

SGA/WHA/4 # 2

D

D/1/59

D/1/59

(Formerly)

SUBJECT:

PETFOODS LIMITED.

CONNECTED FILES.

NUMBER

DECODE.

TELEGRAM.

From LAWRENCE, PETFOODS, MELTON, NOWBRAY

To COLONIAL SECRETARY

Despatched . 22nd December, 19 58 Time : 1631

Received : 23rd December, 19 58 Time : 0930

Greatly appreciate assistance obtaining passage from Stanley to South Georgia. Have passage booked on "Darwin" sailing Montevideo 31st January have arranged with Tonsberg visit their plant earliest possible your advice appreciated.

LAWRENCE

P/L:IM

Reply at # 2

#2

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. G. S. Ltd.—288 Pd/7/56).

Number	Office of Origin	Words	Handed in at	Date
To				24/12/58
LAWRENCE, PETFOODS, MELTON, MCMURRAY (DEPAID 22/-) RECEIVED 2/0				

18 refs

AT PRESENT LITTLE PROSPECT OF PASSAGE FROM HERE TO SOUTH GEORGIA BEFORE EARLY MARCH STOP R.R.S. SHACKLETON AT PRESENT WORKING IN DEPENDENCIES IS EXPECTED BACK HERE AND MUST SAIL FOR SOUTH GEORGIA 27th JANUARY STOP SHOULD ICE OR OTHER CONDITIONS DELAY HER SUFFICIENTLY TO ENABLE YOU MAKE CONNECTION BY 31ST JANUARY DARWIN I WILL TELEGRAPH IN GOOD TIME

SECRETARY

Time
JE/TM

Copy sent S/F. \$17.

DECODE.

3
17

TELEGRAM.

From LAWRENCE, PETFOODS, MELTONMOWBRAY

To COLONIAL SECRETARY

Despatched . 28th December, 19 58 Time : 1040

Received : 29th December, 19 58 Time :

2 #refers

Thank you for your assistance. Endeavouring arrive
Port Stanley before January 27th appreciate latest
information concerning "Shackleton" in due course.

LAWRENCE

P/L:IM

Repeat # 4

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. Ltd.—288 Pd/7/56).

Number	Office of Origin	Words	Handed in at	Date
				30/12/58
To				
LAWRICE, PITPODS, MELTONHOWBRAY (PREPAID 21/0/1)				

3.17 JOURNAL 29th no known opportunity to Stanley from mainland before 27th January

SECRETARY

Time JB/IN

BU 6/1/59

DECODE.

TELEGRAM SENT.

19
5

From SECRETARY OF STATE to GOVERNOR.

Despatched: 2. 1. 59. Time: 0642 Received: 3.1.59. Time: 1150.

No. 2. Following for Denton Thompson from Willis begins:-

Have just had call from John Lawrence of Petfoods Limited who is anxious to get to South Georgia in connection with the freezer project at Husvik. We understand he has been in touch with you. We have sponsored his request to Admiralty for passage in "Wave Governor" from Trinidad to Port Stanley. Provided tanker has accommodation this will be arranged and he is due Port Stanley on January 25th in time for the sailing of "Shackleton" on January 27th.

2. From his description it seems project may be valuable one to Dependencies and hope you can give him passage in "Shackleton". He is also interested in the Falkland Islands Freezer and suggest you can let him see it. Ends.

SECRETARY OF STATE.

GTC:IM & FH
Typed FH

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

24
26

(W. & S. Ltd.—288 Pd/7/56).

SENT

Number	Office of Origin	Words	Handed in at	Date
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To _____ 5/1/59

CHIFFELADES LONDON _____

5. No. 5. Yourtel 2 stop following for Willie from Denton Thompson
 Lawrence Petfoods should not repeat not sail on tanker stop
 7 Further telegram follows

GOVERNOR

Time _____ placed with S. 1000 5/1/59

DECODE.

37
20

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 5. 1. 58 Time: 1620 Received: Time:

6 No: 9. My telegram No. 5 for Willis from Denton-Thompson.
Lawrence.

For operational reasons Shackleton will not be calling at South Georgia this month but after engine overhaul in Stanley must return South immediately. Alternative is for Lawrence to come down from Montevideo in Protector which has agreed to give him passage leaving 12th February. We will then provide him with a passage to South Georgia in Shackleton late February but I must emphasise and Lawrence must accept that with the very difficult ice conditions this year we cannot for operational reasons which must take priority guarantee passage in F.I.D.S. vessel to South Georgia. Please inform him accordingly and let me know outcome.

GOVERNOR'S DEPUTY

P/L
AGDT/MF

Copy to Secretary, F.I.D.S.

Repeat 228

DECODE.

TELEGRAM SENT.

22
8

From SECRETARY OF STATE to GOVERNOR

Despatched: 8th January Time: 1135 Received: 8/1/59 Time: 1530

72

20

No. 5. Your telegram No. 9 from Denton-Thompson to Willis.

Lawrence has decided in view of uncertainty Shackleton passage he will take voyage by Highland Chieftain (recently purchased by Pesca) to South Georgia leaving U.K. about January 28th. He proposes to stay there three or four weeks and would then like to visit Stanley to see freezer and investigate ~~possibilities~~ ^{business} possibilities. Suggest it is worth encouraging him and hope you can arrange passage from repeat from South Georgia latter part of March. Ends.

SECRETARY OF STATE

GTC
IM

9

Sec. F.I.D.S.

We might manage latter part of March? Willis seems to think we are running a fair chance. Pl. advise as I shall have to reply.

D.H.F.
10/1/59

10

H.C.S.

There is every chance of a passage from South Georgia to Stanley either in Shackleton late March or in Biscoe early April.

M.S.
10/1/59

11

J.H.

The cost of diversion of "John Hancock" from bases on the ~~main~~ run would be as follows

miles 3038
Days 4½
Cost £765 exclusive of wages and overheads

For the "Shackleton" the cost would be half

D.R.
12/1/59

12.

A.C.S.

Thank you.

Telegrams at bank cover to issue pt.

R.G.H.
12/1/59.

GOVERNMENT TELEGRAPH SERVICE

13

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. Ltd.—288 Pd/7/56).

Number	Office of Origin	Words	Handed in at	Date
				13/1/59
To	ADMINOFF SOUTH GEORGIA		DEPS A/C	

No. 13. Colonial Office advise Lawrence ^dPetfoods visiting Husvik sailing in Highland Chieftain about 28th January stop We have agreed to give him passage to Stanley in Shackleton late March or Biscoe early April stop Please advise Olsen but emphasise that for operational reasons shipping dates must remain very flexible at present

Time AGDT/IM

SECRETARY

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 13/1/59

Time: 1600

Received:

Time:

8

No. 4. Your telegram No. 5. Lawrence. We can almost certainly provide him with passage to Stanley either in "Shackleton" late March or "Biscoe" early April but dates must remain very flexible.

GOVERNOR'S DEPUTY.

