

C.S.O.

0588/IV

(Formerly)

AGR/AJG/1 # 15

0 5 8 8 / IV

SUBJECT :

PROPOSED ESTABLISHMENT OF A FREEZER IN THE
FAULKLAND ISLANDS.

CONNECTED FILES.

NUMBER AND YEAR.

0588 (Confid.)

C O P Y

MED 157/158/01

5 January, 1953

Dear Skidmore,

You already have under consideration the recent correspondence between the Colonial Development Corporation and ourselves about the financial needs of the Falkland Islands Freezer (C.D.C. letters of 17th and 30th December and Colonial Office letter of 29th December).

When a previous application from the Corporation for further capital sanction for this scheme was considered at the beginning of 1952 they were informed that in the Secretary of State's view continuance of the scheme could be justified only if the definite cooperation of the local sheep farming interests could be ensured. The latest correspondence with the Corporation shows that there is still no prospect of early financial participation in the scheme by any outside interests, nor has any contract been concluded with the Falkland Islands Company for the supply of carcasses. We gather, however, from oral discussion with the Corporation that one of the conditions on which the South American Export Syndicate are prepared to undertake the future management of the scheme is that they should be given a free hand in the conduct of business and that in their view they cannot afford to run the risk of being tied down to what might prove to be an uneconomic purchase price for a long time ahead. The Corporation have considered the possibility of seeking a contract with the Falkland Islands Company whereby supplies might be assured for a number of years ahead on an understanding that reasonably remunerative prices would be negotiated annually in the light of current circumstances; but they have decided not to risk upsetting a delicately poised position by seeming to cast doubts on the Falkland Islands Company's good faith or by appearing to want to teach the Export Syndicate their own business before they are definitely committed to the management. Both the Syndicate and the Corporation are apparently satisfied with a written undertaking which they have from the Falkland Islands Company to cooperate in every way open to them, short of immediate financial participation, in helping the scheme forward.

After personally reviewing the circumstances of the Corporation's application for further capital sanction to the amount of £137,000, Mr. Lyttelton has reached the conclusion that the apparent good will of the Falkland Islands Company and the expectation that the future management of the scheme will be efficiently conducted by an organisation which is well experienced in this type of business justify his granting the authority which the Corporation is seeking. He proposes therefore, subject to consideration of the Treasury view, to approve the application on condition that a firm agreement is concluded early between the Corporation and the South American Export Syndicate, appointing the latter as managing agents of the scheme.

For reasons which I have explained to you over the telephone, it is necessary that a definite decision in this matter should be reached within a week or so, and we should be most grateful for your cooperation to this end.

With the Secretary of State's consent I have conveyed to the Corporation interim authority to incur expenditure of up to £18,000 on the purchase, insurance and shipment of some equipment which is urgently needed in the Falklands, in anticipation of the present application being granted. You had previously told me that the Treasury were agreeable to this.

Yours sincerely,

(C.S. Roberts)

D.L. SKIDMORE, ESQ.
TREASURY.

C O P Y

MEM 157/158/01

12 January, 1953

(112/ANP
(338/FIN

Sir,

Falkland Island Freezer

I am directed by Mr. Secretary Lyttelton to refer to Mr. Daly's letters of the 17th and 30th December concerning an application for further capital sanction in connection with the above-named project.

2. I am to convey to you the Secretary of State's authority for further capitalization of the project to the amount sought (£137,000), under long-term loan conditions, on the understanding that the Corporation will endeavour to conclude at an early date a firm agreement with the South American Export Syndicate, appointing the latter as managing agents of the project. In the event of the negotiations for such an agreement failing to reach a successful conclusion, he would wish to reconsider the position; and he would therefore be grateful if this Department could be kept specially informed of the progress of the negotiations.

