

001 file

(1) (177)

M E M O R A N D U M

Our Ref: PW/616

14 July 1987

To: CHIEF EXECUTIVE

From: AG. DIRECTOR OF PUBLIC WORKS

REPAIR FOX BAY JETTY

I note that provision of £50,000 was made in the 1987/88 estimates and that council considered that this work should be put out to tender as soon as possible. However the following points require clarification before any work can proceed on this project

- i. What is the likely future usage of the jetty
- ii. Will the ferry be of RO-RO type which would presumably virtually remove the need for a large jetty and replace it with a need for a ramp/slipway

Knowledge of the probable usage of the jetty is essential if a cost effective project is to be planned and completed.

MCI

M M I Keenleyside
AG. DIRECTOR OF PUBLIC WORKS

copied to A/GM FIDC:-

*Grateful if you
could reply to
A/CE.*

*MS
21/8*

2

~~183~~

M E M O R A N D U M

TO: Colin Redston, Acting Chief Executive
FROM: Shane Wolsey, Acting General Manager FIDC
DATE: 25 August 1987

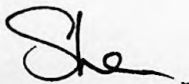
RE: REPAIR FOX JETTY

I have been asked to comment on the Acting Director of Public Works memorandum of July 14 1987 (Reference: PW/616). Manfred Keenleyside has pinpointed a very important point which is certainly going to need serious consideration. However FIDC are carrying out two consultances which are extremely relevant and I believe we need to await their reports before we can adequately answer this memorandum.

The two consultances that are in progress are as follows:

1. I T Power have been asked to advice FIDC on the feasibility of building prefabricated jetties, probably out of concrete, and probably of a floating type to replace existing jetties in a bad repair. Fox Bay jetty was particularly in mind in this project.
2. FIDC is going to commission a suitable consultant to investigate in detail both the type of boat which would be used for a ferry and the schedule to which it would run. The latter is important so that we can accurately assess how much work and what service the boat could actually provide.

I do not believe that we will have the reports from either of these projects until the end of the year.



Shane Wolsey

(3) ~~121~~
~~100~~

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

AGENTS FOR LLOYDS.

REGISTERED 1902

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

TELEX: 2418 FALKISCO FK

HEAD OFFICE:
94A WHITECHAPEL HIGH STREET
LONDON E1 7RH

GOVERNMENT SECRETARY

12 FEB 1988

FALKLAND ISLANDS

Stanley,
FALKLAND ISLANDS,
SOUTH ATLANTIC.

11th February 1988

The Government Secretary,
Secretariat,
Stanley.

Dear Sir,

FOX BAY EAST JETTY

Coastal Shipping Limited must advise you that the state of this jetty, which has been deteriorating for some time, is now in a critical condition.

The Masters of both Monsunen and Forrest have reported that there is every likelihood that cargo and vehicles could well be lost whilst on the jetty as the supports for the decking are in an extremely poor state.

In the event of this happening whilst one of our vessels is alongside the jetty, we must advise you that Coastal Shipping Limited cannot be held responsible.

Yours sincerely,



T.G. SPRUCE
STANLEY MANAGER

Ref: DEV/13/3

19 February 1988

M E M O R A N D U M

To: General Manager

From: Government Secretary

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Fox Bay East Jetty

I enclose for information a copy of a memorandum dated 11 February 1988 from FIC on the dangerous state of the Fox Bay East Jetty.

2. In this connection may I please refer to a memorandum from Shane Wolsey dated 25 August 1987 (copy attached for ease of reference)? Funds have been available for some years, I believe, for the repair of this jetty but have not been utilised because of various proposals and surveys. Since the jetty really does now need repair I should be grateful to learn whether the reports of the consultancies referred to in Shane's memo have been received and whether they are any guide to how we should proceed (if at all indeed) with repairs to FBE jetty.

C. F. Redston
GOVERNMENT SECRETARY

c.c. Harbour Master
Director of Public Works

5 ~~203a~~

GOVERNMENT SECRETARY
26 FEB 1988
FALKLAND ISLANDS

MEMO

TO Government Secretary

DATE 25 February 1988

FROM Projects Officer, FIDC

201

Your memo DEV/13/3 of 19 February 1988 has been passed to me for reply.

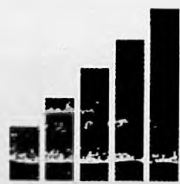
Peter Fraenkel of I T Power advised me on 19 February that their report on jetties was being despatched to us that day.

On 27 January 1988 FIDC received a progress report from Pannell Kerr Forster Associates, the consultants undertaking the East/West Ferry. PKFA have been advised to finalise their report on the lines outlined in the progress report.

We will advise you when these reports are received by FIDC.

N. McPhee

Natalie McPhee
PROJECTS OFFICER



FALKLAND ISLANDS
Development Corporation

(6) (2)

PUBLIC WORKS DEPARTMENT
STANLEY, FALKLAND ISLANDS
TELEX: 2421 PWD FIG FK

Our ref: PW/616

2 March 1988

McAdam Design
Stanley



Dear Cecil

FOX BAY EAST JETTY

We have been approached by the Falkland Islands Company to assess the safe carrying capacity of the damaged jetty at Fox Bay East.

The FIC wishes to off load some machinery across this jetty in the very near future for use at the Fox Bay Woolmill. FIC state that the machinery will be in parcels not exceeding 2.5 tonnes each.

We would like to appoint you to

- 1) Ascertain from FIC and the Woolmill what the maximum load will be and its' distribution due to methods proposed to be used in off loading.
- 2) Whether the existing jetty can be expected to carry this loading.
- 3) If (2) is negative whether there are any materials ie timbers, sheeting etc at Fox Bay East which could be used to sufficiently strengthen the jetty to allow these off loadings to proceed.

Due to the extreme urgency of the situation we request that you take immediate action and if possible make an initial report either via F.B. East telex or verbally.

We suggest that some photographs be taken which could be included with your report.

We would expect to reimburse you at your normal scale of fees and will ofcourse reimburse any expenses incurred due to this appointment.

Your earliest reply will be appreciated.

Yours sincerely



C G Carter
DIRECTOR OF PUBLIC WORKS

cc: Government Secretary
: Attorney General
: Mr T G Spruce FIC
: Mr Cockwell Woolmill Fox Bay East

Ref: DEV/13/3

Mr. T. G. Spruce,
Manager,
Falkland Islands Company
Stanley.

2 March 1988

Dear Mr. Spruce,

FOX BAY EAST JETTY

Please refer to your letter of 11 February 1988 and our telephone conversation yesterday concerning the Fox Bay East jetty. The Director of Public Works is arranging for a Consultant Engineer to report on the jetty at the earliest possible opportunity. Pending receipt of his report it would seem to me foolhardy for CSL to go ahead and ship the heavy cargo for the Falkland Mill next week. This is particularly in view of the legal advice by the Attorney General which would seem to indicate that both CSL and FIC could be liable in the event of an accident or damage to cargo.

I believe that Mr. Swinton of McAdam Design will be in touch with you shortly and should be grateful if you would give him every assistance prior to his visit to Fox Bay.

Yours sincerely,

C. F. Redston
GOVERNMENT SECRETARY

MEMO

TO Government Secretary

DATE 3 March 1988

FROM Projects Officer

Ref: ADM/2006

FOX BAY EAST JETTY

I refer to my memo to you of 25 February 1988.

FIDC have now received I T Power's Report and Recommendations on Development of Rural Harbour Facilities in the Falkland Islands.

I enclose extracts from this report which deal specifically with the rehabilitation of Fox Bay East jetty and hope that these enable you to proceed with its repair.

Natalie McPhee
PROJECTS OFFICER



3.6.2 why we rejected building new jetties

Although we abandoned the idea of developing a prefabricated jetty, as originally envisaged, and focussed on ramps, it is perhaps worth outlining our thinking in order to clarify the reasons why we rejected the concept of building new jetties.

Our initial investigations, prior to visiting the islands, suggested a modular pre-fabricated ferro-cement system and some consideration was given to either a system where modules could be floated to site and sunk in place or alternatively, a system with floating moored ferro-cement pontoons. The former would need less maintenance but variations from site to site would make it difficult to achieve an accurately positioned and level enough deck with sufficient depth of water at its seaward end and we also expected considerable expense in professional surveying and planning of each and every installation. The latter appeared to be attractive, since a floating pontoon would be relatively non-site-specific, and would therefore reduce professional survey and planning costs to a minimum. But it could require regular maintenance (regular pumping out and immediate repairs of impact damage) and a major cost and expense would be the need for a bridge span probably at least 10m long to link it to some shore structure, which may in some cases need to be quite substantial and which would also require repainting and maintenance.

