

H/4.

SHI/NAV/2#7

H/4

MENGEARY

CROSSED
POINT
15/5/80.

LIGHTHOUSE

Customs & Harbour Department,
Stanley,
Falkland Islands.

26th May 1960

Dear Jim,

You will no doubt recall our meeting here in the Falkland Islands and our trip out to Mengeary Light with your assistant the day before we left for Montevideo.

I know your inspection of Mengeary Light was not official but at the request of the Colonial Secretary you carried out the inspection and it was agreed you would send back a report on Mengeary Light to the Colonial Secretary.

Since returning from leave I have made enquiries from the Secretariate but I am informed that no report has been received and I have a feeling that possibly it may have gone astray.

I am very anxious to get things moving ⁱⁿ this direction and I would be grateful for any help and recommendations you can give me as to what kind of light would be suitable and economic to replace the old one.

Strange as it is Mengeary Light is still operating but as you are well aware, could fall over at any time.

Mrs Grierson joins me in sending kind regards to you and Fred. Colin, our son, is settled down at School in Swanage Grammar School, Dorset.

Yours faithfully,

(W.J. Grierson)

Telephone No.: ROYAL 6601

Teleg. Address: Engineer,
D. Fen, London.

ENGINEER-IN-CHIEF'S DEPARTMENT,

TRINITY HOUSE,

TOWER HILL,

LONDON, E.C.3.

Your Ref _____

9th June, 1960.

In reply
please quote FALKLAND ISLES
JEL/JH/D

Dear Bill,

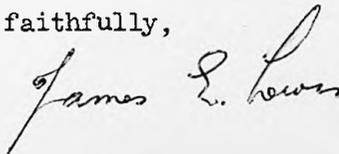
Thank you for your letter of the 26th May, 1960, and I regret not having written to you sooner in connection with Mengeary Lighthouse. However, you may rest assured that the matter has not been overlooked, and upon the advice of the Engineer-in-Chief, I incorporated a report on this lighthouse in with my main report on Cape Pembroke, to the Ministry. The Engineer-in-Chief considered this the best way to get things moving and also to put things on a formal basis. As regards the type of light and tower to replace the existing, no precise details are yet available, but it is considered that ultimately the best plan might be to enlist the help of the Gas Accumulator Co. (U.K.) Ltd., who will no doubt be prepared to supply a new tower and optical apparatus complete.

The question of erection at site will have to be gone into, and it may well be that you will require some assistance from the U.K. in this direction. If this follows, the G.A.C. may possibly send a representative, or alternatively, depending on progress of the Cape Pembroke proposals, a Trinity House representative may assist with both schemes.

I am glad to learn that your son Colin has now settled down at school in Swanage, and no doubt he will find things much different from Port Stanley.

Fred is now firmly established in our Workshops as Assistant Foreman, and his days of travelling are apparently over. He joins me in sending you and Mrs. Grierson kind regards, and I sincerely hope that perhaps I may have the pleasure of meeting you again in the future.

Yours faithfully,



W. J. Grierson Esq.,
Customs & Harbour Dept.,
Stanley, Falkland Islands.

COPY

Ref: 0313/A

20th October, 1960.

Sir,

I am directed to refer to your letter MNA 35/1/02 of the 27th July, 1960, regarding the construction of new quarters at Cape Pembroke Lighthouse and to inform you that the Superintendent of the Public Works Department has visited the Lighthouse and has stated that his Department will be able to undertake and supervise the work required. In view of the fact that the supply of labour is short and the difficulty of undertaking the work except in the summer season and of the time that would be taken to ship the new quarters out it is suggested that the project should be deferred until 1961-62 and plans made accordingly.

2. The minor works referred to in paragraph 3 of your letter will be undertaken by the lighthouse keepers.

3. The Superintendent of Public Works suggests that items 1, 5, 6, 12, 13, 14, 15, 17, 69, 70, 71, 72, 73, 75 and 76 be undertaken by the lighthouse keepers on payment. The Superintendent of Public Works also considers that financial provision amounting to £200 should be allowed for transport.

4. It is suggested that building materials and fittings to be supplied from the United Kingdom should be shipped by direct sailing of m.v. "A.E.S." next year in order that a start on the project can be made as soon as conditions permit. The m.v. "A.E.S." is a vessel chartered by the Falkland Islands Company which usually makes four direct voyages to the Falklands every year and I am to suggest you contact the Falkland Islands Company at their Head Office at 120 Pall Mall and arrange to ship the materials etc. at an appropriate time.