I am,
Sir,
Your obedient Servant,

(sgd) C.S. Roberts

W. RENDELL, ESQ.,
CONTROLLER OF FINANCE,
COLONIAL DEVELOPMENT CORPORATION
33, HILL STREET,
LONDON, W. 1.

398

COLONIAL DEVELOPMENT CORPORATION

33 Hill Street
LONDON, W. 1

112/ANP

13th January 1953

C.S. Roberts Esq,
Colonial Office,
Sanctuary Buildings,
Great Smith Street,
S.W. 1

Dear Sir,

Falkland Islands Freezer

347 I am pleased to acknowledge receipt of your official letter of January 12th conveying the Secretary of State's authority for further capitalisation of the project in the amount of £137,000. The rider attached to the sanction is noted and it is hereby confirmed that your department will be kept informed of significant developments in the negotiations with the South American Export Syndicate.

Yours faithfully,

W. RENDELL
Controller of Finance

COPY

TREASURY CHAMBERS

Great George Street
London, S.W. 1.

Your Reference MED 157/158/01
Treasury Reference IF580/404/01

13th January, 1952.

Dear Roberts,

Falkland Islands Freezer

346
As I have already told you over the telephone, we have reached the conclusion that the additional £137,000 of capital for this project should be made available as the Secretary of State had proposed (your letter of 5th January 1953 refers) even though local interests are not at this stage participating financially. We feel that in the circumstances the sooner this Freezer is completed and operations start the better, although the story as I read it in our papers and the prospects of all this expenditure are not at all encouraging.

Yours sincerely,

(sgd) S.T. CHARLES

C.S. Roberts, Esq.,
Colonial Office.

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

112/ANP

27th January, 1953

HE Sir Miles Clifford, KBE, CMG,
The White House,
Albany Street,
London, N.W. 1.

Dear Sir Miles,

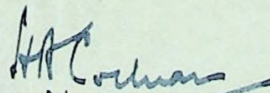
Further to your meeting with Lord Reith on 15th January, I enclose the draft heads of agreement between the Corporation and South American Export Syndicate Ltd, for the latter to act as managing agents of the freezer.

The draft has been agreed to by SAES and the Corporation in all essentials. There will be a few minor amendments, which are still being discussed, in the final document.

I shall be grateful if you will let me have your comments.

You mentioned that you would see that arrangements were made for radio-telephonic communication between Mr Boyd in the Falklands and Mr Jones of SAES at Puntas Arenas. I told Mr Eastburn of SAES of this and he is particularly glad, but asked me to enquire whether this would be not only from the Falklands to Chile but from Chile to the Falklands. I imagine it must be so, but Mr Eastburn seems to think that in view of political difficulties in Chile there may be some doubt about this.

Yours sincerely,


H.A. COCHRAN
Controller of Operations (B)

3
a.c.s. Pl. pass to SPT
on file - there are previous
p.p. 2/3
OAG.

2
CS - Pl. let SPT see
this a previous pp. 1 & 2 ph.
As far as I am
aware we have not
been approached for
a 'set'?

1
I have told them that upwards (Chile/Falklands) communications
are a matter for negotiation by Jones with his Command. At first
beach I think this may prove difficult.
a 'set'?

me We are setting them
3 1/2

For your comments on 400, pl.

W4 for b.i.
4/3/53

The Chilean authorities will have to be approached for permission to use left from their territory and Mr. Jones could negotiate?

Govt. 10 watt R/p; sets would not be successful for such distances but one of the sets used by Feds. (250 watt RCA sets) would be the answer.

Si mein has already suggested this, see 390 in

0588/111.

Am. SAT
5. 3. 53

2-1-1952

[illegible]

DECODE.

402

TELEGRAM SENT.

O.A.G.

From ~~GOVERNOR~~ to SECRETARY OF STATE

Despatched: 10.3.53. Time: 1500 Received: Time:

No. 54. Following for Sir Miles Clifford begins:-
Ajax Manager advises me you wish open Freezer ceremonially.
However killing season due to start on 6th April and finish
last fortnight in May. Grateful instructions whether I should
conduct ceremony and read message from you or if you will
open on return. In any event consider inadvisable postpone
killing date. Ends.