Preliminary costings suggested that both options would be relatively expensive, would not particularly facilitate container handling, and would be relatively risky (in terms of possible unforeseen problems and expense) compared with relying on ramps or slipways for most small settlements and doing repairs or conventional rebuilding of existing jetties for larger settlements. There is no possibility of loading containers from or onto jetties with the MV Monsunen although the new 185' fisheries supply vessel currently on order could be used experimentally, as she is fitted with an 11,000 lb SWL derrick.

3.6.3 Rehabilitation or rebuilding of existing jetties

During our visit, we saw 4 jetties of which 3 were surveyed. They were:

Douglas Station	'A' type
Fox Bay East	'A' type
Hill Cove	'B' type
Fox Bay West	'C' type (not surveyed)

The three jetties surveyed were suggested by the Master of MV Monsunen, presumably as representative examples of jetties requiring attention. A preliminary costing for the rehabilitation of the jetty at Fox Bay East, totalling approximately £110,000 and produced as a result of our preliminary survey, is given in Annex A4 as it is understood that this is the one in most urgent need of attention on account of its dangerous condition and the importance of the settlement it serves.

We believe that the number of jetties that will actually required to be operational depends on various factors:

- The difference in freight rate between 'A' and 'C' type ports;
- FIG policy with regard to the integrated transport policy;
- The wishes of the jetty owner;
- Any subsidy available from FIG or FIDC;
- Decisions made by FIDC and FIG on future development of sea and land transport infrastructure;

In purely economic terms, the first of the above factors is the only important one at present. However, once the MV Monsunen is replaced and a rural transport policy is agreed and in hand, then the relative costs of serving "A", "B" and "C" class ports will change and existing freight rates will need complete restructuring to take account of new and probably quite different operating costs.

If the system we recommend of using a landing craft to load and unload containers onto concrete ramps is generally introduced, then the costs may be such that the present "C" class ports no longer cost significantly more to service than "A" or "B" ports, (they could even cost less) so that there need be no freight surcharge penalty for the users. Also the unit costs of building new ramps are substantially lower than those for building jetties.

However, where existing jetties are in a bad condition it may be worth rebuilding or replacing them. Also, larger settlements which may need to provide a berth for any inter-island ferry which may be introduced, or for occasional visiting vessels not having Sea Trucks, will no doubt continue to require conventional jetty facilities. Therefore our study also considered jetty replacement and rehabilitation in general and more specifically, relating to the jetty at Fox Bay East; the relative costs of these two options were estimated as follows:

Rehabilitation	£110,000 (see Annex A4 C)
Complete rebuild ⁶	£250,000 to £400,000

The former is a reasonably accurate estimate, but the latter is much less certain as we believe an additional sea bed survey involving core sampling is needed to determine the correct piling requirements (and hence the likely specification and costs). We

⁶Note that the cost of a complete rebuild is subject to much more uncertainty than that for rehabilitation, since a detailed ground survey will be necessary to establish piling requirements with any accuracy

contacted a specialist firm that undertakes sea bed surveys and understand that sea bed core sampling would cost in the region of £15,000 and will probably represent a sound investment if it is decided to rebuild the jetty since it will remove any uncertainty in optimising the design and in minimising piling costs.

However, a competently designed reinforced concrete replacement jetty could be relied on to have a 30 year life whereas simply rehabilitating the existing structure could lead to the need for further remedial measures in 10 or 15 years. Moreover, a new jetty would ideally be longer than the present one (the extension cost being marginal) and could therefore accept larger vessels than at present, including possibly the MV AES or other vessels (such as those of Hogg Robinson) operating between the UK and the Falklands.

At the time this study was in hand, a parallel investigation on the possibilities for an inter-island ferry service to link a future road network was being studied. We liaised with the group undertaking that work and concluded that any rebuilt or new jetties must take account of the ferry specification to allow vehicle ro-ro capability. The two most likely West Falkland harbours where any such ro-ro capacity might be needed are Port Howard (which has a wooden jetty in relatively good condition at present) and Fox Bay East, described earlier.

Any decision on the Fox Bay jetty therefore hinges on a combination of the resources available and the likely requirements in future for vessels expected to visit Fox Bay.

Finally, a third option would be to abandon/demolish the existing jetty and replace it with a concrete ramp for use by the Sea Truck or its replacement landing craft, while the Monsunen or its successor stands off in the Bay. This of course would be much the least expensive solution, but would of course limit the possibilities for increasing any sea traffic into West Falkland. However, if it were later decided to allow other vessels not equipped with a landing craft to use Fox Bay, a second landing craft could be purchased and kept permanently on station at Fox Bay East where it could sit on the ramp when not in use. This would allow freight to be taken ashore off other vessels and would incidentally introduce a convenient possibility for ferrying people, vehicles and freight between Fox Bay East and Fox Bay West. The cost of building a concrete ramp and providing an extra landing craft, and container handling gantry, probably totalling in the region of £100,000 to £150,000, would be significantly less (less than half) that of building a new and longer jetty, with the added bonus of being able to improve communications across the bay.

(9) (201)

Ref: DEV/18/3

3 March 1988

N E M O R A N D U M

To: Director of Public Works

From: Government Secretary

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FOX BAY EAST JETTY

Quite by coincidence I received this afternoon the enclosed papers from FIDC in connection with the jetty survey carried out by I T Power last year. I feel sure that this will be of considerable help and interest both to Cecil Swinton and your good self, although I believe that Cecil's projected visit to Fox Bay East must still go ahead.

C. F. Padston
GOVERNMENT SECRETARY

McAdam Design

CHARTERED ARCHITECTS AND CIVIL ENGINEERS

J. K. Bell, ARIBA
J. K. Hearst, MSc, CEng, FICE, MStructE, MIWES
J. W. Crothers, RIBA, MRIAI
J. McBride, MSc, CEng, MICE, MIWES, MIWPC
E. N. Russell, BSc, CEng, MICE, MIWES
J. T. Wright, BSc, CEng, MICE, MIWES, ACIArb
C. H. Doran, BScArch, RIBA
J. P. McKenna, DipArch, RIBA, MRIAI

18 Victoria Avenue, Newtownards BT23 3EB
(0247) 812831

9 Wellington Park, Belfast BT9 6DJ 682431/2
Offices also in Scotland

your ref

our ref

date

MEMO

TO: DIRECTOR OF P.W.D.
FROM: McADAM DESIGN
DATE: 07/03/88
RE: JETTY AT FOX BAY EAST

In response to your letter of Thursday last an engineer was despatched to Fox Bay East to inspect the jetty. We have just received an initial report via the R/T.

The existing jetty head is considered to be in an unsafe and very dangerous condition and is in imminent danger of collapse. We strongly recommend that the following is taken IMMEDIATELY.

1. The jetty is cordoned off to prevent access by personnel or vehicles.
2. A suitable notice is erected warning the public of the danger. No one should be allowed on the jetty in its present condition.
3. No attempts to be made to berth vessels at the jetty head.
4. No freight to be loaded, unloaded or stored on the jetty head.

A full report will be prepared in due course.

C.T. Swinton

c.c GOVERNMENT SECRETARY

MEMORANDUM

11
241
GOVERNMENT SECRETARY
- 8 MAR 1988
FALKLAND ISLANDS

Our ref: PW/616

Date: 7th March 1988

To: Government Secretary

Fm: Director of Public Works

Copy: McAdam Design
: Attorney General
: Mr T G Spruce FIC
: Mr Cockwell, Woolmill Fox Bay East
: GENERAL MANAGER, FIDC.

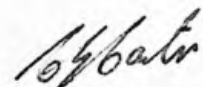
FOX BAY EAST JETTY

Further to our letter appointing McAdam Design to investigate the loading capacity of the Fox Bay East jetty they have made an early verbal report, as was requested.

The jetty, in their opinion, is seriously damaged and is only saved from complete collapse by one cross-head member retaining sufficient bearing onto its' piles to carry the longitudinal deck supporting members. These members in turn have formed a long strut against which the severely damaged jetty-head is leaning. This whole arrangement could instantly collapse should the initial cross-head member move and it's present position is one which really defies static reason and is most precarious.

They advise that the jetty should be closed for all usage from a point which is 3 pile groups towards the shore from the jetty-head.

This information has been verbally passed to the Falkland Islands Company Ltd.



C G Carter
DIRECTOR OF PUBLIC WORKS

12 200

GOVERNMENT SECRETARY
- 9 MAR 1988
FALKLAND ISLANDS

Coast Ridge Farm,
Fox Bay,
West Falkland.
7th. March 1988.

Colin Redstone,
Government Secretary,
Secretariat,
Stanley.

Dear Mr Redstone,

JETTY FOX BAY VILLAGE.

