminded that the Government contribute £50 annually, being the cost of maintenance of fittings, they also make no charge in respect of labour for replacing lamps.


SPED:~
19-1-72.

STANLEY TOWN COUNCIL.

Falkland Islands.

12th. January. 1972.

Mr. Gutteridge.

Supt. P & E Dept.

Stanley.

Dear Sir,

Your letter dated 16th. December came up for discussion at the monthly meeting of Stanley Town Council on 3rd. January 1972.

Council do not consider Public Jetty Lighting their responsibility, as the Harbour department collect the Jetty revenue they consider it is theirs.

Yours faithfully,

Kj. Bernsen.

Town Clerk.

C.S.,

It appears that most of the recommendations made at p. 213 have been implemented, with the exception of the erection of the chain (217 refers) and the item at x/ on p. 216. The cost of maintaining the newly installed lighting remains to be settled.

2. One of the bollards to which R.R.S. Bransfield was tied-up last week was pulled out of position together with some of the decking of the jetty. This damage will have to be made good before the recommendations made by Capt. Bowden can be finalised.


22.2.72

A.C.C.

Please keep under review.

2 The chain (p. 217) is not a cheap item. On the other hand the Engineering Board recommended a removable guardrail which would be even more expensive. Meanwhile we have stanchions & rope. Perhaps the best step to take now would be for you to ask L/Cdr. Welsh to let you have his & "Eidman's" views on the adequacy of the present arrangements.

3 H/M's para. 2 above. An estimate of the cost of repairs is urgently needed. Do you see any reason why the bill should not be presented to the B.A.L.? Some report of the cause should also be made by H/M.

17/23/2

24th February

72.

Dear Sir,

Arising from a fatal accident on the Public Jetty in March last year, a guard rail constructed of timber stanchions and metal piping was erected on the Public Jetty. In consultation with Captain Bowden of R.N.S. Endurance I should be grateful if you would ascertain whether in your joint views the present railing can be considered adequate.

Yours faithfully,

(M. L. Bound)
for COLONIAL SECRETARY

Lt. Cmdr. Walsh, R.N.,
Stanley.

CB

Reply at

226

H/M,

Damage to Public Jetty

It is understood that the Public Jetty was damaged during a recent visit of R.R.S. "Bransfield". As a matter of urgency would you please cause enquiries to be made and a report submitted to this office.

(H.I.B.)
24.2.72.

H.C.S.

"Bransfield" berthed at the Public Jetty at 0930 on Thursday the 17th February - the tide being full high at the time of berthing. As the tide receded the vessel gradually settled and listed seaward. It would appear that the mooring lines were not 'slacked off' to counteract the outward list and consequently the stringers, decking and bollard on the south west corner of the jetty were torn away from the pile. Two braces were also torn away from their position on the west side of the jetty.

The damage is not as serious as at first thought but naturally the jetty has been severely strained and is therefore much weakened. S.P.W. has material and labour available and estimates the cost of repair to amount to about £30.

B.A.S. do not pay Wharfage Fees as such but £ but will no doubt claim that such fees are included in their contribution to Central Administration.

Irrespective of who bears the cost of repairs I suggest S.P.W. be instructed to commence repairs without delay ("Shackleton" is due in on the 7th March - a paying visitor)

2. The Public Jetty was never intended to cater for vessels of the "Bransfield's" size. If B.A.S. wish to continue using the jetty I suggest consideration be given to constructing an extension to the jetty. B.A.S. may be prepared to contribute towards the cost of such an extension. An extension, to cater for the "Bransfield" at the Public Jetty was infact suggested by B.A.S. in 1968 - see folio 197 herein.

H.M. 25/2

✓ H. S.P.W.

Can you confirm that the work could be completed for £30 (materials + labour)? Assuming that this is a charge against our funds, have you funds available?

A.L.S.

Confirmed and
funds available

XVI/11

10.3.72

Ref. 8902/3/15

The Colonial Secretary,
Port Stanley,
Falkland Islands.



226
Naval Party 8902,
B.F.P.O. Ships,
London.
22nd. March 1972

SAFETY OF THE PUBLIC JETTY

- Ref. a) Your 0644/B/11 dated 24th. February 1972
b) HMS ENDURANCE'S 780/1 dated 10th. March 1971

1. I have consulted the Captain of HMS ENDURANCE, and it is our joint view that the jetty can only be considered safe when the guardrail is extended to protect the whole of the end of the jetty.
2. This agrees with the recommendations of the Naval Board of Inquiry into the drowning of Mr. A.G. SKYRME on 4th. February 1971.

A handwritten signature in dark ink, which appears to read "J.A. Walsh".

J.A. WALSH
LIEUTENANT COMMANDER
ROYAL NAVY,
COMMANDING OFFICER.

Copy to :

Commanding Officer
HMS ENDURANCE

4th April

72

To: O/c D.A.S.

STANLEY.

From: ACTING COLONIAL SECRETARY

cc: Harbourmaster & S.P.W.

Damage to Public Jetty

In a report received from the Harbourmaster it is learned that the public jetty was damaged while "Gransfield" was berthed there on Thursday 17th February. It is understood that the damage may not be as serious as was first expected and a rough estimate of the cost of repairing including labour has been made by the Superintendent of Public Works. The provisional figure quoted is £30 but it is possible that this figure could be exceeded when the full extent of the damage is ascertained.

2. I shall be grateful to receive your assurance that your Survey will accept the cost involved. You may wish to discuss the matter in detail with SPW before replying.

(H. L. Bound)
AG. COLONIAL SECRETARY

HRT.

Replied
18.2.72 (11) 229

229

BRITISH ANTARCTIC SURVEY

Please quote in reply

No. 514/81

PORT STANLEY,
FALKLAND ISLANDS

17th April, 1972

Acting Colonial Secretary,
SECRETARIAT,
STANLEY.

Dear Sir,

228

I refer to your Memo 0644/B/II of 4th April 1972 on the damage to the Public Jetty.

I regret I can give no assurances as asked for and indeed am surprised at the request.

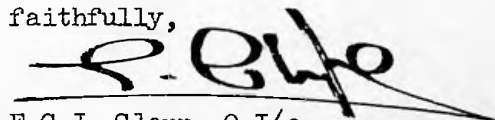
The Master of the "Bransfield" reports that:

"The damage happened in a southerly gale at 2130 local, whilst the vessel was afloat and all lines to shore and jetty bearing an even strain, the south west bollard of the Public Jetty came adrift due to rot around the fastenings."

This would seem to me to be a normal hazard for anyone using the Public Jetty and indeed I believe a similar incident occurred last year through one of the ships berthed at the Company's East Jetty moored to the south east bollard.

I will be working at our London Headquarters during the first week of May and will bring the subject up to my seniors and advise you accordingly by signal.

Yours faithfully,


E.C.J. Clapp, O.I/c.,
British Antarctic Survey, STANLEY.

Ag. C.S.

Submitted pl.

19 4. 72

29th April

72

To: Supt. Public Works,

From: Acting Colonial Secretary

STANLEY.Public Jetty

I am not certain just where this matter rests at the moment but in a recent conversation with the Governor he stressed the necessity to have the repair work carried out with as little delay as possible.

2. The question of whether the expenses can be met from B.A.S. or Government funds can be settled at a later date. Meanwhile I seem to remember a figure of £30 being estimated for the job and if this is so, presumably the work can be carried out from your Minor Works Vote? Please consult with C.T. on this matter.

3. The urgency is that we shortly expect to have vessels arriving from the South American mainland in connection with the construction of a temporary airfield and we shall need whatever jetty facilities we can offer.

(Sgd) H.L. Bound

AG. COLONIAL SECRETARY

HRT.

Reply at
233
Sd. 11.5.72. (KIV)

SPIC

Re. See correspondence beginning at p. 213 call regard to the provision of a Safety Net on the Galena Jetty.