5. The report and recommendations on Mengeary Point Lighthouse have been noted.

6. If spare copies of the Report on Cape Pembroke Lighthouse are available it would be appreciated if a copy could be forwarded for the use of the Superintendent of Public Works.

I am,
Sir,
Your obedient servant,

(Sgd.) D.R. Morrison

COLONIAL SECRETARY.

Secretary,
Ministry of Transport,
Albion Court,
197, Marlowes,
Hemel Hempstead,
HERTS.

Copies to: Principal Keeper, C.P.L.
Collector of Customs

28/LH

FALKLAND ISLANDS

MENGEARY POINT LIGHTHOUSE

Report following survey on 6th May, 1959

1. LOCATION

The lighthouse is situated at Mengeary Point, East Falklands, and serves as a harbour light for shipping entering and leaving Stanley Harbour, and also a local navigation light for small coasters visiting camps around the islands. It is the Northern harbour entrance light - Cape Pembroke serving as the Southern light.

2. GENERAL DESCRIPTION

The lighthouse, depicted on Plates 11 and 12, comprises a steel lattice tower 44 ft. high from ground level to underside of lantern, surmounted by a lantern in which is housed an acetylene open flame burner, which exhibits a character of two white flashes every seven seconds. Operation of this flasher is by sun-valve located on the lantern roof.

Acetylene gas is stored in six accumulators (A.50) houses in a steel cabinet situated at the base of the tower, and the gas is piped therefrom to the lantern. Immediately adjacent to the tower is a small timber shed for the Attendant's use, and which also houses one reserve gas accumulator.

3. TOWER

The tower is of mild steel lattice construction with four corner legs bolted down to concrete foundation blocks by two 2" diameter holding down bolts per leg. The structural members are generally of angle section, the legs being double angles battened, and connections are riveted, or bolted. The whole of the steelwork is in an advanced stage of corrosion and many of the structural members are so reduced in effective cross sectional area that over stressing to serious proportions must obtain when strong wind forces are in action. The access ladder is also of mild steel and is attached to the tower at each level of cross bracings. The degree of corrosion, apart from other considerations, means that access is dangerous. No guard hoops are provided to the ladder and no intermediate platform is fitted. The lantern gallery steelwork and floor plating is in a very bad and dangerous condition. There is evidence of lack of adequate maintenance or protection by regular painting.

4. LANTERN

The lantern murette, glazing astragals and roof are of mild steel but apart from local areas of corrosion these are in fair condition, although rust removal, priming and painting is required urgently, to arrest further corrosion. Certain of the glazing capping strips are loose, the bolts having loosened and, in some instances, fallen out. The lantern glazing comprises 15 panes, twelve of which are cracked, and in two of these there are holes. The glazing is generally in a deplorable condition, although spares are housed inside the lantern, comprising one large and three small panes, all of which are serviceable. The sun-valve, which is fixed to the lantern roof by a steel bracket, appears to function but the bracket and gas piping are in bad condition.

5. OPTIC AND FLASHER

The optic is a 500 m.m. diameter drum lens, and the glass and gunmetal framing are dirty but in good condition. The flasher is an A.G.A. reference KKL30/81095 T130/9964, and it would appear

that it was last serviced in 1936. A 25 litre is fitted and the flasher unit as a whole is dirty but evidently in a serviceable condition.

6. ACETYLENE CYLINDER CUPBOARD

This cupboard is of mild steel and is fixed to the tower steelwork at the base. Houses inside are 6 No. A50 gas accumulators, which are all coupled to one common supply line. The cabinet is severely corroded and the pipework and unions are also corroded and in a bad condition.

7. RECOMMENDATIONS

The general condition of the steel tower, access ladder, lantern gallery and railings is such that any attempt to repair or renew sections of the steelwork would be extremely difficult and definitely uneconomical. The structure is considered to be dangerous and unsafe, and complete replacement is considered to be the only satisfactory solution. The lantern, however, together with the optic and flasher, can reasonably be salvaged and incorporated in any new proposals, which might take the form of a tubular steel tower, or perhaps precast concrete. New storage arrangements would also be necessary for the acetylene accumulators and this could take the form of a cabinet constructed in steel or timber. If mild steel is entertained for the new construction, all such material should be galvanised. Although the flasher is serviceable it is recommended that a replacement unit be provided immediately by the A.G.A. and the present one returned to them for full overhaul.