I have lost count of the number of letters that I and others have written on this subject in the last four years. Apart from a notice stating that the jetty is structurally unsound, being erected, nothing has been done.

The jetty has now deteriorated to such an extent that it is now considered unsafe to work.

What everyone in the Village is wanting to know is what alternative means are being made available to land stores and fuel, and how wool and other cargo is to be loaded.

You will remember that during your recent visit here, when you asked the question, 'what did people consider to be the first priority requiring action' the unanimous answer was No. 1, the Jetty.

It is absolutely vital that immediate action is taken to restore the use of the jetty, for without it the end result will be inevitable.

We await some positive action.

Yours sincerely,



N.A. Knight.
Government Agent Fox Bay Village.

cc. D.P.W. Mr. C.G. Carter.
Councillor R.M. Lee, Port Howard.

MEMORANDUM

Our ref: PW/616

Date: 8th March 1988

To: Government Secretary

From: Director of Public Works

Copy: Lands and Agricultural Officer

FOX BAY EAST JETTY

Further to our memorandum dated 7 March 1988 we have now received copy of McAdams preliminary report.

Following our discussion we confirm our support that an announcement be made on F.I.B.S. to prohibit all usage of the jetty and that the Lands and Agricultural Officer be requested to arrange for notices to be placed on the structure stating "NO ENTRY UNSAFE STRUCTURE" with a barrier at the shore end.

Due to the urgency of McAdam's advice, a hand written warning and even a rope barrier would seem to serve the immediate situation. We will arrange for better signs to be despatched as soon as possible.

C G Carter

C G Carter
DIRECTOR OF PUBLIC WORKS

(14) (22)

Ref: DEV/13/3

9 March 1988

MEMORANDUM

To: Lands & Agricultural Officer From: Government Secretary

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Fox Bay East Jetty

No doubt you will have heard of the serious problem with the Fox Bay East jetty and have received a copy of the Director of Public Works' memorandum of 8 March 1988. A copy of this is enclosed for ease of reference.

2. I should be grateful if you would take immediate steps to ensure that the notice and barrier referred to in Mr. Carter's memorandum are erected at the earliest possible moment.

C. F. Redston
GOVERNMENT SECRETARY

(15) (222)

PUBLIC NOTICE

FOX BAY EAST JETTY

Members of the public are advised that until further notice the jetty at Fox Bay East is closed for all operations. This follows an engineering report which indicated that the jetty was in a serious state of disrepair and a danger to anyone using it.

The Government is urgently considering how best to effect repairs to the jetty and investigating alternative methods for serving the community at Fox Bay East. A further announcement will be made as soon as possible.

The Secretariat
9 March 1986

File ref: DEV/13/3

COASTAL SHIPPING LIMITED

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~~225A~~

STANLEY,
FALKLAND ISLANDS.

11th March 1988.

Mr C. Redston,
Government Secretary,
Secretariat,
Stanley.

Dear Colin,

FOX BAY EAST

As you have advised us that this jetty is now closed we have to turn our attention to the question of supplying stores and fuel to Fox Bay East and also the lifting of wool.

At present, with the jetty closed, it could with difficulty be done for the next voyage by using the Fox Bay West scow with our seatruck. This can only be a very temporary arrangement as the amount of cargo normally sent to Fox Bay East is too great for this to be other than temporary.

Any section of the beach around the jetty, if it is used, will have to be cleared by EOD as it is liable to have mines washed up on it. EOD have placed notices along the beaches warning of this danger. EOD have been made aware of the situation and depending upon the outcome of the problem they would arrange to clear any section required.

The Director of Public Works has advised that there is a possibility of using the shore portion of the jetty but this will depend upon the masters of the vessels as there happens to be a build up of kelp on either side of the jetty due to the prevailing wind. For this operation the F.B.W. scow would be needed as we will not allow wool to be dropped from the jetty into the seatruck because of possible damage to the fibreglass construction.

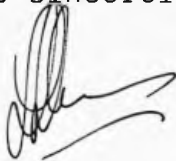
The other major problem is diesel delivery as we will not be able to use the current pipeline in the present position as this connection is at the end of the jetty.

I would suggest that some form of floating pipe line be made available to F.B.E. to enable it to be run to the ship at anchor. Will you please action this for the Monsunen's next run to Fox Bay towards the end of this month.



As you can see, all of this will cause delays for the ship which has the effect of making the operation of Coastal Shipping Ltd more expensive therefore, it is in both CSL and FIG's interest that this arrangement is for a short a time as possible. It is intended that the above arrangements are for this next trip only and that a more suitable arrangement be made for further voyages.

Yours sincerely,

A handwritten signature in dark ink, appearing to be 'T.G. Spruce', written in a cursive style with a long horizontal stroke extending to the right.

T.G. SPRUCE
DIRECTOR

c.c. All Directors CSL
Chairman CSL
Secretary CSL

EXTRACTS FROM THE MINUTES OF THE MEETING OF EXECUTIVE COUNCIL
HELD ON MONDAY 14 MARCH 1968

17
1968

DEL 13/3

69. JETTY - FOX BAY VILLAGE

The Commander British Forces reported that he had now received a report from the military Engineers regarding the jetty at Fox Bay Village and confirmed that there were no possible ways of temporarily repairing it, and the necessary repairs would take 25 men some two months to complete. He added that the military could undertake the repairs but the work would have to fit in with other priority tasks assigned to the Engineers.

18 (23)

Ref: DC/26
DEV/12/5 ✓

Y.E.:

VISIT TO FOX HAY EAST

I visited Fox Hay on 23 and 24 March accompanied by the Director of Public Works, Councillor Robin Lee and the Lands and Agricultural Officer. During the course of our visit we held a meeting with the Falkland Mill directors and General Manager, had a number of discussions with the Government Agent, Nigel Knight, met the Management Committee twice, held a public meeting and paid visits to see at first hand the jetty, electricity generating house, water supply sources, airstrip and various public buildings.

2. Falkland Mill

On the subject of the Mill I spelt it out in clear terms that Government had made an exceptional commitment and that the future of the Mill was wholly dependent on the six monthly review which had just been authorized. I think the directors are in no doubt about the seriousness of the situation but I do wonder if they are mentally prepared for the possibility that closure is an option.

The present water supply situation as it affects the Mill is causing serious production problems and in my opinion consideration will have to be given to installing the new scouring bowl elsewhere; the existing supply at this time of year simply cannot cope. There is no easy short-term remedy which can supplement the present supply to allow the Mill to operate effectively. I have asked Simon Armstrong to discuss options for the location of the scouring bowl with the Mill when he visits FFE on 28 March.

A letter which had been drafted by the Director of Public Works was given to the Mill which in effect instructed them to comply with directions given by the Government Agent as to when the water supply was adequate for scouring to commence. Richard Cockwell exploded when this letter was handed to him and it took some time before normal service was resumed! We saw at first hand the effect on the village water supply by a normal evening draw-down and there is little doubt that with the continuation of the present dry spell very close monitoring is required to prevent a total failure of the source. The letter referred to above needs to be re-issued as it was not capable of sensible implementation.

3. Government Agent

Nigel Knight had received your letter and Robin Lee and I discussed the contents with him. He has agreed to carry on for the moment and it seems likely if Exco and SFC agree to a number of management and financial accountability changes he may well continue indefinitely. We indicated to him that we would give favourable consideration to a possible increase in his retainer and provide a further sum for secretarial assistance. Nigel felt that some help was needed with the major tasks and we asked the Management Committee to consider whether someone from the committee might be prepared to help. I was less than enthusiastic concerning the possibility of a full-time post, which was also suggested.

4. Management Committee

The Management Committee, with Nigel Knight, Simon Horrocks, Martin Cant and John Fittingham present held two meetings with us. They were primarily concerned with their future structure and the availability of FIG funds to undertake work in the village. Quite clearly the present system involving the Government Agent working with Gwen Summers has proved less than satisfactory, and in principle I do not see why Government could not favourably consider giving Fox Bay financial independence with a small budget. I think if we give them the responsibility we would see whether the community spirit really does exist. In contrast with many other settlements, I found the village rather tatty and not much evidence of a real community. The absence of 'islanders' may well explain this strange phenomenon.

The Attorney General has already commented that provided Government is satisfied that there is accountability for the disbursement of funds then we could proceed along the lines suggested above. We have asked the Committee to put forward as a matter of urgency their estimates for expenditure in 1988/89.

A comprehensive list of works to FIG owned property has been prepared and will be included in the Estimates.

5. Public meeting

The public meeting was reasonably well attended but the principal complainants, the Jones', were not present and the meeting was conducted in reasonably good humour throughout. The main issues to arise were the future of the Mill, the water supply, electricity situation, the jetty, the role of the Village Council and the ferry to South America. It was interesting that the East-West ferry was not discussed, nor were camp tracks - but there were not many farmers present.