Reply at 402

PL:

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 12.3.53 Time: 2245 Received: 13.3.53 Time: 0845

402 No.47. Your telegram 54. Following from Sir Miles
Clifford begins:-

This was Lord Reith's wish presumably because I had sold
project to C.D.C. and have been so closely associated with
it. In no circumstances should killing be deferred.
Leave question formal opening your discretion and will send
message if desired. Ends.

SECEP.

Reply at 1104

J.H.
G.I.
13/3/53.

P/L
CGG

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 18.3.53 Time: 1054 Received: Time:

403 No. 59. Your telegram NO. 47 of 1953. Following for Sir Miles Clifford begins:-

In view of all circumstances I am arranging to open Freezer formally at start of killing season and would be very grateful for personal message from you. Ends.

OFFICER ADMINISTERING THE
GOVERNMENT.

C.S.
Above to issue.
(Intld.)
C.C.

G.T.C.
CGG

Reply at 405.

BW 29/3

404

DECODE.

405

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 25. 3. 53. Time : 13.55 Received : 25. 3. 53 Time : 14.00

404-

No. 52. Your telegram No. 59. Following from Sir Miles Clifford begins:-

After many delays and vicissitudes today marks the opening of the Falkland Islands Freezer and with this the possibility of great advance in fortune of the Colony. I lay emphasis on the word "possibility" because issue now rests with farmers themselves success or failure depends upon degree of support which they give to this venture. Its management is vested in competent and experienced hands - the South American Export Syndicate - and Company is assisted by a local Board. We are assured of a market for our meat provided of course that it is of good quality for so far as one can see into the future. It will lead also I hope to greater interest in cattle. I wish this project every success and hope it may bring increased prosperity to farmers. Ends.

SECRETARY OF STATE.

Y.H. submitted

C.S.

Pse. b.u. on file

G.T.C. : VP

28/3

(Intld) C.C. 26/3

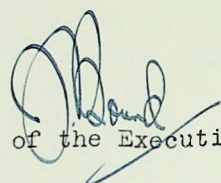
C.S. I will call for this again 21/3

Bo. 3/4/53

Extract from the minutes of a meeting of the Executive Council
held on the 26th of March, 1953.

18. Labour for Freezer.

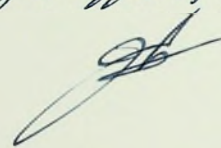
The Honourable Mr. A.G. Barton said that the Falkland Islands Company, Ltd. had been requested by the Production Manager at Ajax Bay to recruit 30 men for about six weeks to work on the Freezer beginning 6th April. He said that to date the Company had only 17 applicants and wondered whether Government could help. After discussion His Honour instructed the Acting Colonial Secretary to consult with the Superintendent of Works regarding releasing labour from the Public Works Department.



Ag. Clerk of the Executive Council.

Spoken. S/W.

No employees offered.



0588/IV

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

409

Number	Office of Origin	Words	Handed in at	Date
				31.3.53
To	CLEMENT, LUXTON, HARDING, BLAKE, FOX BAY.			HOA/C

I AM OPENING AJAX BAY FREEZER FORMALLY ON 9th APRIL AND WOULD BE VERY PLEASED IF YOU COULD ATTEND CEREMONY STOP REALIZE HOWEVER DIFFICULTIES INVOLVED AS PLANE GROUNDED BUT IF YOU CAN GET AWAY I WILL TRY ARRANGE BOAT PASSAGE STOP AJAX BAY HAVE KINDLY OFFERED ACCOMODATION STOP GRATEFUL EARLY REPLY.

OFFICER ADMINISTERING THE

Time *M. P. 31/3/53* CGG *31/3/53* GOVERNMENT.

2nd April,

53.

Sir,

I am directed to inform you that His Honour the Officer Administering the Government will be formally opening the Ajax Bay Freezer on 9th April, 1955, and I am to invite you or a representative to attend the ceremony.

2. Unfortunately the Pilot's accident and the absence of suitable shipping makes it impossible to organise any transport and it would be necessary for the person attending to make his own arrangements to ride out.

3. I am request that you will advise me as soon as possible if you will be sending a representative in order that accommodation at Ajax Bay can be arranged.