To date a funding has been provided down both sides of the T but the Harbour end of the Jetty still remains unprotected. The Admiralty, through Cdr Walsh, are enquiring when we propose to complete the task & as far as I know there is no provision in the 1972/73 estimates for this task.

At p. 217 a figure of £500 was estimated to do the whole job of which about half has been done. Can you give an indication how much it would cost to complete the work?

4.7.72

C.C.P.

Between £200 and £250.
say £250.

20.6.72

C.S. ✓ Yes agreed 2/7

The correspondence beginning at p 213 is relevant.

As no funds exist for the completion of the work perhaps SLW should submit an AISE for consideration by SFC at this stage?

20.7.72

31st July

72

Dear Madam,

Please refer to your letter of 12th January addressed to Mr. Cutteridge, and forwarded by him to me, concerning lighting on the Public Jetty, and I am sorry that you have not had an earlier reply.

2. The point you make is a valid one, but the Superintendent, Power and Electrical Department has advised that lighting on the Public Jetty is connected to the street lighting circuit. To set up a separate circuit and institute new metering and control would ~~create~~ *cause* some difficulty and involve the tax-payer in unnecessary expense.

3. Since government already contributes £50 annually towards the maintenance of lighting fittings and makes no labour charge for replacing lamps, perhaps your Council would again consider whether it could meet the running costs of the extra jetty lighting. It seems unnecessary, and against the public interest, to go to extra expense just to keep this small area separate.

Yours faithfully,

(T. H. Layng)
COLONIAL SECRETARY

The Town Clerk,
STANLEY.

Res

For improvement & rev
over pt.

✓
1/8



From : Rear Admiral J. E. Pope

J.E.P. B/n 31/7/72

238
Chief of Staff to
Commander-in-Chief Fleet
Northwood
Middlesex
HA6 3HP
Northwood 26161 Ext. 7106

His Excellency
The Governor of the Falkland Islands

19 Jul 72

on Jeff's File

Your Excellency

1. Following the unfortunate death by drowning of Mr A G SKYRME of Decca Ltd in Port Stanley on 4th February, 1971, it was understood by the Commander-in-Chief that the Local Authority in Port Stanley had undertaken to erect guardrails at the end of the public jetty from which Mr SKYRME fell.

2. However it is understood that no action has yet been taken in this matter and the Commander-in-Chief Fleet is concerned that the end of the jetty remains unguarded. He would therefore very much appreciate it if you could confirm that it is still the Local Authority's intention to carry out this important work, and if an estimate could be given as to a likely completion date.

I have the honour to be,
Sir,
Your obedient Servant

J.E.P.
J E POPE
Rear Admiral
for Commander-in-Chief

0644/B/2

7 August 1972

Rear Admiral J E Pope
Chief of Staff to
Commander-in-Chief Fleet
Northwood
Middlesex
HA6 3HP

Dear Rear Admiral Pope

1. With reference to your letter of 19 July about the public jetty from which Mr Skyrme fell, the position is as follows: The jetty is a normal T-shaped one with a landing stage about three quarters up on the right hand side of the T which is used for receiving small boats. We have had a pipe and rope guard rail put up on both sides of the stem of the T and the lighting has been improved.
2. In regard to the end of the jetty, this was badly damaged last season when the RRS Bransfield, which quite often berths there, hit it heavily. As this is likely to happen from time to time I am doubtful about the effectiveness of a guard rail at the end of the jetty. However, extra money is being voted for this work by the Finance Committee and some type of guard rail will be put up before the beginning of the season. A simple answer might be to put up a moveable guard rail shutting off the end of the jetty when no ships are berthed there.
3. However, in my opinion the work referred to above is no substitute for an effective picket guard responsible for looking after sailors and other members of the crew returning from leave ashore. We lost a sailor from the AES a few weeks ago on the East Jetty belonging to the Falkland Islands Company and we have still not ascertained how he managed to get in the water from the wharf.

Yours sincerely

E G LEWIS



STANLEY TOWN COUNCIL.
Falkland Islands.
12th. August. 1972.

The Colonial Secretary,
Secretariat,
Stanley.

Dear Sir,

237
I am directed to thank you for your letter of 31st. July, which was read and discussed at the monthly meeting of Town Council held on Monday 7th. August.

Members agreed you had given them a very satisfactory answer to their letter of 12th. January, and in view of this explanation Council agreed to meet the running costs of the extra Public Jetty lighting, which Mr. Gutteridge stated in his letter would be approximately £19 per. year at the new tariff.

Yours faithfully,

K. G. Bernitsen
Town Clerk.

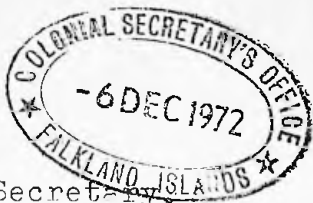
Colonial Secretary

THE PUBLIC JETTY

- X/
1. On the file dealing with the above subject is a letter I wrote recently to Admiral Pope, Chief of Staff to the CinC Fleet, about the hand rail on the public jetty. When I looked at the jetty the other evening when I was out for a walk I noticed that several spans of the present pipe and rope railing are missing or broken. Would you please ask SPW to check these and, subject to what Finance Committee says about the cost of the additional hand rail required at the end of the jetty, may be the answer is as I suggested in my letter to Admiral Pope that we simply have a link chain across the stem of the 'T' cutting off the head of the jetty.
 2. While we are at it, it might be a good thing also to ensure that the jetty is cleaned up and kept clear of bags of sand and other debris which have been lying there for months.

A. CR
EGL

21 August 1972



STANLEY TOWN COUNCIL.
Falkland Islands.
5th. December. 1972.

The Chief Secretary,
Secretariat,
Stanley.

Dear Sir,

The dangerous state of Packs Jetty has been under discussion from time to time between Government and Town Council. On the 9th. September 1971, the Colonial Secretary told members he was reluctant to have the jetty dismantled, and hoped to find ways of preserving it, and at the same time keeping people off it. Council would be informed of the outcome after discussions on the matter had taken place. Councils repeated requests for a reply have been completely ignored.

The danger has again been brought to Councils notice, at the moment the danger sign is laying down, the fence likewise, which was to protect small children from wandering down the jetty, Council now ask if you will give the matter your attention please.

Yours faithfully,

K. Berntsen

Town Clerk.

246
13th December 1972

: Chief Secretary

: Superintendent, Public Works.

Packe's Jetty

It has been reported that the danger sign and security fence at Packe's Jetty are now down and that there is a consequent risk to members of the public, particularly to children who might wander down the jetty.

2. I should be grateful if you would carry out an inspection of the jetty and, if necessary, take early steps to have the barrier and warning notice re-erected.

(R. Browning)
for CHIEF SECRETARY

HRT.

MINUTES OF THE MEETING OF STANDING FINANCE COMMITTEEHELD ON 20TH JUNE 197316. EXTENSION TO THE PUBLIC JETTY

The Committee agreed that in view of the high cost in respect of the berthing of the YPF Tanker and costs for the pipeline that early consideration should be given to extending the Public Jetty, and that assistance from Development Aid should be sought.

No.

It is requested that,
any reference to
this memorandum
the above number
and date should be
quoted.

MEMORANDUM

10th November,

19 74

To.. Chief Secretary

From.. Superintendent of Public Works.

Stanley, Falkland Islands.

SUBJECT — PUBLIC JETTY - DAMAGE BY SHIP.