GTC
AGDT/IM

15
22.59
By 29/1/59
8

Saving

EST/H.8

X

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 14 January, 1959.

No. 2 Saving

8



My telegram No. 5.

Petfoods Limited.

Sir David Robertson, M.P., a business associate of Mr. John Lawrence, who has been a leading figure in the fish industry in this country is interested in the use of the Falkland Islands freezer as part of a local fishing enterprise. Lawrence equally interested from the point of view of Petfoods Limited who want whale and seal meat and mutton for processing.

2. Lawrence will put his own case if he is able to reach Stanley but Robertson has enquired whether any research has been done in the waters around the Falkland Islands into the possibilities of trawling. He also wishes to know what kinds of fish are caught and whether they are in abundance.

3. Grateful for material for reply to Robertson.

See 0112

See para 2 of 19 in 0112
Jem
4/2/59

P.P.H.
6-11-59

SECEP.

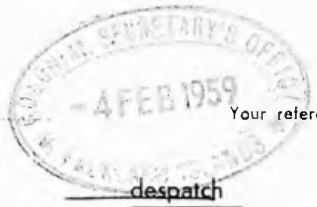
Reply at 21

Savingram

From the Secretary of State for the Colonies. *Falkland Islands*
To the Officer Administering the Government of _____

Date *15 JAN 1959* No. *4*

Colonial Office Reference *FST/H8* Your reference _____



With reference to ~~my savingram No.~~ despatch
~~your telegram~~

~~of the~~ _____, I enclose, for your
information,
~~consideration,~~ a copy of the paper noted below.
~~observations,~~

SECEP

Originator and date	Subject
<i>J. Lawrence. (Petfoodshrd) 8th. January 1959.</i>	<i>Visit of J. Lawrence of Petfoodshrd to South Georgia.</i>

*clm
6.2.59*

Mail from 15.



11
8th January, 1959.

M. A. Willis, Esq., M.B.E.,
Colonial Office,
Great Smith Street,
London, S.W.1.

Dear Mr. Willis,

Thank you very much for your letter of 6th January. It certainly is very disappointing not being able to complete the journey between Stanley and South Georgia after all the arrangements you had very kindly made for me, not only with the Admiralty here, but also with the Colonial Secretary in South Georgia.

However, I am still determined to get to South Georgia, and as the Colonial Secretary there makes it quite clear in his cable that the Shackleton might not call in at Stanley and go on to South Georgia late in February, it would be better not to rely on waiting until the "Protector" leaves Monte Video on 12th February.

In view of this, I have been in touch with Mr. Norton of Wm. Brandt's Sons & Company Limited, agents of Compania Argentina de Pesca. They have just taken over the "Highland Chieftain" which in future will, I believe, be called the "Calpian Star". It appears this ship will be leaving London for South Georgia on, or around, 28th of this month, arriving at its destination in twenty or twenty-one days. I have made a tentative booking on her because, although this is a horrible waste of time in one way, it will, I hope, ensure that I do reach South Georgia in due course.

After I have been at Husvik Harbour for a few weeks, which by then will be towards the end of the season, I want to return via the Falkland Islands and then South America. Whilst in the Falkland Islands I would like to have the opportunity of discussing the possibility of putting up frozen boneless mutton, lamb or beef in the freezing plant we discussed. This may only be possible with the help once more of the Colonial Secretary in Stanley. When the time comes, any help he can give me will be greatly appreciated.

/I am...

18.

M. A. Willis, Esq.

8th January, 1959.

I am writing a letter to the Admiralty to thank them also for all they did in arranging my passage on the "Wave Governor". I am very sorry I am not going.

On my return I look forward to seeing you and letting you know what eventuated during my visit to the Falkland Islands.

Again many thanks for your help and advice,

With kind regards,

Yours sincerely,

JOHN A. LAWRENCE
Materials Controller.

JAL/SK.

J.E.

J. 15 refs.

I think that all we can do is to reply on the lines of the Savings Bank at b.c. It would be easier to "talk" about what is happening than to write about it. You just cannot appreciate the implications of sealing in the Falkland Islands without coming here - or so I feel.

C.G.F.
18.2.59

20

RA

18.2.59

F. I. ref: D/1/59.

C. O. ref: FST/H.8

2nd Copy filed in 0112

21

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 19th February, 1959.

No. 40. SAVING. COLONY.

Your Savingram No. 2 of the 14th January, 1959. Trawling in Falkland Islands waters.

2. The only investigation of any importance into the possibilities of trawling in these waters and the establishment of a fishing industry was that undertaken by the Discovery Committee, and I can do no better than suggest that Sir David Robertson's attention should be drawn to the Report on Trawling Surveys on the Patagonian Continental Shelf compiled by E.R. Gunther, M.A., and T. John Hart, D.Sc. (Discovery Reports Vol. XXIII pp. 223-408 - printed and published by the Cambridge University Press).

3. The Report concluded "It must be plainly stated that the results are not encouraging; but this is due to economic and geographical factors, rather than to lack of suitable fish. The best trawling grounds are not very near to the Falkland Islands, but it can be shown with reasonable certainty that on the shelf to the northward, roughly equidistant from the Falkland Islands and the lesser Argentine ports, there is a stock of hake just sufficient to enable a modern trawler to pay its way if there were markets equivalent to the British ones within a few hundred miles.

The population of the Falkland Islands is too small and too scattered (with limited means of communication between the settlements) to enable a large trawler to pay its way on local trade alone. If a considerable part of the catch could be sold in, for example, the Argentine at a reasonable price, a trawler working from Port Stanley might be able to keep the latter supplied with the results of, say, one voyage in four. The possibilities of smoking, drying and dehydration would no doubt be taken into consideration, but it seems doubtful whether the fish could be marketed at an economic price in the Argentine."

4. To the economic difficulties would have to be added the political difficulties if any part of the enterprise were to be based in any way on the Falkland Islands, and with considerable reluctance I am compelled to admit that the conclusions of the Report seem to me to be entirely sound.

5. The only comment I would add is that mullet do abound in the many creeks of the Colony during the summer months but it would seem very doubtful whether it would be an economic proposition to catch, preserve and transport them to a central freezer.

6. Mr. Lawrence will naturally be given all the information available and every assistance to see the Ajax Bay plant and assess for himself the possibilities of its use when he arrives here.

GOVERNOR.

LJH.

DECODE.

TELEGRAM.

No. 224. *From* Administrative Officer, South Georgia,
To Colonial Secretary.

Despatched : 13th March, 19 59 *Time* : 1405

Received : 14th March, 19 59 *Time* : 0900

90/363. Following received from Manager Olsen
Husvik.

"Mr. Lawrence of Petfoods arrived per "Teie" and wishes to proceed South America via Stanley on business about end season. You advised me that Colonial Secretary had agreed to passage "Shackelton" or "Biscoe" emphasizing flexible sailing date. We would be very grateful for further information as early as possible regards Olsen".