I am,

Sir,

Your obedient servant,

(Sgd) J.E. Briscoe

Acting Colonial Secretary.

Reply at 41b.

the Chairman,
Falkland Islands Labour Federation,
STANLEY.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

409

Number	Office of Origin	Words	Handed in at	Date
7	FOXBAY etat	18	0900	2/4/53

To

OAG STANLEY

THANK YOU FOR YOUR MESSAGE BUT MUCH REGRET UNABLE TO LEAVE
FOR OPENING OF FREEZER

LUXTON.

H.H. informs
2/4 PH

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

110

Number	Office of Origin	Words	Handed in at	Date
8	FOXBAY etat	12	0900	2/4/53
To				
OAG STANLEY.				

MANY THANKS INVITATION BUT REGRET UNABLE TO ATTEND

HARDING BLAKE.

H. H. informs P.A.
2/4

Time

SJS.

411
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

5.
7.4.53

To

CONFIRMATORY COPY

BOYD AJAX BAY, PORT SAN CARLOS

HCM/C

REQUIRED

ONLY OFFICIAL ACCOMMODATION ~~XXXXXX~~ IS FOR MR. OLIVER ARRIVING
WEDNESDAY.

COLONIAL SECRETARY

T.G.

SENT TO W/T STATION ON SUNDAY

Time

SS

412

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS AND DEPENDENCIES.
SENT.

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

7.4.53

To CONFIRMATORY COPY.

BOYD MAX BAY

HQA/C

OFFICER ADMINISTERING THE GOVERNMENT LEFT ON HORSEBACK THIS MORNING
STOP OFFICIAL OPENING OF FREEZER POSTPONED UNTIL 11 AM 10TH APRIL.

COLONIAL SECRETARY

T.O.

PERMITS TO R/T STATION 1015 7TH

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

413

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

7.4.53

To

CAMERON KC

HCA/C

OFFICIAL OPENING OF FATHER POSTPONED UNTIL 11 AM 10TH APRIL STOP
OFFICER ADMINISTERING THE GOVERNMENT LEFT ON HORSEBACK THIS MORNING.

COLONIAL SECRETARY

T.O.
ABOVE PHONED TO W/T STATION THIS MORNING BY A.C.S.

Time

SS

DECODE.

TELEGRAM.

414

From Hon. Mr. Clement, Fox Bay.

To The Colonial Secretary

Despatched : 6th April, 19 53 Time : 0900

Received : 7th April, 19 53 Time : 0845

Regret unable to attend opening ceremony Ajax will
not have finished dipping by then.

CLEMENT.

File pl.,
(Intld) J.B.
7/4

P/L
SS

AJAX BAY FREEZER.

His Honour the Officer Administering the Government is opening the Freezer formally on the 9th April, 1953, at Ajax Bay and would be very pleased if you could attend the Ceremony.

It was originally hoped that 'plane passages could be arranged for guests but the Pilot's accident has prevented this.

As it is not possible to postpone the opening and as suitable shipping facilities may not be available the only alternative is for members to ride out.

Can you therefore please advise me by minute on this circular if you will be able to attend?

Mr. Boyd has kindly offered accommodation at Ajax Bay.

J. E. Davies
1/4/53

Hon. Mr. S.C. Luxton
Hon. Mr. A.L. Hardy, B.E.M., J.P.
Hon. Mr. W.F. McWhan, M.B.E.

Regrets not able to attend. S.L.

Wish very much likes, will call round and see you this afternoon, if convenient. W.F.M.S.

Would be very pleased to attend

H.

Falkland Islands Labour Federation

FORMED 28TH OCTOBER, 1943

All communications should
be addressed to the
General Secretary.

Registered under the Trade Union and
Trade Disputes Ordinance, 1942

416.
Telegraphic Address:
"Federation Port Stanley"
Telephone: 123.

Federation Office,
Port Stanley,
Falkland Islands,

4th April, 1953

The Honourable,
The Acting Colonial Secretary,
STANLEY.