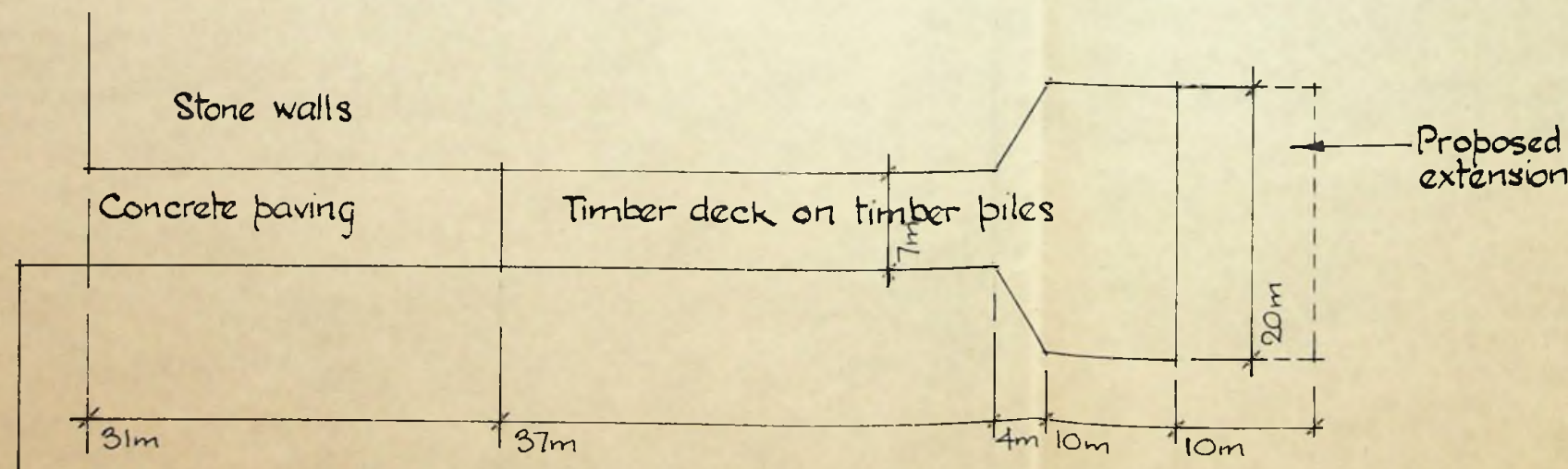
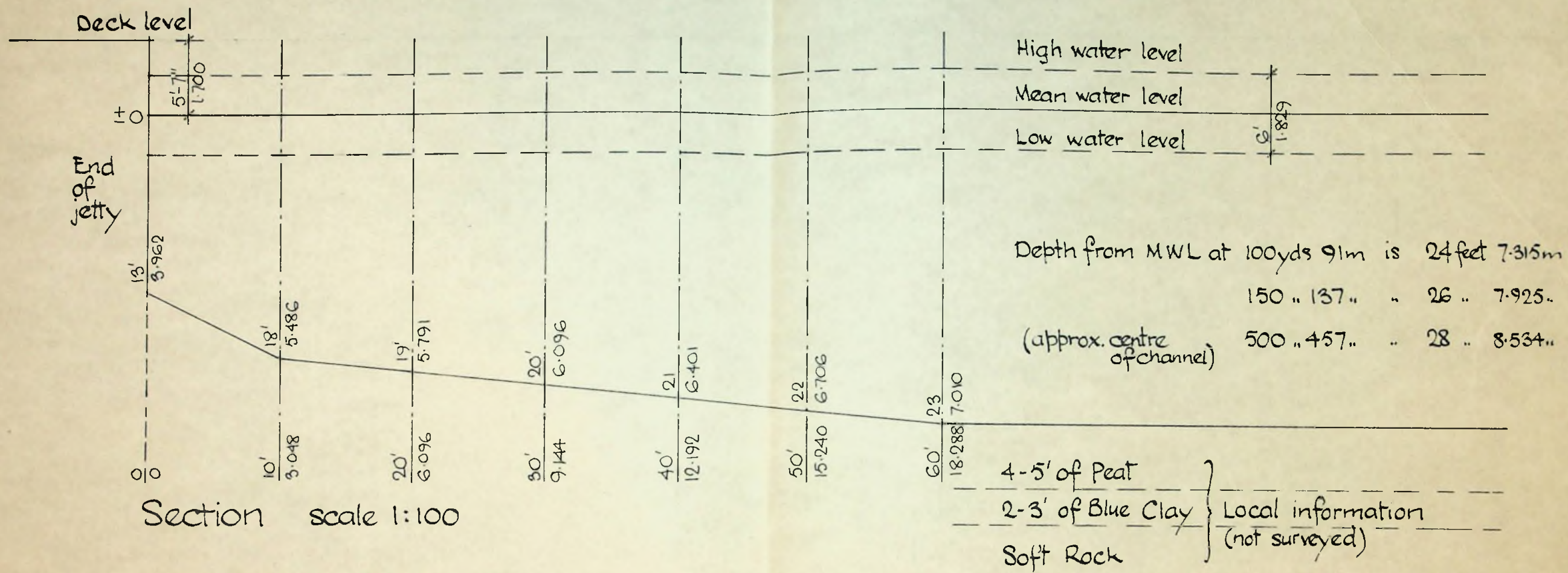
On the afternoon of Friday 8th, November, 1974 extensive damage was caused to the N.W Corner of the Public Jetty when the Argentine fishing vessel TURQUESA of MAR del PLATA came alongside to tie-up.

A comprehensive survey of the damage will be undertaken today, and an estimate of the cost of repair prepared as soon as possible.

B. Jones

Supt. Public Works.





Plan scale 1:500 (approx. dimensions)

FALKLAND ISLANDS
STANLEY
PUBLIC JETTY

W. H. Simmonds
RIBA
30.9.74

Scale 1:100

DRG NO BRE(OD)74/431

FALKLAND ISLANDS: STANLEY

PROPOSED EXTENSION TO PUBLIC JETTY

REPORT

1. EXISTING JETTY

Constructed of timber deck on timber piles to approximate dimensions shown drawing 74/431.

2. DEPTH OF WATER

Section illustrates soundings taken at mid-tide and shows a quick drop in the first 3 metres then a gradual fall of 1:10 to 18 metres then becoming even more gradual until a depth of 8.5m is reached at mid-channel. This might indicate a silting up at the end of the jetty through lack of use and a depth of 5.5 metres might be obtained with some dredging. It would be necessary to know the depth of the piles before this could be recommended. Dredging might weaken the foundations at the end of the jetty.

3. REQUIREMENT

To use public jetty and save £50 per day fee for use of Company's wharf. Assuming S.S. Bransfield of BAS is typical of vessel to be accommodated: approximate 7000 tons and 6m draught. Therefore 7m+ required to give clearance at low tide, and this would require extending the jetty by 18 metres. With an extension of 10 metres the bottom would be clear except for low tide.

4. PROBABLE COST

It is understood that an estimate was prepared about 1969 for a proposal to extend this jetty 30 ft at £3000 per ft of extension, ie £90,000. Allowing 50% increase for inflation would bring this to £135,000.

Therefore to provide jetty facilities for a craft of the Bransfield size would cost somewhere between £100,000 to £150,000 providing the ship could sit on the bottom at low tide or between £200,000 to £300,000 to be free of the bottom at low tide.

This seems a high capital cost in order to save £50 a day for a relatively few days per year.

M F Simmonds
Architect
Overseas Division
Building Research Establishment

16 October 1974

CUS/13, 1

256

MEMORANDUM

Public Jetty

Reference



Date 12th December, 1974

From Superintendent of Public Works

To Chief Secretary

PUBLIC JETTY - DAMAGE BY 'TURQUESA' FISHING VESSEL OF MAR del PLATA (ARG)

On examination of the damage to the Public Jetty, which was caused by the Argentine fishing vessel 'TURQUESA' of Mar del Plata, it was found that two 32 feet long piles have been broken together with several heavy timber ties and planking. The only pile driver in the Falkland Islands (the property of The Falkland Islands Co, Ltd) is at present at Walker Creek, in order to repair the jetty there. It is not expected back in Stanley until the end of the summer., however Mr. Ernest Barnes of Stanley (who is an expert in Jetty repair) has been invited to submit an estimate of the cost of repair., which will be forwarded to us in due course.