6. Fox Bay problems

Water supply: I have already mentioned that short term management of the existing source is critical and the Director of Works will give me further advice before a fresh instruction is issued. I think we should also ask users to restrict the quantity of water being consumed and this will be included in any letter which issues. It is also intended to meter the quantity being supplied to the Mill. The DPW has in the last few days received the consultants' report and financial approval will be sought to a number of short-term measures. This work will comprise re-laying a length of pipe immediately adjacent to the spring and improvement works at the spring source.

If the Mill is to continue in operation a secondary and large source of supply is needed. The water will have to be of a good quality and from the Mill's point of view must be clean. The consultants have considered a number of options including a new supply from Doctor's Creek and a bore hole. Unfortunately it is not known whether water naturally exists close to the village and some drilling will be necessary to establish whether it is present and in what quantities. Doctor's Creek would be a useful supplementary source but it is heavily contaminated and treatment would be required. The DPW will be considering the various options and proposals will be put forward for consideration by Exco in due course.

Jetty. A notice has now been erected indicating that the jetty is unsafe and the community has accepted this. Arrangements are being made to borrow the Fox Bay West scow to allow this year's wool to be collected. The Director of Works believes that the proposal put forward by the jetty consultants for refurbishing the damaged portion may be feasible and could be undertaken at reasonable cost; otherwise the alternative is to use the military. Before my departure I had a brief discussion with General Carlier, who arrived at Fox Bay, and he certainly seems willing to undertake the task. It may be this could be our best option in terms of speed and cost.

Military re-fuelling facilities. A problem has arisen concerning the re-location of the military re-fuelling facility, as the chosen site may be used for a pig rearing unit. (Andrew Carter has now proposed that the pig unit which was to be established in Port Howard should be located at Fox Bay East). I have mentioned this conflict to General Carlier and he will look at other possible sites. The existing diesel tank is in very poor condition and is too small and the DPW is looking at the possibility of finding a suitable replacement, perhaps from YPF.

Electricity. The proposals by the DPW for the installation of two new generators was well received and it is hoped to have them in place in the not too distant future.

From FIG's point of view I think the visit was necessary and has probably achieved its purpose. I would certainly wish to see a bit more self-help from the residents of Fox Bay.

B. E. Sumiras
CHIEF EXECUTIVE

25 March 1988

cc. CE
CPW
LAC

(19)

GOVERNMENT SECRETARY
23 MAR 1988
FALKLAND ISLANDS

MEMORANDUM

Our ref: PW/616

Date: 19th March 1988

To: Government Secretary

Fm: Director of Public Works

Copy: H.E. the Governor
: C Swinton, McAdam Design

FOX BAY EAST JETTY


We have received the Inspection Report from McAdams Design following their recent site examination of the Jetty at Fox Bay East.

Contrary to my statements at our meeting with H.E. the Governor, McAdam's report reveals that the existing piles are made of precast reinforced concrete and it seems reasonable to assume they could be jacked back into their original positions. This would enable the jetty to be rehabilitated in the manner suggested by I.T. Power's Report and Recommendations.

McAdam Design infact recommend that I.T. Power's rehabilitation scheme be accepted and suggest that the £110,000 estimate for the projected work appears reasonable. Using the estimate from I.T. Powers it is expected that the work will take 90 days to complete but allowing for mobilisation, it is probably sensible to assume the work would be completed 6 months after we placed a firm order with I.T. Powers.

We recommend therefore that approval be requested from Executive Council for the appointment of I.T. Power to undertake their rehabilitation scheme. This would restore the jetty to it's condition previous to being damaged in 1982 and be suitable for usage by light coastal ships of the Monsunen type.

The Council should also note that additional funds will be required as the existing Vote 951-915 has only been approved to £50,000 expenditure although I would expect the bulk of this to be expended in the next financial year ie 1988/89.


C G Carter
DIRECTOR OF PUBLIC WORKS

REV/13/3

20 236

MEMORANDUM

Our ref: PW/616

Date: 6th April 1988

To: Government Secretary

Fm: Director of Public Works

Copy: C Swinton, McAdam Design

FOX BAY EAST JETTY

Further to my Memorandum dated 19th March 1988 we have received the attached letter from McAdam Design commenting on the Memorandum.

McAdam Design points out that if I.T. Power Ltd were appointed to undertake their proposed rehabilitation scheme then the £110,000 allowed in their report would seem insufficient as £64,500 of the estimated cost is allocated to Design, Management and expenses, leaving only £45,000 for actual construction work. In their opinion approximately £100,000 would be needed for the construction work alone. Allowing for the usual 10% design and supervision on-cost plus a buffer for contingencies, it appears that £150,000 is a better estimation of the cost to rehabilitate the Jetty.

Through discussion with F.I.D.C. we have found that I.T. Power Ltd is a Consultant Advisory company which does not have a construction division. Although this does not rule out the possibility of them undertaking the project, it does appear that any involvement they propose would be on a Management basis. We would not find this a satisfactory situation and therefore would like Exco's agreement that if this work is to proceed it will either be on a "total package basis" where I.T. Power Ltd (or others) would design and construct the Project for a fixed sum, or it would be designed via PWD/Consultants etc and then tendered for by suitable contractors.

C G Carter

C G Carter
DIRECTOR OF PUBLIC WORKS

GOVERNMENT SECRETARY
- 6 APR 1988
FALKLAND ISLANDS

McAdam Design

CHARTERED ARCHITECTS AND CIVIL ENGINEERS

J. K. Bell, ARIBA
J. K. Hearst, MSc, CEng, FICE, MStructE, MIWES
J. W. Crothers, RIBA, MRIAI
J. McBride, MSc, CEng, MICE, MIWES, MIWPC
E. N. Russell, BSc, CEng, MICE, MIWES
J. T. Wright, BSc, CEng, MICE, MIWES, ACIArb
C. H. Doran, BScArch, RIBA
J. P. McKenna, DipArch, RIBA, MRIAI

18 Victoria Avenue, Newtownards BT23 3EB

(0247) 812831

9 Wellington Park, Belfast BT9 6DJ

682431/2

Offices also in Scotland

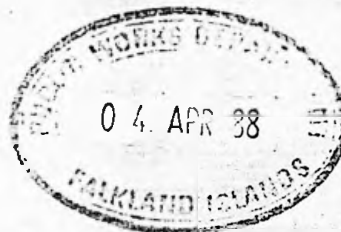
your ref

PW/616.

our ref

date

Charles Carter
Director
Public Works Department
Stanley



Dear Charles,

FOX BAY EAST JETTY SURVEY

Please find attached photographs illustrating Fox Bay East Jetty and in particular the severely damaged crosshead at pile group 10.

We received a copy of your letter, ref. PW/616, and wish to point out that the £110,000 allowed by I T Powers for the rehabilitation of the jetty includes some £64,500 for design, management, supervision, and additional expenses. This leaves approximately £45,000 for the material and labour costs for the repair work. Although we have not done a detailed costing of the work necessary to make the jetty fully operational we feel that the final cost for the repairs i.e. materials and labour, may be considerably higher than £45,000. In quoting £110,000 as being a reasonable sum for the work we were basing this on our own estimate of the work and fees. If this proves to be the case I T Powers' estimate will have to be increased.

John Hearst.

MCADAM DESIGN

31st MARCH 1988



McAdam Design

21 446

Ref: CUS/34/6

Mr. T. G. Spruce,
Director,
Coastal Shipping Limited,
Stanley.

12 May 1988

Charter of m. v. Forrest to Coastal Shipping Limited

Further to my letter of 4 May 1988 I write to advise that at the last meeting of Standing Finance Committee it was suggested that part of the additional £13,175 subsidy should be utilised to pay any additional freight charges levied on cargo for Fox Bay East consignees while the jetty remains in a state of disrepair. This proposal may, I understand, have been raised at your recent board meeting, but if it has not I should be grateful if it could be considered at the next meeting.

C. F. Redston
GOVERNMENT SECRETARY

CUS/34/6

(27) (150)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

TELEX: 2418 FALKISCO FK. TELEPHONE: STANLEY 300

HEAD OFFICE:
94A WHITECHAPEL HIGH STREET, LONDON E1 7RH
TELEPHONE: 01-377 0566 TELEX: 8956039 FALKCO G

Stanley,

18th May 1988

Mr C.F. Redston,
Government Secretary,
Secretariat,
Stanley.