Sir,

408 Thank you for your invitation, dated the 2nd of April, for
a representative of the Federation to attend the opening ceremony
of the Freezer at Ajax Bay.

2. Owing to circumstances that have recently arisen it
is regretted that we will be unable to avail ourselves of the
opportunity so kindly offered.

Thanking you once again,

Yours faithfully,

R. J. Goss
GENERAL SECRETARY.

PA

PA see from
411.

Camp & Stanley

417

BROADCAST NOTICE.

The Freezer at Ajax Bay will be officially
opened by His Honour the Officer Administering the
Government at 11 a.m. on Friday the 10th April, 1953.

Colonial Secretary's Office,
Stanley
7th April, 1953.

Pa

418

MALVINA HOUSE
FALKLAND ISLANDSMay 15th 1953

Dear Sir Miles,

420-421. I enclose the notes
you asked me to send along
regarding conditions at Ajax Bay.
I do not profess to know
very much about the actual
freezing of sheep or cattle but
think it will be in order for
me to bring up most of the
points I have made when seeing
the C. D. C people in London.

In any case please exercise
your discretion as to what use
you make of the notes. I
hope they will be of some use
in helping you to form your
own opinion when visiting

419 The Greys

My address in England
will be C/o J. E. Hagden Esq
11 Southborough Road, Chelmsford
Essex.

With kind regards,

yours sincerely

Jb. R. Harding

Defects.

Hanging space for skins both inside and outside most inadequate. A number of skins are laying on the bare ground collecting moisture which will cause them to decay quickly. Essential that more outside skin wires and a proper skin shed with sides constructed to let in the air be erected before next killing season. Suggest corrugated iron might be brought round from Albermarle Sealing Station to construct this and wood for skin rods ordered from Punta Arenas. Understand there is a hot air drying plant at Ajax Bay but this had not been put up when I was there so cannot comment on its future usefulness, but am told that care has to be taken not to cook the skin when using this in a closed in shed.

The acreage permits of three holding paddocks for stock, two for sheep and one for cattle, but so far only one paddock for sheep has been fenced in. The other paddock for sheep and the special paddock for cattle must certainly be completed before next killing season. To the eye of a farmer the lay out of the sheep yards leading up to the killing floor entrance are not very satisfactory. These are constructed with six foot posts and rails made of soft Swedish red pine. They should have been seven foot Cypress posts and Sandy Point hard wood boards, all of which could have been obtained in Punta Arenas. These approach yards will have to be strengthened to enable cattle to be handled and facilities provided inside for the actual killing operation.

The existing jetty should be extended to allow more depth of water at low tide.

No clerk is available to help the Manager with his accounting work.

General Observations.

Only one digester and fertilizer are provided. It is a question whether these should be duplicated in order to deal with 50% rejects and to allow for either plant breaking down during operations. At the moment a lot of the residue from the digester is decaying as the fertilizer is not working at full capacity owing to labour shortage. The bone meal that has been produced seems of excellent quality.

Police launch is not suitable for local conditions and would not be required if 'Penelope' is to be kept. Eventually crew of latter should be regarded as part of maintenance staff and would have to be agreeable to work on shore when not employed on the vessel, otherwise cost of keeping her would be prohibitive.

Size of maintenance staff after the plant is completed should be kept as low as possible.

Vegetable gardens should be made to keep down living costs.

Sheep trotters are not being utilized. Should oil be produced from these next season?

It is considered that killing on 'stools' would be quicker than the assembly line system as local labour are used to the former system.

The machine for handling tripe is not being used as nobody seems to understand it and tripes are being run by hand. Tripes are a valuable asset and an Argentine contractor has thought it worth while to purchase and send men down to deal with the Goose Green tripes for the last 2 seasons.

Rather a lot of wool is being left on the sheep heads, these should be
shined well back.

Sheep varying from thirty lbs up to ninety lbs in weight are going into the
freezing chamber, some of which would certainly not be regarded as fit for
mutton sheep in the Islands. Will there be any further grading of these in
the U.K. in order to make a better impression on the market?