B. J. Jones

SPW

C. G. R. Spink

CONFIDENTIAL

EXECUTIVE COUNCIL

No. 54/74

EXTENSION TO PUBLIC JETTY

On 20th June 1973 the Standing Finance Committee directed that an examination should be made into the practicability of extending the public jetty to avoid the high cost of berthing YPF tankers. The Standing Finance Committee directed that this should be the subject of a Development Plan application.

2. Mr Simmonds, an architect from the Building and Research Establishment, reported on the costs of this work in October 1974. His report is attached as an annexure to this memorandum.

3. Honourable Members will note the high cost of providing a suitable jetty. If boats sat on the bottom the cost would be between £100,000 and £150,000 or between £200,000 and £300,000 if boats are clear of the bottom at all times.

4. Honourable Members are asked to advise if the application for Development funds should go ahead.

The Secretariat,
Stanley.

19th December 1974.

Ref: CUS/13/1

(To be considered at meeting of Exco on 19.3.75)

MVB

FALKLAND ISLANDS: STANLEY.

PROPOSED EXTENSION TO PUBLIC JETTY

REPORT

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Constructed of timber deck on timber piles to approximate dimensions shown drawing 74/431

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Therefore to provide jetty facilities for a craft of the Bransfield size would cost somewhere between £100,000 to £150,000 providing the ship could sit on the bottom at low tide or between £200,000 to £300,000 to be free of the bottom at low tide.

This seems a high capital cost in order to save £50 a day for a relatively few days per year.

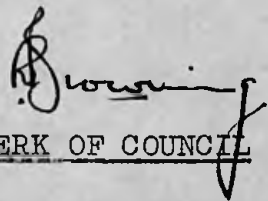
M.F. Simmonds.
Architect
Overseas Division
Building Research Establishment.

16th October, 1974.

CUS/13/1 9. Extension to the Public Jetty

It was expected that the report on Stanley's port facilities now being prepared by Mr R A Harmer would contain certain recommendations of which Council would have to take cognizance. No mention of the jetties in Stanley is made in the Development Plan 1973-78. Council advised that a more detailed costing of modifications and repairs to the Public Jetty should be obtained from the architect engaged to re-design the school-hostel and that such costing should be made in co-ordination with the Harmer Report.

B.A.S. should be approached to see if their insurers will be responsible for the damage done to the Public Jetty by RRS 'John Biscoe'.


CLERK OF COUNCIL

25A
March 20th, 1975.

Chief Secretary

Superintendent of Public Works.

cc: Collector of Customs,
Financial Secretary.Damage to Public Jetty

I understand that the 'John Maccan' recently damaged the public jetty when berthing. Will you please take the necessary action to see:

1. What is the damage;
2. Cost of repair;
3. When repairs can be done; and
4. Who will carry them out.
5. Is this covered by P.A.S. or other insurance.

If possible a claim should be made on the insurance as soon as possible.

Will you also please report on the progress you have made in dealing with the earlier damage by a trawler. Several weeks ago you informed me that you had in hand action to claim for this damage. We should therefore be close to a settlement.

I appreciate the problem in getting a pile-driver into Stanley but I doubt whether this will prevent you taking action to claim on the insurance.

(A.J.P. Monk)
CHIEF SECRETARY

CUS/13/1

260

20th October,

75.

From: Chief Secretary

To: Superintendent of Public Works

c.c. H.M.

Damage to Public Jetty

Please ask V.C. Bloomer Reeve to let you have in writing confirmation of the acceptance of responsibility for damage done to the Public Jetty by the TURQUESA.

(D R Morrison)
for CHIEF SECRETARY

SC

Ref: CUS/13/1

23 October 1975

Vicecomodoro C Bloomer Reeve,
Stanley.

261

Thank you for your memorandum dated 24th
October, 1975, referring to the trawler "Turquesa".

I understand from this that your Ministry
of Foreign Relations has asked for, and obtained,
an estimate of the necessary repairs to the Jetty.

I am glad to have your confirmation of "Turquesa's"
responsibility, and thank you for your information.

A J P Monk
Chief Secretary

No

CUS/13/1

It is requested that in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

265
5th November, 19 75.

FROM: Assistant Superintendent Public Works.

TO: Chief Secretary.

Stanley, Falkland Islands.

SUBJECT:-

REPLACEMENT TIMBER TO PUBLIC JETTY.

Sir,

Since the sailing of the M.V. Forrest it has been brought to my attention that the main bearing timbers at present being used to repair the deck of the Public Jetty were brought by this vessel from Punta Arenas on the 28.3.71. Several more are required to complete the job properly, and as these are unobtainable locally would it be possible to purchase these in Punta Arenas and ship them per M.V. Forrest on her return. Attached is a list of the required timbers with detailed measurements.

Advise urgently pl.
CS
See over.
R.F. Stock
Assistant Superintendent Public Works.

iii
CS

I would suggest a telegram be despatched to Punta Arenas requesting the purchase of the necessary timber and forward it by Forrest. Forrest is scheduled to dock at noon on the 8th and undock about the 18th for

iv
FS

I would agree / propose to authorize. The cost will be about £250 (out of an existing fund vote). If OK will go pl. with H.M. to put in hand.

v
L.S.
H.M.

no objection received S.P.N. to this.

2
7/11

3
7/11

DEV/1/1C

cc. CUS/13/1 ✓
DEV/5/4
DEV/5/1

Chief Secretary's Office
Stanley
Falkland Islands

12 April 1977

Airmail

Mrs M C Rosser
C L A
Ministry of Overseas Development
Bland House
Stag Place
London SW10 5DN

cc. D G Hall Esq MBE
LAD PCO

In my letter of 6 April (DEV/1/1) I promised to let you have papers relating to (1) the public jetty extension and (2) a wool export promotion adviser.

2. In this connection I attach a copy of a report by Mr M F Simmonds of the BRE together with a plan of his proposed extension. In his covering letter Mr Simmonds wrote :

"Estimating for any work in the Falklands is a very 'hit and miss' exercise and as I have previously mentioned the only positive method of getting at a realistic cost is to ask the contractor if he would be willing to do the job and at what price."

He did in fact send a copy of his covering letter to Mr M V S Smith, Building Adviser, GDM (Room B340).

3. As regards the wool promotion expert, I have been unsuccessful in tracing the original letter from CFTC approving this project; I believe it was sent to Robin Pitaluga some time ago and he has hung on to it. However Mr B D Jayal, Director, Export Market Development CFTC, did write to us to say that the appointment was approved but in an exchange of correspondence in February and March of last year (copies of which I attach) we decided to defer proceeding with the appointment until we had received the Shackleton recommendations. After that we delayed again to see how those recommendations would be accepted and implemented.

4. Throughout negotiations over the wool expert we consulted with the F.I. Sheepowners' Association (FISOA). They have given their general support to the idea and Mr Brook Hardcastle, the Camp Manager of FIC, is enthusiastic in his support. However the SOA, like us, are rather inhibited awaiting the outcome of the Shackleton deliberations.

/You will note

5. You will note that one of the main requirements if we are to proceed with this appointment is the framing of terms of reference. We originally advised as follows:

"To advise on access to best markets on favourable terms as well as on marketing methods including possibly marketing boards and/or stock piling buffer stocks. This project is still in the formative stage and it is possible that the consultant could be non-resident. There is in any event a fair amount of preparatory work to be done if the agreement of the local farmers and companies is to be obtained."

but we should value your and your colleagues' advice whether this is adequate.

A J P Monk
Chief Secretary

Encls.

m.

cus/13/1

267

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

11th December, 1978.

Our Ref: H/9

The Chief Secretary,
The Secretariat,
Stanley.

Dear Sir,

BERTHING FACILITIES IN STANLEY

We must draw your attention to the totally inadequate berthing facilities provided for vessels visiting Stanley.