Dear Colin,

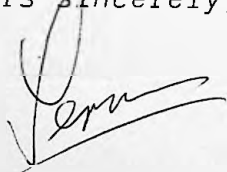
CHARTER OF M.V. FORREST TO COASTAL SHIPPING LIMITED

Thank you for your letter of 12th May, under reference CUS/34/6. This element was not discussed at our last Board meeting. Fox Bay East was discussed and, as mentioned in my previous letter, we made arrangements to move cargo to Fox Bay East by utilising the scow and floating gasoil pipe from Fox Bay West. My previous letter on this subject (dated 11th March 1988) stated that we would do this as an interim measure for one trip only.

It does not seem as though any work has been undertaken at Fox Bay East on the jetty and this will throw quite an additional burden on C.S.L. due to the amount of stores normally going into Fox Bay East, especially for the co-operative store.

It is felt that, at the present time, C.S.L. have no option but to charge freight for Fox Bay East at the same rate as Fox Bay West as they are now both 'C'ports. However, if Government feel that they wish to subsidise the consignees at Fox Bay East, then it is felt that the most sensible way of achieving this would be for the consignees to forward their freight bills to FIG. This would enable a rebate, as directed by FIG, to be made direct to the consignee.

Yours sincerely,



T.G. SPRUCE
STANLEY MANAGER

GOVERNMENT SECRETARY
19 MAY 1988
FALKLAND ISLANDS

28

151

Ref: CUS/34/6

Mr. T. G. Spruce,
Stanley Manager,
Coastal Shipping Limited.

25 May 1988

Dear Terry,

Coastal Shipping Stanley to Camp Freight Rates

Further to our conversation yesterday and to Roger Spink's letter of 16 May 1988 to Tony Blake I am pleased to advise that FIG has now formally accepted the proposed new freight rates. It has also been agreed that the full remaining subsidy of £13,175 should be paid over to CCL.

Yours sincerely,

C. F. Redston
GOVERNMENT SECRETARY

b.c.c. CFO Grateful if you would now arrange to pay the balance of the £100,000 approved by ExCo and SFC on 14 and 15 March 1988.

G.S.

CC
Plan advise
29
154
Village Agent
Fox Bay Village.
1st June 1988.
6/3/86

Mr C. Redstone,
Govt. Secretary
Stanley

Dear Colin,

Reference discussions on Council concerning
subsidy on freight rates due to the closure
of our jetty.

Can you advise us whether or note it was
approved that we be returned to a 'A' port
status.

Many thanks.
Yours Sincerely.

K. Halliday

K. Halliday,
Village Agent,
Fox Bay Village.

LAD
NB change
etc changed to
go towards repairs -
as would be the case
if it belonged to a
jetty.
6/3/86

GOVERNMENT SECRETARY
- 2 JUN 1988
FALKLAND ISLANDS

Fox Bay Village Jetty

The Select Committee agreed that provision of \$110,000 made in the Draft Estimates 1988/89 under Account Code 951-915 Jetty Fox Bay Village should be deleted. The Committee considered that as the future of the Mill and subsequently the Village was uncertain at the present time there are currently greater priorities to be met out of the limited development budget.

The Committee also took into consideration that should a camp track system and east/west ferry link be implemented there will no longer be any requirement for a jetty at FBV.

It was agreed, as a form of compensation for villagers, that Government should pay Coastal Shipping Ltd (CSL) the difference between A & C port freight rates for freight carried to Fox Bay Village. Provided CSL agree to this method of subsidy FBV consignees will be required to pay the lesser A port freight rate of \$34.10 per m³ instead of the greater C port freight rate of \$46.20 per m³.

32 244
Ref: DEV/13/3

Mr. R. Edwards,
Lake Sullivan Farm,
West Falklands.

6 June 1988

Dear Roger,

Further to our R/T conversation this morning I confirm my verbal advice that the Falkland Islands Government will indemnify you in respect of any damage caused to your floating fuel pipe line whilst it is being used by Coastal Shipping Limited to pump fuel to Fox Bay East. This indemnity will remain in force until advised otherwise so there is no need for you to come back to us on future calls by CSL vessels.

As regards the question of the postage on your spares from Listers, I am awaiting a response from the Command Secretary. However, it would appear to me that the Dursley Post Office was at fault on this occasion in requiring airmail postage on a package which, had they referred to their schedule of postage rates, was clearly too heavy to be sent to the Falkland Islands. It would also appear that Listers did not give the matter very much thought and you may care to pursue this with them. If they had wished to send the parcel by airfreight, as compared to airmail, I am advised that the normal procedure would have been to engage a freight agency such as DHL, in the same way as one assumes they would do with much larger items. I will revert to you in due course on this.

Yours sincerely,

C. F. Redston
GOVERNMENT SECRETARY

c.c. Financial Secretary

D6VH313

(33) (247)

Our Ref: PW/616

PUBLIC WORKS DEPARTMENT
STANLEY, FALKLAND ISLANDS
TELEX: 2421 PWD FIG FK

Mr K Halliday
Village Agent
FOX BAY EAST
West Falkland

7th June 1988

Dear Ken,

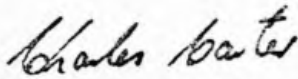
FOX BAY EAST - JETTY

In my estimates for 1988/89 I proposed allocation be made for the reinstatement of the Fox Bay East jetty.

Unfortunately the Select Committee did not approve this item and it has been deleted from the Estimates. Obviously therefore there will be no refurbishment or rebuilding work in the next year at least.

I understand however, that some form of allocation was proposed to compensate for the possible change in landing fees. I am not familiar with the details of how this will be operated but will forward a copy of this correspondence to the Government Secretaries Department who may know the method to be applied.

Yours sincerely,



C G Carter
DIRECTOR OF PUBLIC WORKS

c.c. Government Secretary

C190



34 (156)

Ref: CUS/34/6

Mr. T. G. Spruce,
Stanley Manager,
Coastal Shipping Limited.

10 June 1988

Dear Terry,

Charter of m.v. Forrest to Coastal Shipping Limited

Thank you for your letter of 18 May 1988.

At the recent Select Committee meetings on the 1988/89 Draft Estimates it was agreed that FIG should compensate the Fox Bay East people for the down grading of their port from 'A' to 'C' status following the closing of the jetty.

The Committee decided that this would best be done by FIG paying Coastal Shipping Limited the difference between the 'A' and 'C' port freight rates. The mechanics of this were not of course fully worked out during the Select Committee meetings but FIG hopes that CSL can agree to the proposal. I should have thought that the simplest way would be for CSL to ~~simply~~ send one invoice to the Treasury covering the difference in the total shipment for each call at Fox Bay. We would see this as being far preferable than having individual consignees/consignors forwarding their freight bills to the Treasury.

Alternatively it might be possible to meet the difference by increasing the subsidy. In either case I look forward to receiving your views on this proposal which is certainly very dear to the hearts of the Fox Bay Villagers.

Yours sincerely,

C. F. Redston
GOVERNMENT SECRETARY

Ref: CUS/34/6

Mr. Ken Halliday,
Village Agent,
Fox Bay.

10 June 1988

Dear Ken,

I refer to your letter of 1 June 1988 and to the discussion we had in my office on 9 June 1988. I confirm that at the recent meeting of the Select Committee it was agreed that some form of compensation should be paid to Fox Bay East residents following the decision not to repair the jetty, at least in the immediate future. It was decided that FIG should pay Coastal Shipping Limited the difference between 'A' and 'C' port freight rates.

This has still to be agreed with CSL but provided they agree it will of course mean that you will continue to pay the same freight rates as if you were still an 'A' grade port.

Yours sincerely,

C. F. Redston
GOVERNMENT SECRETARY

Ropa (Fox Bay Village)

cc. FS

ACEV ✓

DPW

27.396

36

MINUTES OF AN EXTRAORDINARY MANAGEMENT COMMITTEE MEETING

HELD AT THE FALKLAND MILL 6th JUNE 1989.

PRESENT:

G. COCKWELL,	CHAIRPERSON
K. HALLIDAY,	VILLAGE COUNCILLOR,
T. CLARKE,	VILLAGE COUNCILLOR,
G. HEELEY,	VILLAGE COUNCILLOR,
N. KNIGHT,	SECRETARY/TREASURER.
A. T. BLAKE,	EXCO. & LEGCO. COUNCILLOR.

Mr. A. T. Blake was asked to clarify the rumour, that no money had been allocated in next years 'Estimates' for the repair of the Fox Bay Village Jetty ! His answer was that he too was aware of the rumour, but as he had not been present at the specific meeting of 'Select Committee' that discussed the repair of the Jetty, he too was unsure of the truth of the rumour.