ADMINISTRATIVE OFFICER.

P/L:FH

23

To me for action.
(Intld) A.G.D.T.
14.3.59.

DECODE.

24

TELEGRAM.

No. 280. From Administrative Officer, South Georgia,

To Colonial Secretary.

Despatched . 15th March, 19 59 Time : 2300

Received : 16th March, 19 59 Time : 0900

No. 92. Lawrence Petfoods presently at Grytviken says he wishes visit Falklands but cannot afford time to wait for uncertain mid April Biscoe. He hopes to meet Governor next week and if it can be arranged he would be prepared travel Protector to Capetown, fly back to Montevideo and down to Falklands if not too much delay involved. Conquistador movements remain unknown here.

ADMINISTRATIVE OFFICER.

P/L:PH

25

On file pl.
(Intld) J.B.
16.3.59.

DECODE.

TELEGRAM.

No. 324. From Admin. Officer, South Georgia,

To Colonial Secretary.

Despatched: 17th March, 1959 Time: 2200

Received: 18th March, 1959 Time: 0915

UNNUMBERED. Lawrence Petfoods would be grateful if he could take passage in Protector to Capetown in any case. In this I am merely acting as postman and known no repeat no reason for special recommendation to Commanding Officer by Government on his behalf.

ADMINISTRATIVE OFFICER.

P/L: FH

27

(Intld)
A.G.D.T.

Reply at 32.

1. Sec. F.I.D.S. ~~1/10~~
 2) Y.E. / 22 onwards.

Sec. F.I.D.S.

I know of no way of getting humans up here fairly soon with certainty by F.I.D.S. vessel. Best bet is whaling ship out and fly back to S.A.

Y.E.

I don't think the C.O. Proctor is going to take kindly to yet another passenger from South Georgia. He is already taking Marks-Freen - a Gunner - and the tribes from Tristan?

28

E.G.F.
18.3.59.

Y.E.

~~There~~ There will be a ship from South Georgia to Stanley by mid-April I should think, but the Biscagos present position makes it difficult to give a firm date. It hardly looks as though there will be anything before, say, 15th April.

E.G.F.
18/3/59

29

HCS.

This is not easy. Rough draft for A.O. attached.

HCS. 19.3.59

DECODE.

TELEGRAM.

From OLSEN, SOUTH GEORGIA.....

To THE HONOURABLE THE COLONIAL SECRETARY.....

<i>Despatched</i> :	19th March,	19 59	<i>Time</i> :	1830
<i>Received</i> :	20th th March,	19 59	<i>Time</i> :	0900

Our Company would be very obliged if our buyers representative Mr. Lawrence could be granted passage to South Africa by the war ship. Mr. Lawrence will appreciate any kind of accommodation they can spare.

OLSEN.

31

(Intla)

A.G.P.T.

P/L:DM

32

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
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20.3.59.

To

ADMINOFF SOUTH GEORGIA

DEPS A/C

No. 70. Your unnumbered telegram 17th Lawrence stop We know Protector is already taking a total of 15 passengers from South Georgia and Tristan and consider passage for Lawrence very doubtful indeed stop I shall however pass request to Captain Butler on Protector's return stop Sorry we cannot give definite information regarding Biscoe which is still held up by ice stop If Lawrence can spare time it would seem his best course would be to wait for FIDS ship in April and leave Stanley in May 7th Darwin stop Please advise Olsen accordingly stop

2. Governor is not now taking passage in Protector and will be leaving Colony in Darwin May 27th

TimeEPA/IM

SECRETARY

See 33

GOVERNMENT TELEGRAPH SERVICE

33

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				26.3.59.
To ADMIRALTY SOUTH GEORGIA DNEPS A/U				

32

No. 83. My telegram No. 70 stop Lawrence stop Protector will take Lawrence but please warn him that accommodation will be on the rugged side

SECRETARY

Time AGDT/IM

1st copy in D/1/59 (herein)
 2nd - -s/0025/17

See 35

34

SLED.

Receiver.

To see correspondence regarding Ajax
Dreager

26/3/59.

Hon. G.P.

Read with interest. Thank you. I hope
Mr. Lawrence is able to visit here.

2-4-59.

2-4-59.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

351

Number Office of Origin Words Handed in at Date

1.4.59.

To

ADMINOFF SOUTH GEORGIA

DEPS A/C

33
No. 88. My telegram 83 stop Petfoods stop Has Lawrence sailed on Protector or
 is he waiting for FIDS vessel stop If former do you know whether he is coming
 on here

SECRETARY

Time

AGDT/TM

Reply at 38

GOVERNMENT TELEGRAPH SERVICE

FAIRLAND ISLANDS

SENT

Number Office of Origin Word Handed in at Date

36

R.P.S.

Ad on 24 pl.

Adm for cl
1/4/59

37

Mr B.

Thank you

[Signature]

Time

DECODE.

TELEGRAM.

From ADMINISTRATIVE OFFICER, SOUTH GEORGIA

To COLONIAL SECRETARY

Despatched : 2nd April, 19 59 Time : 2200

Received : 3rd April, 19 59 Time : 1000

See 35

108/361. Laurence, Petfoods departed in H.M.S. Protector not now intending visit Falklands. But if he hears of some way to get there and back on airline route he is quite prepared to fly straight from Capetown to Montevideo or anywhere else to make the connection.

2. For information for what it is worth I can tell you what he has in mind about Falklands if you wish by plain language or letter later. He is quite hopeful.

AM

ADMINISTRATIVE OFFICER.

On file
(Intld)

A. G. D. T.

3.4.59.

Reply at 40

39.

Office.

The two Libyans at b.c. to A.O. South Georgia
and C.O. Protector for issue pt.

8/17/11

8-4-59.

● DECODE.

40
TELEGRAM.

From GOVERNOR'S DEPUTY.....

To ADMINOFF SOUTH GEORGIA.....

Despatched : 9th April, 19 59 Time : 1530

Received : 19 Time :

30 No. 99. Your telegram No. 108/361. Petfoods.

We should like early intomation of what he has in mind and if you do not consider it advisable to sugnal it in plain language summarise in G.T.C. and follow with a letter.

GOVERNOR'S DEPUTY.

P/L:IM

Reply at 4:15

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

41

Number

Office of Origin

Words

Handed in at

Date

9.4.59.

To

C.O. PROTECTOR

HO A/C

Do you happen to know whether Lawrence intends to visit Falklands and if not could you make discreet enquiries Regards

GOVERNOR'S DEPUTY

Time

AGDT/TM

Reply at 42

DECODE.

TELEGRAM.

42

From C.O. PROTECTOR

To STANLEY W/T STATION

Despatched : 9th April, 1959 Time : 1800

Received : 10th April, 1959 Time : 1000

For Colonial Secretary.

Lawrence very interested in Frigorifico and would like following information.