Finally, it is suggested that perhaps when the new tower is erected, maintenance should be carried out at more frequent intervals in order that deterioration of the materials will not reach the stage of the present tower.

1. History. As far as I can trace, Llangrany Light was erected and put into service in July, 1922, but I have failed to find any file dealing with its purchase or erection. I gather from one of St. Michael's old inhabitants who was actively working on the building of this light that it came from United Kingdom long before the 1914 war and was originally intended for Seal River Island.

After taking over the Harbour Department in July, 1956 I made a point of visiting this light and reporting verbally to your predecessor about its condition. Much later Mr. Denton-Thompson also inspected the light with the Naval Officer and agreed that ~~the same~~ that it would be unwise and uneconomical to attempt to repair it. The matter was also discussed in detail with S.F.C. and Mr. Denton-Thompson explained the condition of this light to them and stated he intended to get the 100 Trinity House Engineer to carry out an inspection and make recommendations.

Three Fox Engineer carried out their inspection on the 6th May, 1959 and I was detailed to go with them. Both the Engineer and myself left for United Kingdom the next day, but it was agreed that they would forward their report to the Colonial Secretary in due course. As no report had been received I wrote to the Senior Engineer Mr. J. Lewis on the 26th May and received a reply from him ^{dated} on the 9th June, 1960 informing me that the report had been incorporated with his main report on Cape Pembroke Light House.

2. Replacement I am of the opinion after discussing the question with the Master of M/V Phelamel that such a high tower of some 44' is not necessary, and a light of the same type built on a 12' mounting would be more economical and much cheaper to maintain. Perhaps this point could be discussed with the Master of John Bessie, Sharkletta and Damon before deciding on a replacement. We could then make provision for a new light when preparing the 1961/62 Estimates and as the Master of Phelamel is going on leave he could select a light suitable and also ~~have~~ take a short ~~run~~ a course on it.

Harbour Master

2.11.60

H.C.S.

It is my intention to seek approval to renew the Mengeary Point light in the next financial year. I would be grateful therefore if the Crown Agents could be asked to obtain an estimate from the Gas Accumulator Co. Ltd. and also to advise Government on the most suitable type of light to meet present day requirement.

I submit below a draft letter for your approval.

"Gentlemen,

Mengeary Point Lighthouse

The abovenamed lighthouse is situated at Mengeary Point, East Falkland, and serves as a harbour light for shipping entering and clearing Stanley harbour, and also a local navigation light for small craft plying around the Islands. It is the northern harbour light, mounted on a 44 ft. steel tower. Cape Pembroke lighthouse serving as the southern light.

This light was inspected at Government's request by Mr. James E. Lewis, a Trinity House engineer, in May 1959. He has recommended that the general condition of the steel tower, access ladder, lantern gallery and railings is such that any attempt to repair or renew sections of the steelwork would be extremely difficult and definitely uneconomical. The structure is considered to be dangerous and unsafe, and complete replacement is considered to be the only satisfactory solution. The lantern, however, together with the optic and flasher, can be reasonably salvaged and incorporated in any new proposals, which might take the form of a tubular steel tower, or perhaps precast concrete. New storage arrangements would also be necessary for the acetylene accumulators and this could take the form of a cabinet constructed in steel or timber. If mild steel is entertained for the new construction, all material should be galvanised.

It is with this end in view, I am directed to enquire if you will enlist the help of the Gas Accumulator Co. Ltd., Beacon Works, Brentford, Middlesex, to advise us on a suitable replacement and for an estimate of the cost.

Government have been advised by Master Mariners who use this Port regularly that it is not necessary to have such a high tower, and it is thought that 15 ft. tower and a Radar Reflector fitted would be most helpful. The proposed new light should have a range of ten nautical miles. When erected the light will be approximately 65 ft. above sea-level."


Harbour Master.
14/11/61.

20th November,

61.

Gentlemen,

Mengeary Point Lighthouse

The above named lighthouse is situated at Mengeary Point, East Falklands, and serves as a harbour light for shipping entering and clearing Stanley Harbour, and also a local navigation light for small craft plying around the Islands. It is the northern harbour light, mounted on a 44 ft. steel tower with Cape Pembroke Lighthouse serving as the southern light.