There are three jetties in Stanley :-

Government Jetty
Public Jetty
East Jetty - F.I.C. property

Government Jetty

This jetty appears to be sound but is incapable of taking vessels other than 'Forrest' and 'Monsunen'. It is too far from the main warehousing area to be economically viable for use by 'Monsunen' and is also unsuitable for the discharge and loading of cargo.

Public Jetty

For many years the Public Jetty has served as a secondhand cargo handling jetty and a passenger jetty. Lack of maintenance over the years has gradually reduced its capacity for the handling of cargo. Due to the state of the jetty visiting ships have been restricted from mooring and putting any strain on the timbers.

East Jetty - F.I.C.

The last Jetty is the only Jetty in Stanley Harbour capable of handling most vessels which call here. It is in good condition and has been able to cater for heavy equipment such as that brought into the Colony for both airfields. This condition has only been achieved by the expenditure of considerable sums of money.

A few days ago whilst working 'Monsunen' from the Public Jetty one of our tractors and trailers broke through part of the timber decking and only prompt action prevented the loss of this equipment. The work of unloading 'Monsunen' was stopped immediately and this Company will not work any further vessels from the Public Jetty until adequate and satisfactory repairs have been effected.

//

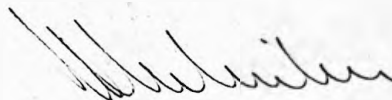
The current position is that in Stanley there is one jetty capable of handling the Colony's imports and exports and if by any mischance an accident caused its closure a very serious situation would arise. Many complaints of a so-called monopoly by this Company have been made but in this instance it appears that Government are forcing a monopoly on the Company.

The East Jetty is privately owned and we must stress that 'Monsunen' and the charter vessel must have priority. This ruling was not so important in the case of 'Monsunen' when the Public Jetty was available for her use but now that this Jetty is unuseable our ruling becomes of paramount importance.

We would urge upon Government to take immediate steps to overcome this major problem in the interests of the Colony. We would be prepared to help wherever we are able.

Your comments would be appreciated.

Yours faithfully,



Stanley Manager.

HMN/ra

cc Managing Director, F.I.C. London.

Ba in 2 weeks piz
12/12

14th December

78

Stanley Manager,
Falkland Islands Co. Ltd.,
Stanley.

Dear Sir,

Berthing Facilities in Stanley

I write to acknowledge your letter ⁽²⁶⁷⁾ of 11th December about the lack of berthing facilities in Stanley.

The question of repairing and extending the Public Jetty was looked into several years ago and it was found that the cost was prohibitively expensive. However, we shall certainly have another look at the problem, although I can hold out no hope of funds being provided at an early date, because, as you know we are at the moment heavily committed on other priority developmental work.

Yours faithfully,

fr *D E*
CHIEF SECRETARY

CUS/13/1

269

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

22nd January,

1979.

Your Ref: CUS/13/1

Our Ref: H/9



The Chief Secretary,
The Secretariat,
Stanley.

Dear Sir,

BERTHING FACILITIES IN STANLEY

Thank you for your letter of 19th December and we have made careful note of what you write.

The question of extending the Public Jetty was not the point of our letter of 11th December. We are particularly anxious about the state of repairs of this jetty which at the present time makes it impossible for it to be used for the loading or unloading of cargo.

At the present time there is only one jetty in Stanley capable of being used to load and unload vessels. That jetty is this Company's East Jetty. If, for reasons of repair, our jetty had to be closed to traffic the importation of supplies into the Colony and the exportation of produce from the Colony would cease. We consider that this is a very serious situation and would request that you give further thought to the matter of repairing the Public Jetty to allow it to be used for cargo handling.

Yours faithfully,

Stanley Manager.

HMM/ra

MEMORANDUM

Reference PWD/73

It is requested that this number and date should be quoted.

Date 5th April 1979From Director Public WorksTo Chief Secretary.

c.c. Building Superintendent

Subject:-

Survey of Public Jetty

1. I refer to your letter dated 5th March 1979 and note its contents.
2. Advantage was taken of the P.W. Consulting team on harbour structures during their brief visit en route to South Georgia, and Major W. Bullock, and C. W. Velensky in collaboration with the Building Superintendent undertook a full inspection of the jetty at low tide on Monday, 26th March.
3. The Jetty is in fair condition considering its age, it has been established that it was built in its present form, about 1910 - 1911. The report may be itemised as follows, viz:-

a) Piles

The piles are of greenheart, or very similar timber, which is an excellent durable timber for harbour installations of this nature. There are about six to seven piles that require replacement out of a total of eighty-six (86). These piles are located in general adjacent to the stone and concrete section of the jetty.

The replacement of these piles would be expensive as the bringing in of a suitable pile-driver for the driving of six or seven piles is obviously uneconomical.

On the other hand, to avoid piling it may be possible during a period of very low-tides to cut-off the damaged length of pile, and replace it with a sound timber extension using a carefully constructed butt-joint. A provisional sum of £1000 has been allowed in the estimate for this possibility. The importation of the "greenheart" timber would have to be planned well ahead to ensure delivery at the correct time.

b) Cross-bearers, etc.

The 14" x 7" cross-bearers are in good condition.

c) Cross-bracing between piles.

The 12" x 3" cross-bracing is in reasonable shape, but there are many bracing members missing which will have to be replaced by new members.

d) Decking

The 9" x 3" timber decking is the area that has deteriorated most from the ravages of time and wear. Approximately, 50% of the deck area requires replacement, which adds up to a considerable amount of timber (3,200 lin ft of 9" x 3")

c) Jetty head (North face)

The jetty head has suffered badly from mis-use, the 14" x 7" facing timber needs complete renewal, and 2 No - bollards require re-setting and anchoring to the main jetty structure. A certain amount of timber strengthening is also needed to secure the bollard to the body of the jetty.

4. An estimate of the renovation work would be £10,250. made up as follows, viz:-

i) Cutting-out, and lengthening existing piles	-	£1,800.
ii) Timber	-	£5,250.
iii) Labour	-	£2,000.
iv) Transport/equipment PATA hire	-	750.
		<u>£9,800</u>
Add 10% Contingencies	-	<u>950</u>
TOTAL COST	-	<u>£10,750</u>

5. The immediate work required to bring the jetty into a serviceable state would be to carry out the reconstruction of the jetty head, re-establishing the bollards, the replacement of the missing cross-bracing members and the renewal of the damaged areas of the deck. This work could be done for £7,500 - £8,000 approximately. This sum has been tentatively included in the Department's 1979 - 80 estimates, but with so many other items urgently requiring attention it has a lot of competition!


Director, Public Works.

AFM/mc

ABSTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO.2/79 HELD ON 27TH MARCH 1979

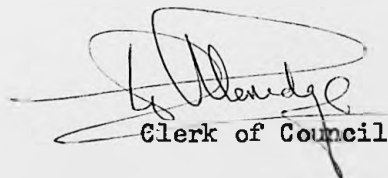
798/45/1

27.

Public Jetty

2/79

His Excellency told Members that a team of two Royal Engineers on their way to South Georgia to survey the jetty at King Edward Point for BAS had examined the Public Jetty at Stanley and found its condition not as bad as some reports had led Government to believe. The Director of Public Works was pursuing the matter.



Clerk of Council

Chief Secretary.
Falkland Islands Government
Stanley
Falkland Islands.

LND/17/14



Stanley

14th. Octbr., 1980.

Sir,
I should like to leave the small jitty situated in the 'Canache' at the east end of Stanley Harbour.

My reason for making this request is as follows:-

I have recently bought M.V. "GENTOO" and intend to convert her into a houseboat. To do this, I shall have to take out the engine and various other parts of equipment. I need regular and easy access to the end of the Canache jitty would be ideal. The jitty needs some repair, which I would carry out, but is still sound.

As an ex-war-time sailor I have always loved the sea. I have owned boats overseas as well as here. I take over a 38½ ft. boat the "Hooky Walk" which I should like to keep at the jitty. This boat is always in a sea-worthy condition and I have, some time ago in writing, to the Harbour Master, offered my services in cases of emergencies etc.