Consider that as many Directors as possible should be on the spot to take
over the completed plant from the construction engineer and suggest Mr Jones
be available for this if at all possible.

Position of local F.I. directors must be clarified and suggest that these,
and possibly Mr Jones, visit plant before the commencement of operations
next season and be given definite authority to instruct the Manager, within
reason, regarding any defects detrimental to the satisfactory working of the
freezer.

23rd May, 1953.

My Dear Chairman,

I returned to the Colony last week and yesterday flew out to Ajax Bay. The Freezer is really working, though necessarily at half cock, and there are many defects which are forming the subject of local criticism: all of them can be remedied and must be remedied before next season if the project is to be the success which both you and I wish. It will necessitate some expenditure but it is no use spoiling the ship for a ha'porth of tar, and the fact that the Freezer is really working will, no doubt, be an encouragement and an incentive to the Farmers.

I will not dwell on these difficulties in detail as the local Chairman, Harding, and one of his colleagues - Bonner - are going home on this boat and will be calling at the Corporation Headquarters to make their report. The worst trouble at the moment is the lack of proper skin-drying accommodation, and the one shed that has been built is of quite the wrong type, they need to be slatted to allow the passage of air. At the moment hundreds of skins are lying out on the ground exposed to damp, which will greatly reduce their value, ~~as~~ many will be completely valueless. The skin is, of course, one of the most valuable by-products of the industry and if properly prepared is worth today anything from 15s. to £1. a piece.

Cooper has done an excellent job of work and from what I have seen is well worth further employment. Boyd seems to have spent most of his time in the office side of the freezing business and has not that experience of the practical side which I had hoped for, but thanks to Fletcher, the Meat Inspector whom we flew out, Boyd will have learnt a great deal about the business this season.

The only other subject on which I want to touch is the need to define quite clearly the relationship of the local Board to Boyd, and its general powers and its responsibility to the Corporation. Communications being what they are it is difficult for Boyd to get direct advice when he needs it from the South American Export Syndicate at Punta Arenas. The local Board is composed of men of wide practical experience, and I feel myself that it is most necessary that this experience should be brought to bear.

The Lord Reith, P.C., G.C.B.O., G.B.E.,
Chairman Colonial Development Corporation,
Hill Street,
LONDON, S.W.1.

See 4242

Mr. Reith
Mr. Boyd
Mr. Fletcher

Free

120 ps. file
re spares for Govt
transfer from CSE.

Q
9/6

A.C.S.

Pl. see 345 onwards in 0588th att.
85.
9/6

Slw

(370)

Can you be confirm whether (388)
is a correct statement. If so
we should write & find out what
spares they are ordering & at what
cost.

Q
10/6

HCB

(1) and (2) are correct but not (3) of (388)

£700 was mentioned at the interview but I would not
accept this. I stuck out for full settlement and I
was told they were getting into consultation with the
Government.

AGL

10/6/53

Slw I can well believe that you dis-
not agree to (3) of (388) especially in
view of my (370).

2) Before returning to the charge I
would like to know what list of
spares you agreed on at your interview
with Govt's list? Q

HCS

It was definitely Gov List of spares I discussed, (346) that was the reason why £700 was mentioned.

ALL
12/6/53

YE.

Spares for Post tractor from csc

YE. last saw pp. at (357) and since then we have got no further - the trouble has mainly been change of csc personnel who are unwilling to honour the agreements of their predecessors.

2) The story proceeds at (368) (370) (377) (380) & (388). Para 3 of (388) is false.

3) I can only suggest that YE should now write to the Chairman in the and a draft is submitted at cover.

Q
15/6

App.

What is the ex gratia contribution referred to in final para of draft?

Seen in
minutes file but
I wonder if that will
be fully understood?

MC 17/vi

The draft becomes

Q
17/6

DECODE.

TELEGRAM.

424

From ~~The~~ H.E.the Governor.

To VELOP, PICCY, LONDON.

Despatched : 11th June, 1953 Time : 1100

Received : 19.. Time :

422

My letter of 23rd May, 1953 addressed Chairman.