- (a) Number of sheep likely available and that can be transported into frigorifico for slaughtering and over what period.
- (b) Are there killing facilities for this quantity with corresponding freezing and storage.
- (c) Can carcasses be boned out before freezing.
- (d) Would slaughtermen and subsequent labour be available.
- (e) Average age and dressed weight of mutton.
- (f) Value either as bone in mutton or boneless.

2. Lawrence endeavoured to obtain this information at South Georgia but understandably failed. I think Lawrence still prepared to visit you subject to answers to above to him at Petfoods Ltd., Melton, Mowbray, Leicestershire.

C. O. PROTECTOR.

Mr. Gutteridge
A.G.D.T.

P/L:IM

DECODE.

TELEGRAM.

43

From ADMINISTRATIVE OFFICER, SOUTH GEORGIA

To COLONIAL SECRETARY, STANLEY

Despatched : 10th April, 19 59 Time : 1315
Received : 10th April, 19 59 Time : 1500

40

124/640. Your telegram No. 99. John A. Lawrence materials controller of Petfoods Ltd., Melton, Mowbray, Leicestershire, said his firm requires several tens of thousands of tons of meat annually for resale as pet foods in various forms. Minimum annual quantity he would consider buying from Falklands was about 500 tons. Taking Colonial Office List 1947, figure of 600,000 sheep in Falklands, he calculated that Falklands could produce just that at an assumed 20 lbs. per carcass. Firm would be interested receive more accurate particulars Falklands potential for mutton if you care send them to firm for him. Petfoods are paying about £100 a ton for whale meat and probably about same for mutton. Transport to Melton, Mowbray unknown quantity in calculations. "Calpean Star" once every two years en route to or from South Georgia. But presumably that was all worked out 10 years ago for C.D.C.

2. Petfoods also buy large quantity fish annually (for Kitekat etc.). I gathered they would take at least ten thousand tons of suitable fish. Probably more. Lawrence was particularly interested to see large livers of fish here especially in a fish reported to exist in very large numbers just South of South Orkneys of which specimens were brought here recently. If these fish particularly livers could be made available commercially his firm would like to investigate closely.

44

ADMINISTRATIVE OFFICER.

(Intld)

A. G. D. T.

Reper etc

P/L:IM

Mr. Gutteridge.

Would you like to collate the information
required. There is quite a bit of old history
about quotas on our files and Burton could help
you as regards the up to date picture. You also
have some ideas of your own. We could then discuss
a draft letter which should come from you. I think
after H.E. has seen.

P.H.J.
14.4.59

Mr. G.P.

I have spoken to Mr. Burton, who he
will be getting answers for me to some of
the questions at 42. I have also written Reports
and will endeavour to find something on
further possibilities. Mr. Burton will also
be discussing with ^{why will he have} ~~Common~~ for the Soc. Co.
meeting. I will then draft letter from my
findings for H.E. approval. H.E. would
like this file I believe for further discussion
with the Executive Council.

P.H.J.
15.4.59.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

47

Number

Office of Origin

Words

Handed in at

Date

14.4.59.

To

C.O. H.M.S. PROTECTOR

HO A/C

43

VERY MANY THANKS YOUR TELEGRAM ABOUT LANGUAGE AND FOR THE HELPFUL INFORMATION

IT CONTAINED BEST REGARDS

COLONIAL SECRETARY

Rec. 3/5
B

AGHT/EM

Supl. P. & E.

If you have a spare copy of your Petfoods
letter it would be helpful to have it on file.

[Signature]
11.5.59

79

Mr G.S.

Copy of letter to Petfoods at cover.

[Signature]
11.5.59

[Signature]
13.5.59

Y.E.

Sir I have attached for your information a copy of the letter I am sending to Petfoods and to Pierce Butler by this mail.

You may wish to know of the following:-

1. Two plots of land were originally leased to the F.I.F.Co. both leases were for a period of 90 years. One was for a plot of land adjoining the Freezer site covering an area of 400 acres the annual rental of which was £600 !. When the F.I.F.Co. went into liquidation this lease was surrendered to the lessor. (The San Carlos Sheep Farming Company) of which the late Mr. J. Bonner was Managing Director, (I do not know the status of his son Christopher), The second lease was for 14 acres, the actual Freezer site, for which an annual rental of £36 10s is charged. One speaking to Christopher Bonner regarding possibility of Freezer operating again, he told me he would oppose the regranteeing of a lease to any potential buyer of the Freezer of the 400 acres previously leased. I believe that it would be essential for any operator of the Freezer to lease this land. However I intend to meet this problem as or when it arises. I feel confident that it is not unsurmountable.

You did enquire about local rates of pay they are:-

Tradesman	3/5½d per hour
Handyman	2/11-3/4½d per hour
Slaughterman	2/11d per hour.

Above are minimum. It should be stressed however that labour is not available. I believe all other relevant information is contained in my letter to Petfoods.

file pl

51
Dear Mr. Barton,

With reference to our conversation regarding "Petfoods" the following information is that asked for.

(a). Number of sheep likely available and that can be transported into Frigorifico for slaughtering and over what period.

(b). Are there killing facilities for this quantity with corresponding freezing and storage.

(c). Can carcasses be boned out before freezing

(d). Would Slaughtermen and subsequent labour be available.

(e). Average age and dressed weight of mutton.

(f). Value either as bone in mutton or boneless.

Other Notes

Minimum annual quantity that would be considered is 500 tons. "Petfoods" have calculated that Falklands might produce this and have assumed 20 lbs per carcass. They would also be pleased to receive more accurate particulars of Falklands potential for mutton.

I would be grateful if you would also let me have figures of cattle likely to be available and at what period, also any specific difficulties you might see if Freezer was to operate again.

Their minimum quantity of 500 tons at 20lbs per carcass would amount to 56 thousand sheep, at 30lb per carcass it would amount to just over 37 thousand sheep, perhaps if this amount is not available the minimum weight that they stated might be made up with cattle. It occurred to me their 20 lb per carcass might be based on boneless carcasses.

x Yours truly,



The Hon. A. G. Barton C.B.E., J.P.

Dear Ted.,

PETFOODS I have detailed the numbers of Sheep and Cattle (estimated) separately, and enclose 2 copies. I have not allowed for any cattle coming from West Falkland or Islands, but I have assumed that any sheep which can walk from any point on the East Falkland to Ajax Bay would be acceptable, similarly any West Falkland sheep which can walk to the port of shipment and survive the sea journey.

In 1953 when the Freezer opened for business too late in the season, there were about 14,000 sheep killed.

In 1954 17,000 sheep and 382 cattle were processed. The FIC tally of sheep was just under 10,000 averaging 44 lbs. There was a high proportion of rejects especially among those which had walked from Fitzroy or North Arm and spent several days in bare paddocks.

altered to, low grade. PRICE If the Freezer is to open up again and process good bad, and indifferent sheep & cattle it can only pay the Farms on a per pound basis as before. In 1954 prices ranged according to the condition of the carcass from 5d to 2½d for sheep and 4½d to 2¼ for cattle. The Freezer of course retained Sheepskins and bullock hides

STORAGE I understand that once a mutton carcass or quarter of beef is frozen on the hook, it can then be stacked in a pile, therefore there should be ample space at Ajax for all the meat it is likely to receive. Houlder Bros' vessel only called once in the season.