I should like to commence work as soon as possible and would repair the jitty before moving the "Gentoo".

Yours faithfully,
David S. Embley.
DAVID S. EMBLEY.

AN AGREEMENT made the 24 day of November 1980 BETWEEN THE GOVERNMENT OF THE COLONY OF THE FALKLAND ISLANDS (hereinafter called "the Government") of the one part and DAVID SMITH EMSLEY of Stanley (hereinafter called "the Licensee") of the other part WHEREBY IT IS AGREED as follows -

1. In consideration of the sum of £1.00 paid by the Licensee to the Government on the signing of this Agreement (the receipt whereof the Government hereby acknowledges) the Licensee shall have the right to moor the m.v. "Gentoo" and the motor launch "Hooky Walker" and any other vessel authorised in writing by the Government at the Government's jetty known as the Canache Jetty at the east end of Stanley and the right of embarking and disembarking passengers from and to the jetty SUBJECT as regards the exercise of the rights mentioned to the right of Government and all persons authorised by it to use the said jetty for the mooring of vessels and the embarking and disembarking of passengers from and to the said jetty.

2. This Agreement and the License hereby granted shall continue in force until terminated by either party giving to the other one month's previous notice in writing.

3. The Licensee agrees with the Government:

- (a) to make the said jetty structurally safe to the satisfaction of the Director of Public Works before permitting any passenger or other person not authorised by the Government (except workmen engaged by the Licensee in repairing the said jetty) to use the same;
- (b) before carrying out any structural alteration to the said jetty to obtain the prior approval of the Director of Public Works and, if so required by him, to carry out the alterations in accordance with plans and drawings first approved by the Director of Public Works and to complete the work to the Director of Public Work's satisfaction;
- (c) to indemnify the Government against any expenses, costs, claims or proceedings arising from personal injury or damage to the said jetty or any other property caused by the use of the jetty by the Licensee or any person authorised by him to use the same;
- (d) to comply with any legislation or regulations in force in the Colony relating to jetties or the use thereof;
- (e) to take all necessary precautions against the outbreak of fire on any vessel moored by the Licensee to the said jetty;
- (f) not to obstruct other vessels using the said jetty or any passengers lawfully embarking therefrom or disembarking thereat.

4. The Government gives no warranty as to the safety of the said jetty or the soundness of the structure thereof and the Licensee takes the same as he finds it.

5. Nothing in this Agreement gives the Licensee any title or estate in the said jetty and he shall not dispose or purport to dispose of the said jetty or any rights therein to any person whatsoever.

6. The License hereby granted is personal to the Licensee and he shall not transfer or assign the same to any person whatsoever.

7. In the event of a breach of any of the Licensee's obligations hereunder the Government may terminate this Agreement forthwith by notice in writing to the Licensee.

AS WITNESS the hands of the parties hereto the day and year first before written.

SIGNED on behalf of the
GOVERNMENT OF THE COLONY
OF THE FALKLAND ISLANDS

)
)
)




Governor and Commander
in Chief

SIGNED by the said DAVID
SMITH EMSLEY in the
presence of:-

)
)
)



Mr. Henry, J. P.

Stirling

CONFIDENTIAL

EXECUTIVE COUNCIL

No. 2/81

REPAIRS TO THE PUBLIC JETTY

The Director of Public Works has £7,000 under Special Expenditure for the repairs to the Public Jetty. He intends to commence some repair work on the Public Jetty by engaging Mr. E. Barnes to do an investigation contract which involves taking up some of the decking and inspecting what is to be done to the Jetty. This course of action is recommended by the Director of Public Works as he is unable to draw up specifications for a full contract until someone with experience has seen what the job entails.

2. The Harbour Master considers that we should go ahead and re-deck the Jetty.

3. The £7,000 in the current estimates is available for labour etc. in reconstructing only a part of the Public Jetty (say $\frac{1}{3}$). Depending on what is found in the first phase of the "investigation contract" the following will be required to complete the remaining $\frac{2}{3}$ of the Jetty:

Materials	say	£8,000	
Labour	say	8,000	
		£16,000	+ £5,000 for preservatives

An estimate of the total amount required would not exceed:

Phase 1	£7,000	inclusive of preservatives
Phase 2	21,000	" " "
	£28,000	

4. In view of the present plans for an oil jetty which could be used for tourist and other ships, it may be prudent to consider whether it is worth while spending about £28,000 on repairing the Public Jetty, and getting little in return from the use of the Jetty, when in several years time there will be a jetty 200 metres long capable of taking fairly large vessels. An alternative may be to complete the repairs to the Public Jetty which are immediately necessary.

5. Honourable Members are asked to note that the Government Jetty will also need some repair work carried out, the extent of which is not known at present.

/Honourable.....

Honourable Members are asked to advise how we should tackle the question of repairs to the Public Jetty. Should we

- i) just undertake repairs to the decking to make it safe;
- ii) undertake the investigative contract to see the extent of the work needed; or
- iii) undertake the complete renovation of the Jetty.

The Secretariat,
Stanley.

15th January, 1981.

Ref:- CUS/13/1

UW

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO. 1/81

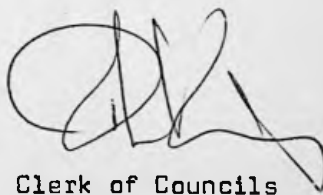
HELD ON TUESDAY, 20TH JANUARY 1981

28

CUS/13/1

24. Repairs to Public Jetty (Memo 2/81)

- 24.1 Council recommended that the Public Jetty be brought into a safe state of repair but until SFC had approved the necessary funds the D.P.W. should not investigate the extent of the repairs required.
- 24.2 The Acting Chief Secretary agreed to investigate the rules laid down for the charging of vessels using the public jetty.



Clerk of Councils

MEMORANDUM

284

Reference

I requested that this number and date should be quoted.

Date 3rd February 1981.....

cus/1311

From Director of Public Works To Acting Chief Secretary



Subject:-

REPAIRS TO PUBLIC JETTY

May I enquire if you have any firm instructions for me regarding the repairs to the Public Jetty. The condition of this structure is continuing to cause me concern even for the use by pedestrians.

J. Brodrick.

J. Brodrick,
Director of Public Works.

Crossed NFA

John

FA

Copy: Chief Customs Officer.

EXTRACT FROM THE MINUTES OF THE MEETING OF STANDING FINANCE COMMITTEE

HELD ON 8TH APRIL, 1981.

CUS/13/1
8.4.81

- 2.1 Repairs to Public Jetty - 7.0
- 2.1.1 The Director of Public Works attended the meeting for a short period and outlined his proposals for the necessary repairs to the Public Jetty.
- 2.1.2 It was noted that the estimated costs of the repairs to the jetty were Phase I £7,000 and Phase II £21,000, making an estimated total of £28,000.
- 2.1.3 It was agreed that as the work cannot be carried out during the winter, the Director of Public Works would make the necessary provision in his 1981/82 estimates.

I

Qs Any further action required on this please?


20/4/81


22/4

Exco I think not, for the moment. The next stage will be consideration in the draft estimates.

 22/IV

HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666

25

The Director
Public Works Department
Stanley

Your reference

Our reference CS 3/14

Date 11 June 1983

Dear Sir,

MAINTENANCE OF PUBLIC JETTY

1. Further to Lt Col Hawkins letter of 6 June, if you wish to proceed with your request for military assistance in the repair of the public jetty would you please complete the enclosed formal application and indemnity forms and return them to this office.

2. We are prepared to consider your request under the Military Aid to the Civil Community scheme which means that your department will be required to pay the extra costs incurred by the Ministry of Defence in the execution of the task. Extra costs are defined as those costs which will arrive solely because of the assistance given and would not otherwise have been incurred. For the task in question extra costs would include such items as the value of military stores and equipment consumed or lost, the cost of repairing any military stores and equipment damaged in the course of the task and the value of the fuel consumed by military transport (including boats) and plant employed. I regret at this stage I am unable to give you an estimate of these costs.