2. The light was inspected at Government's request by Mr. James E. Lewis, a Trinity House Engineer, in May, 1959. Mr. Lewis reported that the general condition of the steel tower, access ladder, lantern gallery and railings was such that any attempt to repair or renew sections of the steelwork would be extremely difficult and definitely uneconomical. The structure is considered to be dangerous and unsafe and complete replacement is considered to be the only satisfactory solution. The lantern, however, together with the optic and flasher, can be reasonably salvaged and incorporated in any new proposals, which might take the form of a tubular steel tower or perhaps precast concrete. New storage arrangements would also be necessary for the acetylene accumulators and this could take the form of a cabinet constructed in steel or timber. If mild steel is entertained for the new construction, all material should be galvanised.

3. Government have been advised by Master Mariners who use this Port regularly that it is not necessary to have such a high tower, and it is thought that a 15 ft. tower with a Radar Reflector fitted would be most helpful. The proposed new light should have a range of ten nautical miles and when erected the light will be approximately 65 ft. above sea-level.

4. I am directed to enquire if you will enlist the help of the Gas Accumulator Co. Ltd., Beacon Works, Brentford, Middlesex, to advise us on a suitable replacement and to submit an estimated cost of materials required.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Bound

for COLONIAL SECRETARY.

Crown Agents for Oversea Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

Copy to H/Master ✓

TELEPHONE: EALING 4036 (PRIVATE EXCHANGE)
TELEGRAMS: AGAFAROS, BRENTFORD, HOUNSLOW.
CODES: A.B.C. 5TH EDITION - BENTLEY'S.
WESTERN UNION - UNIVERSAL & FIVE LETTER.

The Gas Accumulator Co. (United Kingdom) Ltd.
Lighthouse & Marine Lighting Engineers.
Beacon Works.
Brentford.



CONTRACTORS TO
THE ADMIRALTY, TRINITY HOUSE,
CROWN AGENTS FOR THE COLONIES,
NORTHERN LIGHTHOUSE BOARD,
COMMISSIONERS OF IRISH LIGHTS,
AIR MINISTRY, ETC.



AND AT BEACON WORKS,
BRIDGE ROAD, SOUTHALL, MIDDX.
TELE: SOUTHALL 3163.

Our Ref: PM/BC/EG. 4348.

25th July, 1962.

The Harbour Master,
Falkland Islands Government,
Port Stanley,
Falkland Islands,
SOUTH ATLANTIC.

Dear Sir,

Menary Point Lighthouse.

In December 1961 we received, through the Crown Agents,
an invitation to tender for some new equipment for the above
lighthouse.

We submitted our quotation in January 1962 and should be
grateful to know if our offer was of interest to you and whether
we can be of any further assistance.

Yours faithfully,
GAS ACCUMULATOR CO. (UNITED KINGDOM) LIMITED.

P. McIsaac

P. McISAAC.

Ref. H/13.

Your Ref. PM/BC/EQ. 4348.

Customs & Harbour Department,
Stanley,
Falkland Islands.

17th August, 1962.

Sir,

Mengeary Point Lighthouse.

I have the honour to acknowledge the receipt of your letter under reference dated 25th July, 1962, and to inform you that plans are being made to replace Mengeary Light with a light from Public Works Store which originally came out here for Cap~~e~~ Dolphin.

No doubt you will be receiving Orders for spare parts through the Crown Agents for Oversea Administrations at a later date.

I am,

Sir,

Your obedient servant



Gas Accumulator Co.(United Kgd.)Ltd.
Beacon Works, Brentford,
Middlesex,

Collector of Customs &
Harbour Master,

No. H/13.

MEMORANDUM

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

21st March, 1963.

From The Harbour Master,

Stanley, Falkland Islands.

To The Honourable,

The Colonial Treasurer,

Treasury.

SUBJECT :-

NEW LIGHT - MENGEARY POINT.

I have the honour to inform you that plans are in progress for the erection of the New Light on Mengeary Point and to ask for the funds under Head XX. Special Expenditure, subhead 9 to be released. I have discussed the question of costs with the Supt. of Public Works who estimates that the vote of £500 will cover materials and labour.

The Harbour Department will provide the transport.



Harbour Master.