It was pointed out that the first priority was to find out exactly what the true position was with regard to the Jetty repair money. If as was feared there was no money available for the repair of the Jetty, the following points should be made:

- 1) Compensation was paid to F. I. G. by H. M. G. in 1982, could this money be morally used for other purposes.
- 2) We are dependant on F. B. West for the loan of their Diesel pipe and Scow to enable us to pump diesel ashore and land cargo.
- 3) The subsidy to C. S. L. has enabled them to lower all freight rates on West Falkland, except ours. This is because we have lost our 'A' Port status and have been demoted to a 'C' Port.
- 4) Fox Bay Village was declared a Development area, we consider being demoted to a 'C' Port a retrograde step. The essence of the original vision seems to have been lost by the Administration and some Councillors.
- 5) The money paid to experts and consultants since 1982 could have built us a new Jetty.

It was the unanimous decision of the meeting that the present position regarding the state of the Jetty was totally unacceptable. The sooner the situation was remedied the better.

Their being no other business, Mr. Blake was thanked for attending the meeting and his support in this crisis. The meeting then ended.

PA.
McAdam Design

DEW1313

39

201

CHARTERED ARCHITECTS AND CIVIL ENGINEERS

18 Victoria Avenue, Newtownards BT23 3EB

(0247) 812831

J. K. Bell, ARIBA

J. K. Hearst, MSc, CEng, FICE, MStructE, MIWES

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J. McBride, MSc, CEng, MICE, MIWES, MIWPC

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J. T. Wright, BSc, CEng, MICE, MIWES, ACI Arb

C. H. Doran, BSc Arch, RIBA

J. P. McKenna, DipArch, RIBA, MRIAI

9 Wellington Park, Belfast BT9 6DJ

682431/2

Offices also in Scotland

your ref

our ref

date

MEMO

TO: DIRECTOR OF P.W.D.
FROM: McADAM DESIGN
DATE: 07/03/88
RE: JETTY AT FOX BAY EAST

In response to your letter of Thursday last an engineer was despatched to Fox Bay East to inspect the jetty. We have just received an initial report via the R/T.

The existing jetty head is considered to be in an unsafe and very dangerous condition and is in imminent danger of collapse. We strongly recommend that the following is taken **IMMEDIATELY**.

1. The jetty is cordoned off to prevent access by personnel or vehicles.
2. A suitable notice is erected warning the public of the danger. No one should be allowed on the jetty in its present condition.
3. No attempts to be made to berth vessels at the jetty head.
4. No freight to be loaded, unloaded or stored on the jetty head.

A full report will be prepared in due course.

C. T. Swinton

c.c GOVERNMENT SECRETARY



cus/346

44 163

T. G. Spruce Esq.,
Director,
Coastal Shipping Ltd.,
F. I. C.,
Stanley.

Coast Ridge Farm,
Fox Bay,
West Falkland.

16th. June 1988.

Dear Mr. Spruce,

CARGO TO FOX BAY EAST.

I am writing to you to complain in the strongest possible terms at your unilateral decision to only Ship certain types of Cargo to Fox Bay East.

I have enclosed my copy of this Farm Manifest in an attempt to point out to you the stupidity of the situation. On it you will see crossed out the items that were thought to be uncuttable for shipping. Amongst the items crossed out were 10 lengths of 2"x 4" timber and 1 crate and 1 bundle timber, this consisted of 3 interior doors and 100 ft. of skirting board, hardly bernia inducing material.

Of the items not crossed out and for which I have been charged freight are a steel bucket for a Fore-end loader, this item I specifically requested to be landed at Fox Bay West, where I could lift it from the Scow with my Front-end loader. So now I have a loader which came fitted on the Tractor, and which I had landed at Port Howard and then drove down, but am unable to use it. The other item was 4 lengths of 22mm. Copper pipe, even though a bundle of 5 lengths of 15mm. pipe was landed for the Village. Does this mean that you will land 15mm. pipe but not 22mm. pipe.

I am quite aware that F. I. C. are incapable of repairing or maintaining the Fox Bay East Jetty, but surely there must be other options and other avenues of bringing pressure to bear on F. I. C. without victimising Businesses at Fox Bay Village.

With the acquisition of the Forrest and a very substantial subsidy I would have hoped for a improved shipping service, unfortunately the contrary seems the case.

Yours sincerely,



N. A. Knight,
for Coast Ridge Farm.

cc. Camp Councillors,
Government Secretary.

GOVERNMENT SECRETARY

20 JUN 1988

FALKLAND ISLANDS

COASTAL SHIPPING LIMITED

Manifest / Bill of Lading

M/V " MONSUNEN "

Loading at Stanley 13th JUNE, 19 88

Messrs MR. NIGEL KNIGHT

Voy. No. S - 20

Port COAST RIDGE FARM - VIA FOX BAY

Marks	Nos.	Description	Weight	Measurement
.KNIGHT COAST RIDGE	X	<u>EX - MOD VESSEL</u> NOT SHIPPED		
		1 PALLET WITH CAST IRON BUCKET	1.000 KGS	1.200 M3
"	✓	<u>EX - STANLEY PLUMBING</u>		
"	✓	4 ONLY U/P RADIATORS		0.104
"	2-1	<u>EX - LES LEE & SON</u>		
"		1 CRATE AND 1 BUNDLE TIMBER		0.553
"	? 4001-2 ✓	<u>EX - FALKLAND FARMERS</u>		
"	4030	2 BUNDLES WOOLPACKS (100)		0.200
"		10 LENGTHS 2 x 4 TIMBER		0.522
"	4031-2	2 PALLETS CEMENT (4 BAGS DAMAGED)	3.000 KGS	
"		<u>EX - WEST STORE</u>		
"	5038 X	4 LENGTHS COPPER PIPING NOT SHIPPED		0.100
"	340 ✓	1 CASE 2" GALVD. NAILS	28 KGS	
"	332 ✓	1 CASE KRAFT CORN OIL		0.030
"	333 34 ✓	2 CASES ARIEL AUTO E10		0.060
"	335 ✓	1 CASE LAMBS RUM		0.025
"	337 ✓	1 CASE ANDREX T/PAPER		0.045
"		<u>EX - STANLEY SERVICES</u>		
"	✓	1 DRUM PETROL		0.340
"		<u>EX - STANLEY CO-OP</u>		
"	069 ✓	1 CASE TEA BAGS		0.032

COASTAL SHIPPING LIMITED

CSL3416

(45) (66)

STANLEY,
FALKLAND ISLANDS.

.....22nd...June.19.88..

Mr N.A. Knight
Coast Ridge Farm
Fox Bay East

Dear Mr Knight,

CARGO TO FOX BAY EAST

Thank you for your letter of 16th June 1988.

I was amazed to hear that your bucket had not been shipped as I gave specific instructions for it to go after speaking with you and then Stephen Clifton. Upon checking with the shipping Office, it appears that the loading list used by the jetty was the original one on which the bucket had been crossed through. After the Monsunen had left Stanley Mr Clifton asked the mate if the bucket was on board and only then, when it was too late, did he realise it had not been shipped. At present, I am trying to arrange to have this delivered in the second half of July.

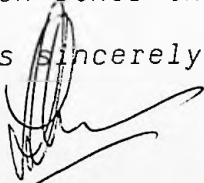
The copper pipe 22mm was loaded and therefore must have been discharged at Fox Bay West. Will you please check to see if it is there.

As I mentioned to you on the RT this was a last resort to bring pressure on FIG to effect repairs to the 2nd largest port in the islands.

With Council withdrawing repair funds for this coming financial year this put all of the pressure on CSL but more especially the pressure is directly on the crews of the vessels. It is understood that nothing was to be done until the future of the ferry was finalised and then the jetty requirements could be looked at for Fox Bay Village. Hopefully, something will now be forthcoming on the jetty repairs. >

I am sorry you feel that the service has not improved because of the action at Fox Bay, but upon speaking with other Directors in Stanley and the Government Secretary, we really had little option other than the course we took.

Yours sincerely,



T.G. SPRUCE
DIRECTOR

c.c. Camp Councillors
Government Secretary
Directors CSL



(49) (254)

Our Ref: PW/616

PUBLIC WORKS DEPARTMENT
STANLEY, FALKLAND ISLANDS
TELEX: 2421 PWD FIG FK

Secretary
Fox Bay Village Council
FOX BAY VILLAGE

29th June 1988

Dear Mr Knight,

FOX BAY VILLAGE JETTY

Referring to your letter of 15th June 1988 I must apologise for my late reply, however this has not been due to a lack of interest or action on my behalf, but rather awaiting advice concerning the jetty.

I have been informed by F.I.G. officers at the Secretariat that it is expected this issue of Fox Bay Jetty including the wider implications of shipping costs, landing fees, the Village needs and all relevant points will be discussed in the ExCo meeting commencing next week.

Obviously I do not wish to anticipate any directions which may be forthcoming from ExCo and therefore will await until this meeting is completed before taking your request further. I would however point out that the present situation is such that F.I.G. has not allocated any funds whatever for the Jetty and even minor expenses or airfares could not be paid for. Hopefully this ExCo meeting will change this situation.