LABOUR It would be safest to count on none at all from local sources. Farm Labour is at least 25% imported these days, and Managers would be most reluctant to supply any without adequate safeguards.

BONING This is not a local practise and I believe is quite a skilled trade. Presumably bones would be ground into fertiliser for which there was a good demand at £25 per ton in bags. Freight on solid blocks of meat as opposed to carcass would be very much cheaper.

PROSPECTS Frankly I cannot see any, when one considers the problem of ~~LABOUR-ACCOMMODATION-FUEL-SHIPMENT-JETTY~~ and initial work which would be necessary to get the Plant operating again. If all these are overcome, and undoubtedly a commercial Firm would do a lot better than CDC, Farms probably could and would step up supplies by 10% the second year and 5% thereafter to a maximum of 35,000 sheep and 750 cattle.

did not mention Naturally everyone is anxious to see the Colony's £50,000 back in the fold, and for the same season I am sure that none of the Colony's dwindling Reserves or any Farming Company's will be risked in PETFOODS venture, assuming it goes ahead.

Yours,

(sgd) A.G.B.

Dear Mr. Barton,

Thank you very much for your letter of the 26th April and for all of the information it contained regarding possibilities of the Freezer operating again. The details you gave were exactly those that I required and your observations on the prospects of a Petfoods venture being a success are carefully noted, when writing to Petfoods I shall tell them ~~that~~ the story as you have put it and they must assess the possibilities themselves. If they are still interested then I think they will send their representative out, which is of course the only way for them to assess accurately.

Many thanks again for the trouble you have gone to in gathering all the information.

Yours truly,

(sgd) E.C.Gutteridge
Receiver F.I.F.C.Ltd.

The Hon .A.G.Barton C.B.E.,J.P.,
The Falkland Islands Co. Ltd.
Stanley.

54

E.C.Gutteridge,
Receiver & Liquidator,
For Falkland Islands
Freezer Company,
P.O.Box 168,
Falkland Islands.

Sir,

In my capacity as Receiver for the Falkland Islands Freezer Company, now in liquidation, I received a letter from Mr. L.S.Coxon the Head Office Accountant of the Colonial Development Corporation informing me that you were on your way to visit a freezing installation in South Georgia and that you hoped, at the same time to be able to call at the Falklands for the purpose of exploring the possibility of obtaining low quality meat. Subsequent to receiving this letter I was informed by the Colonial Secretary that you were in South Georgia and were still planning to call here. Unfortunately, however, shipping facilities did not permit this, and you had to return to the United Kingdom. The Colonial Secretary then passed on to me information that he had received from the Administrative Officer of South Georgia and also from Capt. Butler R.N. of H.M.S. Protector on the questions you had asked them regarding the meat potential of these Islands, and suggested that I should communicate with you giving fullest details possible of our exportable meat and edible food potentials, and of the plant installed here for processing and freezing.

Plant

Falkland Islands Freezer Co. Now in Liquidation

This Company was formed for the purpose of killing, freezing, and exporting surplus mutton for human consumption on the home market. The plant was erected between 1951 and 1953 at a total cost of over £500,000. The F.O.B. price of the principal items of machinery and spares alone exceeded £150,000 on the basis of 1950/51 purchase prices. It operated for four weeks during 1953, and again for six weeks during 1954. The failure of the plant to re-open since 1954 has been caused by the shortage of suitable sheep, i.e. sheep fit for human consumption.

The Government of the Falkland Islands who are holders, of £50,000 worth of debenture stock considered that when the Company were unable to trade, their security was in jeopardy and consequently a Receiver was appointed by the High Court of the Falkland Islands for the purpose of realizing all assets of the Company.

Details of the Freezer as installed at Ajax Bay are, and here I quote the specifications (that were accepted) of the Suppliers.

York Shipley Limited Ref: LIR 405

Generally

"The refrigerating equipment herein specified is for the freezing of dressed sheep carcasses and for the cooling of a cold store containing the frozen meat.

It is understood that after killing the sheep will be placed in a hanging room for 24 hours, the room being at atmospheric temperature which is not more than 55 deg. F.

After hanging, the carcasses will be transferred to the freezing chamber for a further 24 hours. We have assumed that the carcasses will enter the freezing chamber at a temperature not exceeding 55 deg.F. and a refrigerating effect will be applied equivalent to reducing in temperature 1,000 sheep carcasses from 55 deg. F. to 15 deg. F.

After the freezing operation the carcasses will be transferred to the cold store and stacked to a height of approximately 7' 0".

In the design of the cooling equipment for this store we have assumed an ambient temperature of 55 deg. F. the equipment selected for this duty has a design capacity to effect the heat leakage through the insulation on the assumption that the store will be insulated on the walls and floor with 6" good quality compressed slab cork and with 8" cork insulation on the ceiling. No product load has been considered for this store but sufficient capacity is available to effect a solar heat gain due to sun effect and also a service factor amounting to 10% of the heat leakage has also been allowed for.

The proposed arrangement of the whole installation is shown on the enclosed drawing and sufficient insulation will be furnished to enable the rooms to be insulated as stated above on the assumption that no stanchions or beams are in the room.

The store will be divided into two sections the total storage space being sufficient for 700 tons of meat. A figure of 125 cu. ft. storage space per ton has been taken plus an additional 20% to allow for gangways.

The evaporators in both the freezing and storage rooms will be sectional air cooling units provided with ducts to ensure adequate air distribution throughout the rooms.

It is understood that offal will be loaded into trays and will follow a similar cycle of operation to the carcasses and sufficient refrigerating effect is available for this duty. The weight of offal has been taken as 6 lbs. per carcass.

The two plants whilst having separate compressors and air cooling units will operate on a common condensing system.

PLANT FOR FREEZING DUTY

The equipment specified for this duty is designed for a heat extraction equivalent to the freezing of 1,000 dressed sheep carcasses each weighing approximately 52 lbs. together with the freezing of 6,000 lbs of offal from 55 deg. F. to 15 deg. F. in 24 hours on the assumption that the meat will give up its heat in this time.

Compressors

Two 6 $\frac{1}{2}$ " bore x 6 $\frac{1}{2}$ " stroke twin cylinder vertical single acting enclosed ammonia compressors complete with manifolds, gauges, stop valves, and multiple veebelt drives. Machines are fitted with poppet type suction and discharge valves and are arranged with forced feed lubrication applied direct.

Compressor Motors

Two 45 H.P. slip-ring screen-protected continuously rated motors wound for 400 volts, 3 phase, 50 cycles alternating current supply and complete with slide rails. The motors are suitable for automatic control.

Compressor Motor Starters.