No. 48

MEMORANDUM

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

28th March, 19 63 $\frac{1}{2}$

To. The Collector of Customs &

Harbour Master,

Stanley.

From. Colonial Treasurer.

Stanley, Falkland Islands.

SUBJECT :-

Expenditure 1962/63

With reference to my circular No 49 of 3rd July, 1962, this is to advise you that approval has been obtained for expenditure under Head XX Special Expenditure Items 9 & 10 New Light and Rada Reflector, up to the limits set out in the current estimates.

L. Cresswell
Colonial Treasurer.

LCG/CMc.

H.102.

Ship's Name R.R.S. John Biscoe
Consec. No. 2/63
Date and Year. 2nd May, 1963.

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

General Locality:— Falkland Islands.

Subject:— Light on Mengeary Point.

Approx. Position:— Lat. 51° 39'·0 S Long. 57° 43'·9 W

Admiralty Chart affected, largest scale in use:— 1614

Admiralty Publications affected:—
(quote Volume, Supplement and page) South America Pilot, Vol I, Tenth
edition, 1959, Supplement No 1, 1962.
page 642.
Full details:— Admiralty List of Lights, Vol 7, 1960,
page 121, No 1342.

The 50 foot light structure on Mengeary Point has been destroyed. It is to be replaced by a light of the same power and characteristics, built on the original foundations, and displayed from a concrete hut about 5ft by 3ft by 8ft high.

The date of construction is uncertain, and the following information will be forwarded by the Harbourmaster, Port Stanley, in due course:

- (a) Date of installation
- (b) Height of light above ground level
- (c) Colour and description of structure

A replacement copy of Chart No. is required.

Navigating Officer or Observer:—

Captain or Master:—

J.B. Dixon

Lieut-Comdr, R.N.

Ship (or address):— R.R.S. John Biscoe

If Merchant Vessel add Line or
Company with Head Office address:—

If H.M. Ship add the Station and
send copy to Commander-in-Chief.
(See also Q.R. & A.I. Art. 3446):—

Note:—An acknowledgment of receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued the sender's ship or name is quoted as authority unless as sometimes happens the information is also received in a foreign Notice to Mariners. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.

HYDROGRAPHIC NOTE

Forwarding information for British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS:—

1. Mariners are requested to notify the Hydrographer of the Navy, Admiralty, Oxgate Lane, Cricklewood, London, N.W.2, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary.
2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate, and if addressed as above through any British Post Office will be postage free.

Copies of this Form may be obtained gratis from the Admiralty Hydrographic Supplies Establishment, Taunton, Somerset, Admiralty Chart Depots and the principal Chart Agents (see Notice to Mariners No. 2, published annually). A supply of the Form H.102 (formerly H.395) is included in envelopes H.137 or H.138 issued to H.M. Ships and Royal Fleet Auxiliaries.

3. When a position is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar and the readings of Loran, Decca, etc., should be quoted. When however there is a series of fixes along a ship's course, only the method of fixing and the objects used need be indicated.

Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations and a full description of the latter should then be given.

4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than the chart itself) these should be in red as above, but adequate detail from the chart must be traced in black ink to enable the amendments to be fitted correctly.
5. When soundings are forwarded the method used should be stated. If it is echo sounding, details should be forwarded as in Annual Notice to Mariners No. 17. It is important to state whether echo depths are referred to the surface of the sea or to a transmitter at a specified depth below it. Time and date will be necessary to correct soundings for tidal height ; and if any correction has already been made details must be given.
6. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

Customs and Harbour Department,
Stanley, Falkland Islands.

.....17th August, 1963.

Sir,

LIGHT ON MENGEARY POINT.

I have the honour to refer to the Hydrographic Note submitted to you by Lieut-Commander J. B. Dixon R. N. from R. R. S. "John Biscoe" reference Consec. No. 2/63 dated 2nd May, 1963 and to forward herewith details of the Light in accordance with Lieut-Commander Dixon's instructions:-

1. The New Light as reported was put into operation on the 21st June, 1963.
2. The Height of the Light above ground level is 12' - 6".
3. The Light is mounted on top of a Concrete Block House painted white and the light, Pedestal and lantern etc painted Red.

Acting Harbour Master.

Hydrographer of the Navy,
Admiralty,
Oxgate Lane,
Cricklewood,
London, N. W. 2.