Yours faithfully



P K JENNER
for
Command Secretary

Copy to: Chief Secretary F.I.G



cas/13/1
COMMAND SECRETARIAT
HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666

CHIEF SECRETARY
25 JUL 1983
FALKLAND ISLANDS (290)

The Director
Public Works Department
Stanley

Your reference

Our reference CS 3/4

Date 18 July 83

Dear Sir

MAINTENANCE OF PUBLIC JETTY

In my letter of even number dated 11 June I confirmed that HQ BFFI were prepared to consider your request for military assistance in the repair of the public jetty under the Military Aid to the Civil Community scheme and forwarded for your completion the standard MACC application and indemnity forms. It would be appreciated if you could return these forms, duly completed, to this office as soon as possible.

As you know the repairs have now been completed and I will be sending you our invoice for the cost of the materials used in the task and for other expenses incurred by the Ministry of Defence in providing the assistance as soon as this has been worked out by the Royal Engineers. The total cost is likely to be in the region of £3000 (this estimate is given without prejudice). As explained in my letter of 11 June this task has been carried out under MACC rules and therefore we will not be charging for labour.

Yours faithfully



P K JENNER
for
Command Secretary

Copy to: Chief Secretary, FIG



CUS/13/1
PA

COMMAND SECRETARIAT
HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666

CHIEF SECRETARY
02 AUG 1983
FALKLAND ISLANDS

(241)

The Director
Public Works Department
Stanley

Your reference

Our reference CS 3/14

Date 26 July 83

Dear Sir

MAINTENANCE OF PUBLIC JETTY

Further to my letter of 18 July, I understand that you have been unable to trace the MACC application and indemnity forms sent to you with my letter of 11 June. I therefore attach another set for your completion and return to this office as soon as possible please.

The extra cost to Defence Votes of the assistance has now been calculated and our invoice for £3038.84 is attached together with a voucher itemising the stores used in the task. Would you please send your cheque made out to the 'Command Cashier UKLF', to the Force Paymaster in the Secretariat, together with one copy of the invoice.

Yours faithfully


P K JENNER
for
Command Secretary

Paid 29.11.83
to Captain Winters.

Copy to: Chief Secretary)
SC2 G5 HQ BFPI) - without invoices

CUS/13/1

292

19th January, 1984.

Harbour Master

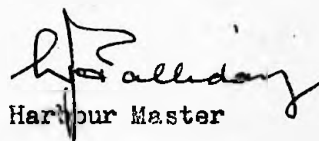
Director of Public Works

Government Jetty

It has been observed that your staff has been dumping rubbish at the South East corner of the Government Jetty. This is strictly prohibited and I should be grateful if you could inform all your staff of this.

On several occasions I have drawn your attention to this problem and I should now like to officially ask you to make sure this practice ceases immediately. Under the Harbour Ordinance Cap. 30 section 21 offenders can be prosecuted.

I should be grateful for your co-operation in this matter.


Harbour Master

Copy to: Chief Executive Officer

MEMORANDUM

22 February 1984

Reference

It is requested that this number and date should be quoted on your reply.

Date 203

From Supplies Officer

To Customs & Harbour Master

Subject:-

Government Jetty

Please find attached a copy of a report made on the main oil line by the Director Of Public Works. I refer in particular to paragraph one of the report which indicates that the head of the Government Jetty is unsafe to moor the Oil Barge alongside.

During our last bunkering the P.I.C. Barge Master also expressed reservations concerning the state of the Jetty and considered that unless some repairs are carried out it would deteriorate over the coming winter to a degree where he would be most reluctant to moor the Barge alongside.

As this is our only bunkering point, being denied the use of it would be an absolute disaster for Government and I would be most grateful if you could advise me of the plans to refurbish the Jetty.

Yours Faithfully

M. Luxton
SUPPLIES OFFICER

Copies to:

D.P.W.
Government Secretary ✓

MEMORANDUM

293A

Reference

It is requested that this num. and date should be quoted on your reply.

Date 7th February 1984

From Director of Public Works

To Supplies Officer

Subject: Diesel Oil Line.

The recent leak in the pumping main from the Government jetty to the tank farm shows that there is considerable corrosion and mechanical wear at the pipe joints. The route of the line will almost certainly be affected by the proposed realignment of Reservoir Road. Unless the head of the (Public) jetty is rebuilt it is not safe to moor the oil barge alongside which in turn will require further modifications. These are long term matters which can be considered in conjunction with the port proposals and those for the supply of fuels to the Stanley fuel depot.

In the meantime it is suggested that a stock of spare pipe lengths and collars be kept. Any length replaced following a leak to be examined, any defective section cut out and the remainder returned to stock. For instance the pipe recently removed should be kept at each end.

There are about 110 lengths of pipe in the line, it is recommended that stock holdings be

Pipe 5 lengths
Collars 20 No

Stocks of Densol Tape or similar wrapping material should be held.

The Electrical Section should be consulted to advise on the electrical bonding of the pipe throughout its length. There is a possibility that the corrosion at the joints is electrolytic, this would particularly be the case in areas near the sea.

Geo. Webster

George Webster
Director of Public Works

For 0.1769 m³ per length
new at 1200

cam

Last Price 86.75 per 7.62 m length.
5 lengths 433.75
Complete last Price 1200 each.
20 Complete 341.00
774.75

Estimate 774.75
+ 10% 77.47
852.22
FRT. 120.00

Say R 972.22
1000.00

294

24 February 1984

CUS/13/1

Captain P Erskine RN
Senior Naval Officer
British Forces Falkland Islands
BFPO 666

For some time it has been obvious that the Government Jetty has been deteriorating at an ever-increasing rate. The Falkland Islands Company Barge Hunter has now said that further deterioration during the coming winter will make it hazardous for him to bring the Oil Barge alongside. If that happened we would soon be without fuel for the Power Station and thus without electricity and water.

The Director of Public Works has suggested that an immediate, albeit temporary, solution would be to have two mooring points some 20 meters off the jetty to which the oil barge could be secured. He would provide a flexible pipe between the barge and the inlet valve of the fuel pipeline along the stem of the jetty and thus be able to take fuel from the barge without it coming into contact with the jetty head itself.

My purpose in writing to you is to ask if the Royal Navy could help with the installation of these two mooring points? If you would be kind enough to talk this over with the Director of Public Works I would be most grateful; and I hope it will be possible for you to help us in this most serious predicament.

(D E Pouncefort)

cc. G Webster Esq, DPW
M Luxton Esq, Supplies Officer
L Halliday Esq, Harbour Master

m

From: Captain P J ERSKINE Royal Navy.

Office of 295
Senior Naval Officer
Falkland Islands
HQ BFFI BFPO 666

259/3(T)

Mr Bernard PAUNCEFORT OBE
Government Secretary
STANLEY

CHIEF SECRETARY

- 6 MAR 1984

FALKLAND ISLANDS

2 March 1984

Dear Bernard,

Thank you for your letter dated 24 February 1984. My Deputy, now the Queen's Harbourmaster, has discussed the matter of mooring with the Director of Public Works and agreed that he would be willing to help with the installation. It is understood that suitable moorings, capable of taking the oil barge, will be ordered from the UK by the Public Works Department. Regrettably, we do not have any of the required size currently on station.

*Yours sincerely
P J Erskine*

Information:

G WEBSTER Esq DPW

L J HALLIDAY Esq, Harbour Master

12 March 1984

CUS/13/1

Captain P J Brskine MC
Senior Naval Officer
British Forces Falkland Islands
BFPO 666

Many thanks indeed for your letter, reference 259/3(R), of 2 March with the welcome news that you will be able to help us in the difficulties we face to moor the oil barge sufficiently close to the Government Jetty to permit fuel to be pumped ashore but not so close as to lean on it and bring it all tumbling into the sea.