Yours sincerely,

C G Carter
DIRECTOR OF PUBLIC WORKS

c.c. Clerk of Councils
Acting Chief Executive
Financial Secretary

C245

GOVERNMENT SECRETARY
30 JUN 1988
FALKLAND ISLANDS

COASTAL SHIPPING LIMITED

(50) (H8)

STANLEY,
FALKLAND ISLANDS

.....4th July 1988.....

Mr C.F. Redston,
Acting Chief Executive,
Secretariat,
Stanley.



Dear Colin,

COASTAL SHIPPING LTD AND FOX BAY VILLAGE

Thank you for your letter of 28th June 1988.

The whole question of servicing Fox Bay East, following my letter to you of 11th March 1988, was discussed with you prior to the final decision being made only to deliver normal stores and leave the heavy items.

There was never any suggestion by myself, to either yourself or Mr Knight, that Fox Bay East would not be serviced. We, in fact, offered to deliver the heavy stores on the next trip of a vessel to either Chartres or Port Howard in order to help the situation. At no time have we mentioned that the vessel would call to Fox Bay East and deliver heavy cargo if it was chartered, as this would achieve nothing.

Mr L.G. Blake questions my authority for taking such action. This action was only taken after consulting other members of the Board in Stanley, including the FIG representatives, and indeed yourself.

We would not argue about it not being the second largest port in the islands, there may well be other ports who have more on occasional trips but for consistent amounts of stores going into a port, it definitely is one of the major ones. That is what we were attempting to illustrate. The servicing of the village, ARC, mill and store all lends for a large regular inward cargo. With the inward part of the jetty having to be worked and everything from the scow (borrowed from Fox Bay West) having to be manhandled to the jetty some five feet above, it places an unacceptable strain on the crews of the vessels.

With the two vessels the excess of capacity is to be used to attempt to provide a better spaced service than with a single vessel. If additional time and effort is to be taken up initially by Fox Bay East this goes some way to negating our plans and is a dangerous

precedent as other ports will say "to hell with repairs, we can go to "C" port and C.S.L. will still service". There is then no incentive for the larger ports i.e. Hill Cove, Roy Cove, Port Stephens, Goose Green, Green Patch, Douglas Station etc to maintain their facilities.

Declining standards in port facilities is felt mainly by the crews of the coastal vessels. We would welcome a trip by Councillors acting as crew to Fox Bay East landing heavy stores. The problem may then be addressed by them having first-hand knowledge. Continued sniping by certain Councillors at Coastal Shipping without any prior discussion, with myself or the Shipping Office, has upset the crews as they have been trying to maintain the coastal service to the best of their ability.

Now is the time for a meeting between Coastal Shipping Limited, F.I. Government, F.B.E. representatives, Councillors and Mr G. Betts to see where the various problem areas are and what can be done to satisfy all parties.

Your comments regarding large increases in salaries of around 50% now that C.S.L. is receiving Government subsidy are untrue. As you may be aware from your representatives on the Board, there has been a lot of unrest within the crews of the vessels mainly based on the following:-

1. No extra payment made for working on Saturdays (payment is only made for Sundays at sea)
2. Overtime not based on a 40 hour week and not paid around the camp. Steaming bonus, the crews say, does not cover.
3. Increase in wool produced taken in conjunction with less help from certain farms due to sub-division. There is expected to be a substantial increase in "C" ports this year.
4. The decision not to spend any money on F.B.E. jetty resulting in increased physical output to discharge this large port.

We have been experiencing more and more difficulty in keeping crews and attracting new crewmen. The Board had to make a decision on the overall running of the vessels and a suggestion was made, not by myself, that we needed to overhaul the total structure of pay to the crews. The critical members were the Captains, Mates and Engineers. It was felt that their salary should reflect the hours spent and dedication to the vessel and should not rely on other payments such as Sundays at sea and steaming bonus.

The senior Captain was offered a salary of £15,600 per annum, with no steaming bonus, no overtime in camp, no C.O.L.B., no Sundays at sea. The only overtime paid would be on the odd occasion that cargo

was worked outside of normal hours in Stanley and whilst on dry-dock. His estimated earnings for the next year on the old basis are as follows:-

Salary	£10,150
C.O.L.B.	£ 250
Steaming Bonus on 9,000 miles	£ 2,520
Sundays at Sea	£ 425
Overtime	£ 1,600
	<hr/>
	£14,945

Similar comparisons for the other Captain, Mates and Engineers are as follows:-

	Present Basic	Estimated EARNINGS	Revised
Captain	£9,350	£13,910	£14,600
Mates & Engineers	£7,800	£11,265	£12,100

The remainder of the crew are now on their same rates but receive overtime based on a 40 hour week and no other payments such as steaming bonus, Sundays at sea or C.O.L.B.

We have been experiencing difficulty in obtaining Mates and Engineers and enquired with Marr if they could advise the rates for these positions which are for 1 year contracts.

Mate	£19,868
Motorman	£16,320 (this is for a basic engine room watchkeeper)

These were supplied on 1st December 1987 and recently we enquired through FIC in London and Jeppersen Heaton Ltd who advised us that these rates are the minimum C.S.L. would have to pay to bring people from U.K. At present, all positions are filled locally which, on the above rates, are a saving to Coastal Shipping Ltd.

The Engineer we are obtaining from the Power House was dissatisfied with his position there as amongst the reasons he gave for leaving was that the previous Engineer from Forrest was taken on in the Power House to work under the Foreman but was earning more than him.

It is anticipated that the total wages for Coastal Shipping for the next full financial year should not increase very much over the wages shown in our last cash flow statement which was 12 month x £12,700 = £152,400 this excluded C.O.L.B. payments which will increase. The wages for the two vessels are anticipated to cost for the same period under the new wage structure:-

Forrest	£82,000
Monsunen	£81,000
	<hr/>
	£163,000
	<hr/> <hr/>

We trust that this will give you more accurate information
for the Executive Council and Standing Finance Committee.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'T.G. Spruce', with a long horizontal flourish extending to the right.

T.G. SPRUCE
DIRECTOR

c.c. Financial Secretary
Director of P.W.D.
Ex Co Members
C.S.L. Directors

~~1~~ (51)

CUS/34/6

6. JETTY - FOX BAY EAST

There was a lengthy debate regarding the jetty at Fox Bay East and how it could or could not be repaired. **The Honourable A. T. Blake** pointed out that the appearance of no funds in the 1988/89 Budget for the repair of the jetty had created an extremely bad feeling on West Falkland. He added that when Fox Bay was purchased for subdivision FIG had agreed to fix the jetty and had already delivered the materials to the site. These materials were still there.

The Chairman pointed out that this matter had been dealt with when Select Committee had considered the 1988/89 Budget when they had rejected the £110,000 which had been included in the Estimates for the repair of the jetty. He said he was disappointed in the Village Council and the Government Agent at Fox Bay who had been in existence for some three years and who should have been trying to organise the repair of this jetty and other local tasks themselves.

The Honourable A. T. Blake said that three local assessments of the jetty had stated that it could be repaired for much less than the £110,000 quoted by McAdam Design. One of the local assessments had been as low as £10,000.

The Commander British Forces had said he had seen the jetty and his engineers had also compiled a report on it. He thought that repairs could be done locally for about £10,000 but was concerned over what guarantee FIG could give as to the jetty's safety. It was agreed that all Councillors present during the Select Committee discussions had decided against the proposed provision of funds for the repair of this jetty, the matter should be debated the next day at Standing Finance Committee when all Councillors would be again be present.

52 (10)

GOVERNMENT SECRETARY
-7 JUL 1988
KUD S
FALKLAND ISLANDS

Fox Bay Village,
6th July, 1988.

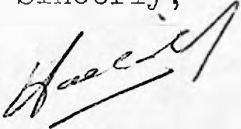
Mr. C.F.Redston,
Government Secretary,
Stanley.

Dear Colin,

On behalf of the Village Council, I would like to thank FIG for all their assistance in obtaining a subsidy for our freight rates.

We now wait in anticipation for the result of the EXCO meetings regarding the temporary repair of our Jetty.

Yours Sincerely,



Village Agent.

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Ref: 35/G/I
23: fbcom

GOVERNMENT SECRETARY
13 JUL 1988
FALKLAND ISLANDS

THE TREASURY
STANLEY

7 JULY 1988

The Secretary
Fox Bay Village Committee
Fox Bay Village

Dear Sir

Please refer to the subject of the Fox Bay Jetty which was discussed at your meeting on 6th June 1988.