Two 45 H.P. stator rotor automatic contactor starters furnished with undervoltage and overcurrent release coils. The operating circuits will be arranged between phase and neutral it being assumed that a 4-wire electrical system will be available on site for this purpose. The starter mechanism is arranged within a sheet casing for wall mounting and a hand-off-auto switch is fitted.

Condensers (Common to both plants)

Two 15" diameter x 9'9" long horizontal multipass shell and tube type condensers comprising an outer steel shell having tube plates accurately located and welded to the main shell at each end. Boiler quality steel tubes will be fitted into grooved holes in the tube plates the ends of the condenser being fitted with gaskets and cast iron covers securely bolted to the main shell. The insides of the tubes will be galvanised against corrosion by the sea water being used and the tube plates will be metal sprayed.

For the duty specified you should arrange for not less than 70 gallons of water per minute at a pressure of not less than 20 lbs. /sq inch at the condenser inlet assuming the water temperature not to exceed 50 deg.F.

High Pressure Cut-outs

Two high pressure cutouts for connecting into the ammonia and electrical circuits to ensure that in the event of excessive pressure being developed from any cause whatsoever the plant will automatically shut down.

Air Cooling Units

Three York model IXV126A sectional industrial air cooling units each having overall dimensions of 12' 6" long x 3' 6" wide x 7' 2" high.

The top section of each unit contains a series of double inlet type turbine fans vee-belt driven from a 7½ H.P. squirrel cage motor provided with a starter located in a separate ventilated compartment of the unit remote from the wet air steam.

The centre section houses steep pipe cooling coils which are wound in close grid formation welded into top and bottom headers hot galvanised after manufacture. The coil is connected to a surge drum in which a constant liquid ammonia level is maintained by means of a float regulator furnished with a hand operated bypass for use in the event of a float failure. This arrangement permits the cooler to operate under fully flooded ammonia conditions.

The coils are defrosted by means of brine which is circulated from a small tank at the bottom of the unit, the brine passing through spray headers located above the top of the coils. The brine concentration is maintained by adding calcium chloride at regular intervals.

All three sections are fitted together and provided with panels on the front, top and sides, thus presenting a complete unit,

It is proposed to locate the units in the freezing chamber as shown on the enclosed drawing.

The necessary amount of sheet metal will be supplied for the ductwork to be fabricated on site.

Chemicals

The initial supply of anhydrous, ammonia, calcium chloride and lubricating oil for the efficient operation of the plant.

The anhydrous ammonia is supplied in cylinders on the assumption that the empty cylinders will be returned to our factory as soon as possible and not later than two years from the date of shipment from this country. Transport charges will be borne by us.

PLANT FOR COLD STORE COOLING

The refrigerating equipment selected for this section has a designed heat extraction equivalent to offsetting the fabric losses in a cold store having internal dimensions of 150' 0" x 100' 0" x 8' 0" high and insulated with 6" of good quality compressed slab cork on the floor and walls and insulated with 3" thickness cork on the ceiling. The store has a dividing wall in the centre as shown on the enclosed drawing and one air cooling unit will be located in each half of the store.

No product load has been considered as the frozen carcasses will be transferred direct from the freezing chamber to the cold store.

Compressor

One 5" bore x 5" stroke twin cylinder vertical single acting enclosed ammonia compressor complete with manifold, gauges, stop valves, and multiple vee-belt drive. The machine is fitted with poppet type suction and discharge valves and is arranged for forced feed lubrication applied direct to the cylinder walls and all internal working surfaces.

For the duty specified the machine will run at a speed of 400 R.P.M.

Compressor Motor

One 20 H.P. slip-ring screen-protected continuously rated motor wound for 400 volts, 3 phase, 50 cycle alternating current supply and complete with slide rails. The motor is suitable for automatic control.

Compressor Motor Starter

One 20 H.P. stator rotor automatic contactor starter furnished with undervoltage and overcurrent release coils. The operating circuit will be arranged between phase and neutral on the assumption that a 4-wire electrical system will be available on site for this purpose. The starter mechanism is arranged within a sheet steel casing for wall mounting and a hand-off-auto-switch is fitted.

A thermostat actuated by a variance in the air temperature from 15 deg.F will provide for the automatic stopping and starting of the plant.

Condensers

(As detailed previously)

High Pressure Cut-Out

One high pressure cut-out for connecting into ammonia and electrical circuit to ensure that in the event of excessive pressure being developed from any cause whatsoever the plant will automatically shut down.

Air Cooling Units

Two York IWV 126A sectional industrial air cooling units similar in all respect to those detailed previously for the freezing plant.

It is proposed to locate one unit in each half of the store as shown on the attached drawing.

Chemicals

The initial charge of anhydrous ammonia, calcium chloride and lubricating oil for the efficient operation of the plant.

Ammonia Connections

All ammonia connections to couple up between the various components of the plant on the assumption of the layout as shown on the enclosed drawing. Sufficient sectional cork covering will be provided for the low temperature ammonia mains to be suitably insulated after installation.

Insulation of Freezing Chamber and Cold Store

Sufficient slab cork will be provided for the walls and floor of both rooms to be insulated with 6" slab cork in two layers each 3" thick. Sufficient 4" thick slab will be provided for the ceiling of both rooms to be insulated with 3" cork. The necessary 6" and 8" skewers will also be supplied. On the dividing walls between the two halves of the 700 ton cold store will be 3" thickness cork on either side.

Four cooler type cold store doors each measuring 6' 6" high x 4' 0" wide and insulated with 6" thick cork being constructed in British Columbian Pine suitable braced and fitted with galvanised fittings and fasteners will be provided. In addition two cooler type trap doors of the same measurements as the cooler type cold store doors, but fitted to accommodate an overhead track will be supplied. All the cork slabs will measure 36" x 12" and will be packed in cartons for shipment. No other insulating materials, other than those quoted, will be provided.

BY-PRODUCTS PLANT : 88' x 21'

One Iwel-Laaba fat melter and drier, 700 rpm., steam pressure 80 lbs, psi, fitted with Radicon reduction gear and 15 H.P. Brooks motor and starter

One Iwel turbine-centrifugal fat extractor, 700 rpm., with steam pressure 80 lbs, psi., and capacity of at least 100 kilos per hour.

One Iwel 22" centrifugal disintegrator, 3300 rpm., with 15 H.P. Brooks motor and starter, 1435 rpm. The capacity is at least 100 kilos per hour.

Two 150 gallon fat settling tanks 3" heavy galvanised plate, weighing approximately 6 cwt each.

One 150 gallon melting kettle and one 150 gallon refining kettle 1/4" and 3/16" steel plate respectively, both tested to 100 lbs. psi. Each weighs approximately 10 cwt.

One 200 gallon fat refining tank 3/16" heavy galvanised plate. Weight approximately 8 cwt.

One 400 gallon fat storage tank 3/16" heavy galvanised plate. Weight approximately 10 cwt.

One electric hoist mounted on overhead runway.