Again, many thanks.

(B E Pouncefort)

cc. G Webster Esq, DFW
L J Halliday Esq, Harbour Master
R Luxton Esq, Supplies Officer

MS

CUS/13/1 53. B SLIPWAY

It was confirmed that the matting which had been laid by the military at B Slip would be left in site now that the military Port Squadron had moved to FIPASS.



CLERK TO COUNCILS

25th September, 1984

A/Director of Public Works.

Public Jetty

Mr. Bonner of Government House has re-floated his yacht, now anchored opposite my house on Ross Road West.

He tells me that the FIC want £250 to haul it up onto their slipway with a daily charge thereafter of £20. He reckons that, if he were given an outline rehabilitation plan of the public jetty slipway, he would find sufficient volunteers to restore it to working order. He, and his friends, would expect to have the free use of the slipway they had recreated and that seems very reasonable and attractive to me. Can we either ourselves either ourselves put the necessary drawings together or ask SNOFI's assistance?

Perhaps you could have an answer by our next weekly round-up with the Chief Executive?

Government Secretary.

M.V. FORREST,
Stanley.
26th June, 1985.

The Harbour Master,
Stanley.

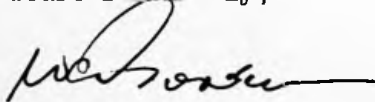
Dear Sir,

As a result of the prevailing bad weather during the weekend of 22/23rd June, 1985, it has become very obvious to me that the present state of the Government Jetty is fast reaching danger level.

Whilst every precaution is being taken to ensure the safety of m.v. Forrest under the present conditions, it is very clear that alternative arrangements will have to be made for the mooring of the vessel if further deterioration is allowed to occur.

In conclusion, I cannot stress too strongly the dangers involved to crew-members when mooring the vessel, particularly so during the hours of darkness, even though precautions are taken to enhance their safety.

Yours faithfully,



W.A.N. Goodwin,
Master.

MEMORANDUM

cus/13/1

219

Reference

It is requested that this number and date should be quoted on your reply.

Date26th June, 1985.....

From Harbour Master

To Government Secretary.

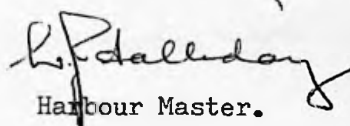
Subject:-

GOVERNMENT SECRETARY

I enclose herewith a letter from Captain Goodwin of m.v. Forrest regarding the present state of the Government Jetty. I can only agree with his views.

I should like to point out that the main section of the jetty and approach where the loading and discharging of cargo is undertaken, is in a similar state of disrepair. If some measures are not taken soon it will become too dangerous for vehicles to deliver or collect cargo from this jetty.

If Government Jetty is allowed to deteriorate any more it will become necessary to load and unload Forrest at the Falkland Islands Company Jetty. With the very high warfage rates charged by that company it could seriously affect the operations of m.v. Forrest.


Harbour Master.

Encl.

12 July 1985

Director of Public works

The Government Jetty

In February 1984, the Supplies Officer drew my attention to the deterioration of the Government Jetty and said that the F.I.C. Barge Master had warned him of his increasing reluctance to come alongside to off-load our fuel supplies for the Power Station. At that time I sought the assistance of the Royal Navy to put down two anchor points some 20 meters off the jetty to which the barge could be secured and the fuel pumped ashore by a flexible pipe. The then SNOFF agreed to help and the necessary moorings were to be ordered from Britain by the Public Works Department.

The Master of the mv Forrest has now said that the state of the jetty is fast reaching danger level and the Harbour Master says it will soon be too dangerous for vehicles to deliver or collect cargo. If this is so we will have to close the jetty and the Forrest would have to use the FIC jetty and pay their warpage charges.

I can see no provision in the Estimates for repairs to this jetty but if it is as dangerous as is suggested by the Harbour Master and the Master of the Forrest we will have to ask Councillors to reconsider. Would you please have a professional assessment made?

B E Fauncefort
Government Secretary

rs

EXTRACTS FROM THE MINUTES OF STANDING FINANCE COMMITTEE HELD ON
30 JULY 1985.

3.7 PUBLIC JETTY CUS/13/1

The Collector of Customs and Harbour Master reported that the public jetty would not withstand the weight of a lorry loaded with container Flats.

Wimpey Taylor Woodrow

South Atlantic Joint Venture

c/o P.O. Box 2, Mount Pleasant Airfield, Falkland Islands

SCA

K

Your ref

Our ref 3.7/782

Sir Rex Hunt
Government House
Port Stanley
Falkland Islands

28 August 1985

C.F.
I arranged
for Mr Roberts
to go with Mr
Kenleyville. I
don't know what
funds we have
available for this
jetty from the WDCs.

Ref
31/8

Dear Sir Rex,

FOX BAY JETTY REPAIR

Thank you very much for arranging my trip to Fox Bay to inspect the damaged jetty there. The trip was not only interesting from the jetty aspect, but a tremendous opportunity to speak to some of the people of Fox Bay and to see a considerable amount of the Falklands as well - most enjoyable and appreciated.

With regard to repairs to the jetty, there would appear to be three alternatives for repairs, short term, medium term and long term.

The work involved in these repairs would be:-

In the short term, modest repairs in the near future to hold what is there together for the time being.

Medium term repairs to make serviceable the head of the jetty with the structure that is there now suitably strengthened.

The long term work involves completely rebuilding the head of the jetty and widening the approach causeway. This would involve pile driving with new piles - decking and other heavy timbering.

It would seem the choice really lies between the medium and long term repairs, with the costs of the long term works substantially greater than either of the other two options, but the economics depend on the long term requirements of the jetty.

Cont/d.....



A Joint Venture of

Wimpey Major Projects Ltd., Hammersmith Grove, London W6 7EN England

Taylor Woodrow International Ltd., Western House, Western Avenue, London W5 1EU

Reg. England 936710

Reg. England 374634



2.

This coming weekend I am due to depart for U.K., on leave and it is my intention to discuss the repairs whilst there and I expect to produce, at least, indicative costs of carrying out the three alternatives and present them to you on my return for your perusal and comments.

I trust the foregoing is acceptable to you and look forward to discussing the works with you in October.

Yours faithfully,*
For and on behalf of WTW (SA) JV,

A handwritten signature in dark ink, appearing to read 'J A S Roberts', written in a cursive style with a long horizontal stroke at the bottom.

J A S Roberts
Project Director

MEMORANDUM

cus/13/1

22
28

Your Ref.

Our PW/616

It requested that this reference is quoted on your reply.

Date: 4 December 1985

To: Government Secretary

From: Director of Public Works

Copy: Attorney General

PUBLIC JETTY REPAIR - MACC

Command Secretary's letter C3 3/14 of 11 November.

This matter presents a sad record. The steps were broken originally by the MOD and repaired in softwood which was a temporary repair and did not match the hardwood of the original. The liability for effective repair remains. The temporary repair was broken by FIG and repaired again in a temporary way under this MACC work. It must be noted that the main users of the Jetty are the MOD who pay no charges and do not indemnify FIG against damage, wear and tear.

The work asked for in my letter of 12 July under MACC was only carried out to a very limited extent. There were no lights available and the ladders although well made were fixed in a different position so they remain of little use. The steps were effectively repaired in temporary materials.

The repairs to the handrails made for the departure of the late Governor were not part of this MACC although it could be included.

Never the less, a request was made for MACC and the work carried out with the best intentions.

I would recommend that the form is completed in paragraph 1 on behalf of the FIG and submitted with a copy of my letter of 12th July to the Command Secretary. Care should be taken to delete paragraph 2 and other parts of the form which are not applicable or even possible to comprehend.



W S Hills
DIRECTOR OF PUBLIC WORKS