The refusal of the Select Committee on the 1988/89 Estimates, to accept the allocation of £110,000 for the Fox Bay Jetty, proposed by the Falkland Islands Government was for two reasons. Firstly the committee was concerned about spending the relatively large sum on the jetty at this stage when there was still some uncertainty of the future of the Falkland Mill. Secondly the wisdom of replacing the jetty was questioned, at a time when some councillors feel quite strongly that they would like to see some kind of East/West ferry system introduced. Should there be a ferry terminal at the village the jetty would be superfluous.

The Select Committee did recommend that Government should in the meantime subsidise Coastal Shipping Ltd to enable them to continue charging "A" port rates for freight carried to the village.

However, the matter was further discussed both in Executive Council and in Standing Finance Committee earlier this week. It is now agreed that if the Village Council wishes to repair the jetty to an acceptable level for the use of the Fox Bay Village they may go ahead and Government will financially support the Village Council up to a maximum of £15,000.

The Acting Chief Executive will be writing to you formally on this matter within the next few days.

Yours faithfully



H T Rowlands
FINANCIAL SECRETARY

cc His Excellency The Governor
The Acting Chief Executive ✓
The Director of Public Works

~~58~~

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DEV/13/2

5. **JETTY - FOX BAY VILLAGE**

The **Commander British Forces** said that military engineers were undertaking a further survey of the Fox Bay East jetty to ascertain whether or not its repair to a reduced standard could be done as a MACC task.

Ref: CUS/13/7

The Secretary,
Fox Bay Village Council,
Fox Bay.

20 July 1988

Dear Sir,

Fox Bay East Jetty

As advised by the Financial Secretary in his letter of 7 July 1988 I am writing to you in connection with the repair of the jetty.

2. I am delighted to be able to advise that the Commander British Forces, Major General Carlier, has very kindly agreed that the repair of the jetty should be carried out as a MACC task. I am sure that this will result in a speedy repair of the jetty and that the work will be carried out to a high standard.

3. The cost of the materials used in the repair will be met by FIG and you have already been advised by the Financial Secretary that up to £15,000 is available for this.

4. The Command Secretary has advised me that repairs to the jetty will commence on 1 August 1988 and I am sure that your Committee will wish to do everything possible to make the Detachment of Royal Engineers welcome in Fox Bay and to assist them with their task.

Yours sincerely,

C. F. Redston
AG. CHIEF EXECUTIVE

c.c. H.E. the Governor
F.S.
D.P.W.
Village Agent
Com. Sec.

Ref: CUS/13/7

N. M. Swanney Esq.,
Command Secretary,
HQ BFFI
BFPO 655

20 July 1988

Fox Bay East Jetty

This is just a line to express the sincere gratitude of the Falkland Islands Government to you for agreeing that the Fox Bay Jetty should be repaired as a MACC task.

This was very welcome news and I very much hope that everything will go smoothly with the work. I am enclosing a copy of a letter to the Secretary of the Fox Bay Village Council which formally advises him of the forthcoming exercise.

Yours sincerely,

C. F. Redston
AG. CHIEF EXECUTIVE

58

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

TELEX: 2418 FALKISCO FK. TELEPHONE: STANLEY 300

HEAD OFFICE:
94A WHITECHAPEL HIGH STREET, LONDON E1 7RH
TELEPHONE: 01-377 0566 TELEX: 8956039 FALKCO G

Stanley,

21st July 19 88

GOVERNMENT SECRETARY
22 JUL 1988
FALKLAND ISLANDS

Mr K. Halliday,
Fox Bay East.

Dear Mr Halliday,

FOX BAY EAST CARGO

We have further considered the question of shipping cargo to Fox Bay East.

During this next itinerary we would be happy to ship all your cargo to Fox Bay East providing that the people at Fox Bay East work the scow from Fox Bay West i.e. we would unload onto the scow and tow it to the side of the jetty where it would be the responsibility of the people at Fox Bay East to get the goods ashore.

The arrangements for hire, insurance etc on the scow and pipeline would be the responsibility of the people at Fox Bay East.

We hope that these arrangements may help you to get more of your stores ashore. We would really prefer a more satisfactory long term solution for both sides to be found.

Perhaps you could contact me if you feel this solution is feasible.

Yours sincerely,

R.K. Spink

R.K. SPINK
ASSISTANT STANLEY MANAGER

c.c. Mr N. Knight
Mr R. Cockwell
Mr G. Betts

b.c. Mr C. Redston ✓

MACC TASK

ASSISTANCE RENDERED BY ARMED FORCES OF THE UNITED KINGDOM

Form of Undertaking

I, COLIN FRANK REDSTON (name and rank) being duly authorised to enter into this arrangement on behalf of the Government of THE FALKLAND ISLANDS hereby give the undertaking set out in the next following paragraph in respect of the assistance rendered by the armed forces of the United Kingdom and described in the Schedule of this undertaking.

The undertaking referred to in the preceding paragraph is that the Government of THE FALKLAND ISLANDS will indemnify the Government of the United Kingdom against all claims and payments (whether in pursuance of an enforceable legal obligation or otherwise) made in respect of the following events where such claims or payments arise from the assistance rendered by the Government of the United Kingdom and described in the schedule to this undertaking:

a. Damage to property belonging to the Government of THE FALKLAND ISLANDS, the Government of the United Kingdom or to third parties.

b. Personal injury or death in the case of servants or agents of the Government of THE FALKLAND ISLANDS, third parties or the servants or agents of the Government of the United Kingdom. For purposes of this sub paragraph 'claims and payments' shall include all claims and payments of pensions, gratuities or allowances payable by the Department of Health and Social Security under the Royal Warrant on account of death or disablement, and all medical or hospital expenses and funeral expenses and expenses incurred in determining the amount of such claims and making payments.

The indemnity conferred by this undertaking is in addition to, and not in derogation of, any indemnity which applies to the assistance described in the Schedule to this undertaking and is contained in any agreement or memorandum of understanding between the Government of THE FALKLAND ISLANDS and the Government of the United Kingdom.

SCHEDULE
TO UTILIZE ROYAL ENGINEERING MAN POWER AND EQUIPMENT TO REPAIR A JETTY.


at FOX BAY EAST, WEST FALKLAND on 8th AUGUST 1988 UNTIL COMPLETION.

signed: [Signature]

witness: [Signature]

address: GENERAL MANAGER, FIGAS

dated: 9 August 1988

(60) 

MINUTES OF THE MEETING OF EXECUTIVE COUNCIL (NO 10/88)
HELD ON TUESDAY 2ND AUGUST 1988

CUS/13/6
AIR/1/4C
DEV/13/3

4. FOX BAY VILLAGE

4.1 Jetty

The Commander British Forces said that following an extensive survey of the jetty at Fox Bay East the military had now agreed to repair it as a MACC task and work was scheduled to commence this week. He stressed that the repairs could only be regarded as a temporary measure.

4.2 Airstrip

Council noted that work was proceeding on the construction of a new airstrip running parallel to the existing one.

It was agreed that the Government Agent, Mr Ken Halliday, should be provided with a vehicle (probably a second hand one from PWD) which was necessary in connection with his duties pertaining to the arrival and departure of aircraft, the cost of which could be debited to the Camp Airstrips vote in the Development Budget.

AgCE

4.3 Village Track

The circular track within the Village required attention and the possibility of putting this work out to contract was discussed. Sufficient stone/shale was available near the Village which could be used to renovate the track.

AgCE
DPW

4.4 The Mill

The Chairman said he had been impressed by the yarn production process at the Mill but the success of the knitting side of the

MINUTES OF THE MEETING OF EXECUTIVE COUNCIL (NO 10/88)
HELD ON TUESDAY 2ND AUGUST 1988

operation was far from satisfactory owing to a shortage of labour at the Village. The recommendations of Dr. Hood regarding the Mill would be made via FIDC in due course.

4.5 The Bunkhouse

Following discussion the Attorney General advised that responsibility for the bunkhouse at the Village was that of FIG because no agreement had been entered into between FIG and Mr Jones.

4.6 Government Agent

Council noted that for the Government Agent to succeed in his duties at Fox Bay Village he would require the full support of both FIG and the residents of the Village.

5. FOX BAY WEST

The Commander British Forces stated that the problems regarding the water supply at Fox Bay West had now been almost completely resolved, as had the minefield clearance works in the area.

MINUTES OF THE MEETING OF STANDING FINANCE COMMITTEE HELD ON 3 AUGUST 1988

2.12

FOX BAY VILLAGE JETTY DEV/13/3

The Committee was advised that the repair of the jetty is to be carried out under military aid to the civil community (MACC). The Committee noted its thanks to the Commander British Forces for arranging the aid. It was also noted that the cost to FIG for materials etc are unlikely to be as high as the £15,000 provided.