One Stridh tripe processing machine, with 1.6 H.P. electrical motor 960 rpm. This machine is unused and is at present stored in a separate building

One locomotive type oil fired boiler, complete with electric pump. This boiler supplies all the steam required to operate the complete by-products plant. All pumps, steam pipes, valves unions, traps and fittings are included together with spares

Abattoir

One spiral elevator
Two electric beef hoists on overhead runways
One automatic weighing machine forged fram, 2,000 rollers with wheel machines on tread, oil dip finish, with swivel and hook.
1800 gambrela 10" and 12" span, with swivel top and tinned finish.
2 electrolethalor tongs
10 carcass trucks
12 bins
3 offal tray trucks
6 salting tubs
6 gut tables
5 deal tables
2 pick-up frames
4 offal containers
80 offal boxes
2 salting tables
12 heavy baskets
540 hose, $\frac{3}{4}$ "

Plant Continued

South Atlantic Sealing Company Closed down in 1952

Plant exist at Port Albermarle for the extraction of seal oil and production of meat and bone meal, I regret however that I have no knowledge of its type, capacity, or condition.

MEAT & FISHING POTENTIALS

Fishing Potentialities

Your enquiry regarding possibilities of fishing here is rather difficult to answer. To the best of my knowledge there has been no commercial fishing from these Islands, I quote now from a report by Dr. T.J.Hart of the Discovery Committee.

Prospects of commercial development.

"In the exploration of natural resources the primary function of the naturalist is to provide fundamental information on the nature, quantity and accessibility of the raw material. Thereafter the administrator and technologist are in a better position to assess the prospects of commercial development. It is felt, however that a report such as this would be incomplete without some practical suggestions from those who have collected the biological data. In the remarks which follow, I am confident that

where our evidence is already good, the opinions expressed are shared by colleagues who were directly engaged in collection of the data at sea. The more tentative suggestions are my own (T.J.H.).

The primary object of these investigations was to provide information, upon which the prospects of carrying on any commercial fishery from the Falkland Islands could be assessed. It must be plainly stated that the results are not encouraging; but this is due to economic and geographical factors, rather than to lack of suitable fish. The best trawling grounds are not very near the Falkland Islands, but it can be shown with reasonable certainty that on the shelf to the northward, roughly equidistant from the Falkland Islands and the lesser Argentine ports, there is a stock of hake just sufficient to enable a modern trawler to pay its way if there were markets equivalent to the British ones within a few hundred miles.

The population of the Falkland Islands is too small and too scattered (with limited means of communication between the settlements) to enable a large trawler to pay its way on local trade alone. If a considerable part of the catch could be sold in, for example, the Argentine at a reasonable price, a trawler from Port Stanley might be able to keep the latter supplied with the result of, say, one voyage in four. The possibilities of smoking, drying and dehydration would no doubt be taken into consideration, but it seems doubtful whether the fish could be marketed at an economic price in Argentine. However, I venture to suggest three possibilities, on the strength of the knowledge of the fish-fauna that we have gained;

I. Local inshore seining for "mullet" (Megcinops) "smelt" (Austromeniida) and such other species as present themselves. Dr. Kemp informed me shortly before his death that our former colleague Dr. J.E. Hamilton was even then trying to establish some inshore fishery in the Falklands. Much might be done to place such a scheme on a permanent footing if a small scale canning plant could be established. This could deal with an occasional glut of "Herrings" (Clupea Fuegensis) but might aim primarily at developing a small luxury trade in canned "Centella Crab" (Lithodes) serving to keep a few hands permanently employed. It is not yet known for certain that these crabs would be accessible in sufficient quantity to small coastal craft, but we have found encouraging numbers of them in the trawl on the rough grounds round the Islands, that would not support ordinary inshore trawling. The main part of this scheme would aim at providing some fresh fish for local consumption (a real need). The canning is a further suggestion to aid in keeping it on a self-supporting basis, which could hardly be hoped for from small scale seining alone.

II. Exploitation of Clupea Fuegensis possibly by some form of purse-seining, for drift nets or other forms of gill-nets would almost certainly suffer too much from damage by seals and birds, to make them workable in the Falkland area. Such a scheme would depend upon canning, production of fish-meal or other means of processing the product. As already explained the trawl could not provide adequate evidence of the quantities of these small semi-pelagic fish available, so that further, possibly costly investigations would be needed, before one could form an adequate opinion as to the feasibility of such a scheme.

III. Part-time trawling. If a cold store were available in Port Stanley, and if sufficient employment could be found for a suitable vessel (possibly on inter-island communications (sealing, sheep carrying)) during more than half her time, a modern trawler occasionally working the hake grounds we found to the north could easily keep Port Stanley in a full supply of fish; but it is very doubtful whether she would pay her way at this."

Mutton & Beef Potentialities

To obtain the following information I have consulted the Chairman of the Falkland Islands Sheep Owners Association, the Hon. A.G. Barton C.B.E., J.P. who, apart from being chairman of this Association, is also Colonial Manager of the Falkland Islands Company Limited and a member of the Executive Council. His observations are as follows:-

"I have detailed the number of Sheep and Cattle (estimated) separately. I have not allowed for any cattle coming from the West Falklands or Islands, but I have assumed that any sheep which can walk from any point from the East Falklands to the Freezer site at Ajax Bay would be acceptable similarly any West Falkland Sheep which can walk to the port of shipment and survive the ship voyage.

In 1953 when the Freezer opened for business too late in the season there were about 14,000 sheep killed.

In 1954 17,000 sheep and 382 cattle were processed. The Falkland Islands Company tally of sheep was just under 10,000 averaging 44 lbs. There was a high proportion of rejects especially among those which had walked from Fitzroy or North Arm and had spent several days in bare paddocks.

Price

If the Freezer is to open up again and process good, low grade, and indifferent sheep and cattle it can only pay the Farms on a per lb. basis as before. In 1954 prices ranged according to the condition of the carcass from 5d to 2½d for sheep and 4½d to 2½d for cattle. The Freezer of course retained sheep skins and bullock hides.

Storage

I understand that once a mutton carcass or quarter of beef is frozen on the hook it can be stacked in a neat pile, therefore there should be ample space at Ajax Bay for all the meat it is likely to receive. Houlder Bros' vessels only called once in the season.

Labour

It would be safest to count on none at all from local sources. Farm Labour is at least 25% imported these days and Managers would be much reluctant to supply any without adequate safeguard

Boning

This is not a local practise and I believe is quite a skilled trade. Presumably bones would be ground into fertiliser for which there was a good local demand at £25 per ton in bags.

Freight on solid blocks of meat as opposed to carcass would be very much cheaper.

Prospects

Mr. Barton is not very optimistic when he considers prospects. The main reasons for his pessimism are difficulties that may be experienced with things such as labour, fuel, shipment, and initial work to get plant operating again. He is undoubtedly of the opinion that a commercial firm would do far better than C.D.C., and goes on to say that farms probably could and would step up supplies by 10% the second year and 5% thereafter to a maximum of 35,000 sheep and 750 cattle. The following list is his estimated surplus of sheep and cattle.