Harding, Chairman local board now in United Kingdom
address c/o Langdon, 11 Southborough Road, Chelmsford,
Essex. Request that he be given early opportunity
personal report Freezer project.

GOVERNOR.

GTC
SS

19th June, 1953.

425

Dear Brook,

388
in Vol III

Would you please refer to the correspondence on the subject of the loan and hire of a Government tractor to the Colonial Development Corporation at Ajax Bay terminating in your letter 112/ANP/4 of the 14th of November, 1952.

As you will appreciate Government has suffered great inconvenience and a financial loss as a result of the immobilisation of this (its only) tractor and, as there appears to be no prospect of any early settlement, I am forced to seek your assistance in the matter.

358
in Vol III

Government's final proposals are set out in my letter No. 0588/III of the 4th of June, 1952, and they include a purely ex gratia offer of £150 towards the cost of the spares as a result of Phillips' plea.

One of the principal delays has been caused by a difference of opinion on the amount of spares required and though I consider that the list furnished by Government, as opposed to that originally supplied by Mr. Mills of your Corporation,

/is

Robin Brook, Esq., O.B.E.,
Deputy Chairman,
Colonial Development Corporation,
Hill Street,
LONDON, S.W. 1.

- 2 -

420

388

is fair and reasonable, I am prepared to negotiate the point further with Mr. Cooper on the spot or submit it, if necessary, to independent arbitration. In this connection I would point out that Head (3) of your letter 112/ATP/4 of the 14th of November, 1952, is incorrect. No figure of £700 was agreed to by Mr. Livermore as he was only empowered to negotiate the amount of spares - not the cost.

My main concern however is to have the required spares shipped here as early as possible and I trust that you will authorise immediate action to this effect.

I also feel in view of this Government's ex gratia contribution and the inconvenience caused by the delay that we are entitled to a settlement in full.

Yours sincerely,

(Sgd) Miles Clifford.

Bu 1578

No.

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



MEMORANDUM.

427

16th. June, 19 53.

To/ The Honourable.
The Colonial Secretary,
Stanley.

From/ Supt. of Works.
Public Works Dept.
Stanley, Falkland Islands.

SUBJECT :- Diesel Oil.

I have the honour to report stocks for Diesel Oil for Government use in this Colony will last 20 weeks, I would therefore ask for an early return of Diesel on loan to C.D.C.

Supt. of Works.

See 428

22nd June,

53.

Sir,

I am directed to state that Government has now loaned to the Ajax Bay Freezer Project on replacement 100 tons of Diesel gas oil.

2. As it is understood that your Company is acting as agent for the Freezer Management, I am to request that you will be so good as to replace this oil by the end of August, 1953, and to confirm that this can be arranged.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

Colonial Secretary.

Reply at 431

See 427

The Manager,
Falkland Islands Company, Limited,
STANLEY.

ACB Urgent
Reminder 6(42)

By 1 week.

B.U. 2 weeks.

6/7/53

64

See 429

URGENT.

6th July,

53.

Sir,

428.

I am directed to refer to my letter of the
22nd of June, 1953, and to enquire when a reply
may be received.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

R.O. 13/7
 Reply at
431.

COLONIAL DEVELOPMENT CORPORATION

DEPUTY CHAIRMAN'S OFFICE

33 HILL STREET
LONDON · W. 1

12th June, 1953

My dear Governor,

Many thanks for your helpful letter of May 23rd to Lord Reith, who is on tour in Central Africa at present.

We had already heard from Boyd of some of the difficulties, especially the lack of proper skin drying accommodation, and had rejoined by asking him to get the Board's views and let us have proper designs and estimates for new drying sheds. The damage to the skins this year is infuriating.

It is good news that Mr Harding and Mr Bonner are coming home, so that we can have discussions with them round the table. We want to reap the full advantage of having an experienced Board in the Islands. The discussion with Mr Harding will be particularly useful in defining the relationship of the Board to the Works Manager.