MENGEARY LIGHT

M. V. PHILOMEL LANDING PARTY FROM H.M.S. 'LYNX'
AT DON CARLOS BAY.
31st OCTOBER, 1964



SHI-NAV-2-4-01

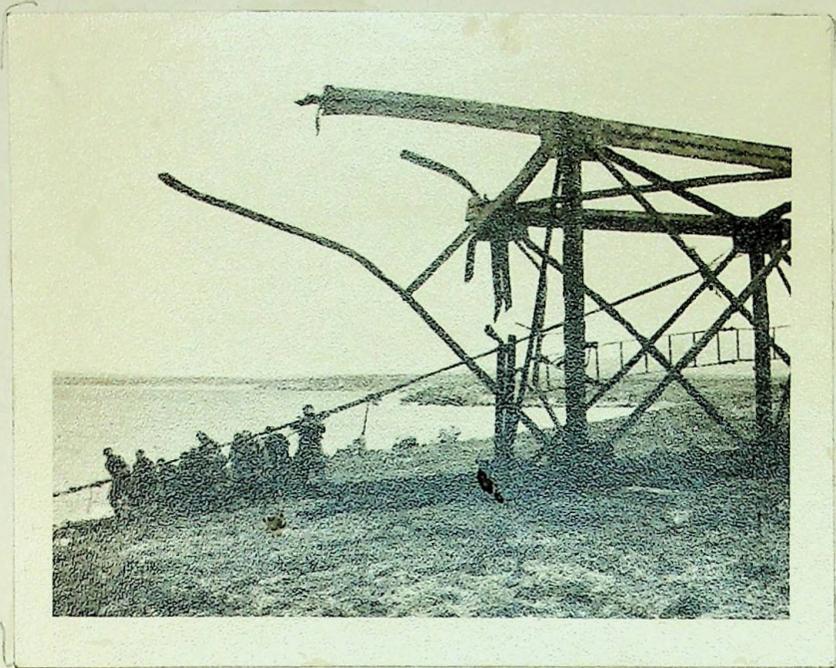


02



03

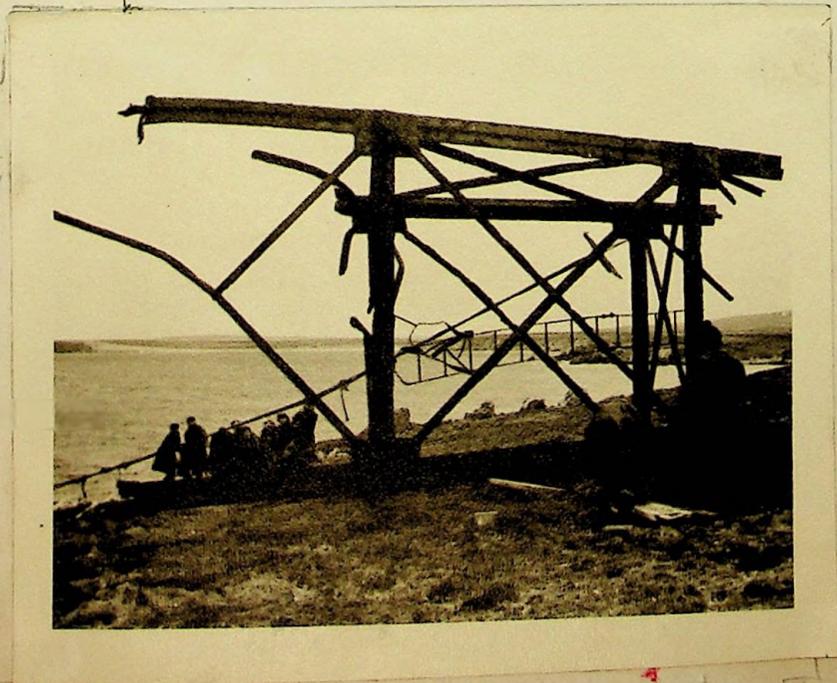
PARTY FROM "H.M.S. LYNX" SHIFTING OLD TOWER LATTICE CONSTRUCTION
OF MENGEARY LIGHT PREVIOUSLY BLOWN DOWN BY
H.M.S. PROTECTOR AND CUT INTO THREE PIECES
31 OCTOBER, 1964.



SHI-NAV-2-7-04



05



06