Sheep ready : at Mid-March to end April 1960
 Cattle ready : at end April 1960

Note :- Transport by sea will be required for sheep from West Falkland and Small Islands

Sheep All ages from 4-8 years
 Carcass weight, not boned, 30-65 lbs.

East Falkland	10/12000
West Falkland	4/5000
Small Islands	2/3000
	<u>16/20000</u>

say 18,000 of which	3,000	average	55 lbs	195000
	10,000	"	40 "	400000
	5,000	"	35 "	175000
				<u>770000 lbs</u>

= 343.7 Tons.

Cattle All ages from 2-7 years
 Carcass weight, not boned, 280-500

East Falkland only 400/500

say 450 of which	150	average	500 lbs	75000
	150	"	350 "	52500
	150	"	280 "	40000
				<u>167500 lbs</u>

= 69.8 tons.

Total Carcass Weight	Sheep	343.7
"	"	"
"	Cattle	69.8
		<u>413.5</u> Tons

SUMMARY OF MR. BARTONS FIGURES TO THEIR

MAXIMUM

YEAR	SHEEP		CATTLE		TOTAL	
	NO.	WEIGHT	NO.	WEIGHT	WEIGHT.	
1960	18000	343 Tons	450	69.8 Tons	413	Tons
1961	19300	362 "	495	76.8 "	438	"
1962	20700	381 "	517	80.3 "	461	"
1963	21600	400 "	539	83.8 "	483	"
1964	22500	419 "	561	87.3 "	506	"
1965	23400	438 "	583	90.8 "	528	"
1966	24300	457 "	605	94.5 "	551	"
1967	25200	476 "	627	98.0 "	574	"
1968	26100	495 "	649	101.5 "	596	"
1969	27000	514 "	671	105.0 "	619	"
1970	27900	533 "	693	108.5 "	641	"
1971	28800	552 "	715	112.0 "	664	"
1972	29700	571 "	737	115.5 "	686	"
1973	30600	590 "	750	119.0 "	709	"
1974	31500	609 "	750	119.0 "	728	"
1975	32400	628 "	750	119.0 "	748	"
1976	33300	647 "	750	119.0 "	766	"
1977	34200	666 "	750	119.0 "	785	"
1978	35100	685 "	750	119.0 "	804	"

Sealing

As mentioned under Plant, a sealing company was in operation here in 1952. The reasons for its closure were I believe many and varied, but it was not through lack of seals. The sealing license has lapsed but interest has been shown lately in the prospects of its renewal. A license if issued would allow for the killing of 9,000 sealions between the dates 1st May and 30th September, and for 1,000 sea-elephants between 1st November of one year and the 15th January of the following year, I should also mention that there are certain restrictions as to where seals may be taken. The sealions average weight would be of the order of 300 lbs and an elephant would weigh in the region of 2 tons. The major proportion of the carcass weight is contained in the blubber from which an edible oil is obtained.

Lieutenant Colonel K. Pierce Butler of:

23 Howard Close
Hampton Hill
Middlesex

who until recently was Manager of the Pesca Whaling Company in South Georgia and who is now Manager of the Hector Whaling Company operating from South Africa has estimated that with full utilization of the seal carcass, as now called for in the conditions of the license, the market value for the products from the seal licensed to be taken annually in the Falklands would amount to £167,000. Pierce Butler has had extensive experience in sealing and whaling in Antarctic waters and in the processing of seal and whale carcasses for extraction of oil and meat products. I am writing him a separate letter asking if he will be good enough to give you any information you may require on methods and potentials of sealing from these Islands.

Conclusion

Mutton, Beef, Seal Meat, and Seal Oil are available, whether the quantities and qualities are those you require may I hope be gauged from the details contained in this letter, and from information I feel sure Pierce Butler will let you have. Personally I think there are many possibilities for the exploitation of these commodities. I would welcome a visit from yourself and if possible from one of your engineers so that an inspection of the freezing plant may be made. Every facility for you to discuss matters with the Sheep Owners and Government Officials would be made. Failing this I would be pleased to answer any questions, and consider any proposals you may have.

I have attached a list of drawings of the Freezer Plant giving the C.D.C. and Suppliers ref. numbers. I regret I do not hold any of these here, and suggest that should you require any, either C.D.C. or the Makers of the plant will be able to supply them.

I am,

Sir,

Yours faithfully,



Receiver
Liquidator for F.I.F.C.Ltd.

John A. Lawrence Esq.
Materials Controller
Petfoods Ltd.
Melton Mowbray
Leicestershire
England

See 49 ✓
Bu. 15/x
8

66.

Text of telegraphic correspondence with Petfoods regarding possible sale.

Telegram dated 18.6.59.

1473 For Receiver F.I.F.Co. Petfoods here possibly interested all or part Freezer stop Cable us minimum price payment terms one buildings two plant

Signed Velop.

Telegram sent

Velop London

Your telegram 1473 Minimum price buildings £12,500 plant £37,500 plant and buildings combined £45,000 stop 50 per cent of purchase price to be paid on sale balance payable within two years of date of sale stop A discount of $2\frac{1}{2}$ per cent would be given for cash purchase of complete Freezer

Signed Gutteridge Receiver
F.I.F.Co.

Initialed

Agree A.G.D.T.

19.6.59

Separate Plant	£37,500	
Separate Buildings	<u>£12,500</u>	Freezer as whole
	<u>50,000</u>	£45,000

Freezer as a whole for cash less discount of $2\frac{1}{2}$ %
£43,875.

Velop= Colonial Development Corporation.

J. ...

Gutteridge
25-6-59.

Del $\frac{7}{12}$

DECODE.

TELEGRAM.

No. 207.

From Administrative Officer, South Gerogia.

To Colonial Secretary, Stanley.

Despatched : 15th Nov. 1959 Time : 2000

Received : 16th Nov. 1959 Time : 1000

6 in D/8/50/II

No. 274. Your telegram No. 299.

Husvik fishing licence issued on 1st July, 1951 for period of seven years with provision for extension of further maximum period of seven years subject to approval of Secretary of State for the Colonies Husvik having spare boat intend trial trip or two later in the season with idea of gaining information regarding supply and fishing method with Petfoods as buyers.

Administrative Officer.

68.

File pl.

(Intld.) JB 16/11/59

G.T.C. : IM
Typed : LH

Original in D/8/50/II

Handwritten notes and signatures in the bottom right corner, including a date '16/11/59' and initials.

Can the office get me out a
note on what fish exist
around here and what the only
research has been done.

We shall have to have an answer
out next month.

R. J. H.

11.2.59

To my knowledge the
Discovery Cttee. are the only
people who have done any
research in these waters &
their findings from the end
to ① in 0112 etc.

2. We did however have two
people down here from a South
African cannery firm - one who
called himself a professor (of what
I know not) & the other a