See 438. You will remember suggesting you might be able to help Boyd to communicate with South American Export Syndicate at Puntas Arenas by the provision of wireless telephony facilities in the Islands. We have not yet heard whether Mr Jones has been able to get the local Chilean authorities to agree to similar facilities at their end. I do hope this valuable link will not be frustrated.

Yours sincerely
Robin Brook
R.E. Brook

His Excellency Sir Miles Clifford, KBE, CMG,
Government House,
Falkland Islands.

(S) The hall is
Jones: better ask

*Yin Action in 4
being taken in fl.
9/7*

*he's getting on (I gather, since
he is de)? I want to reply
on
am awaiting Tabary's report
ask him to expedite.*

431.
The Falkland Islands Company, Limited.

° (INCORPORATED BY ROYAL CHARTER 1851.) °

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

6th July, 1953.

Rec. 7/7/53

Sir,

428 s
429.
With reference to your letters No. 0588/IV dated 22nd June and 6th July last, we have ordered 100 tons Diesel gas oil from United Kingdom to replace a like quantity loaned by Government to the Ajax Bay Freezer Project.

As soon as we know that shipment has been made we shall be in a position to advise you when the consignment may be expected to arrive Stanley.

I am,

Sir,

your obedient servant,

A.G. Davlin.

Manager.

The Honourable

The Colonial Secretary,

Stanley.

MA

B.V. Swales.

17

432.

Extract from - letter from H.E. Re Governor
to Lord Ruth of 8/7/53.

(Original filed in 0588/E - Freager-Reports).
climate and pilferage. I condemn this
and his comments on extension of the
Ajax Jetty to your notice.

Regarding Brook's enquiry about
radio-telephone facilities the ball lies
with Jones who must (if he can) persuade
the Chilean authorities to let him
operate it; as soon as he has cleared
this hurdle I will make a set available
to him and will arrange for its delivery.
I do not want to part with it if he is
likely to run into difficulties with
the Chilean Government.

Yours sincerely,

(Sgd) Miles Clifford.

A

PA.
8/7

Mail at
430.

COLONIAL DEVELOPMENT CORPORATION

134 HOPE ROAD
LIGUANEA
ST. ANDREW
JAMAICA

M/13

1st June, 1953

His Excellency
The Governor & Commander in Chief
of the Falkland Islands

Dear Sir Miles Blifford,

It was a great pleasure to me to learn from Head Office that they had decided to include the Falkland Islands Freezer within the Caribbean Region.

We hope. I believe that a start was made in a small way in April and hope everything has worked well. Next season should see things really on the move.

I do not know when I am likely to visit the Falkland Islands again, if at all; but I am sure you must be gratified that the freezer is at last finished and that it has been possible to reach an amicable settlement with the FIC and SAEC for which you have worked so long.

With best wishes,

Yours sincerely,
A.C. Grieve

A.C. GRIEVE
REGIONAL CONTROLLER

Reply at 434

PS.

Please acknowledge d/o.

YH Draft reply attached
etc. etc.

117

HC 2 vii

Thank you HC.
12 June 1953

0588/1V.

13th July, 1953.

434

Dear Grieve,

433

I was very pleased to get your letter N/13 of the 1st of June, 1953, mentioning that the Preesser will now come within your Region. Many of its troubles have arisen in the past through lack of local knowledge and conditions at Headquarters and it is a comforting thought that this handicap will no longer be present.

1-14
0588/E

The project got off to a moderate "start" this year and I am enclosing for your information a report on its operations prepared by Fletcher, the very able Meat Inspector loaned to us by the Ministry of Food.

Some of it makes depressing reading but there is nothing that cannot be put right before next season - except perhaps the labour problem.

I hope that you will find time to visit us again though I am afraid there is little prospect of our being able to offer you the facilities of an external air service.

Yours sincerely,

(Sgd) Miles Clifford

A.C. Grieve, Esq.,
Regional Controller,
Colonial Development Corporation,
134, Hope Road,
Liguanea,
St. Andrew,
JAMAICA.

ga

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

112/ANP/4

2nd July 1953

Superintendent of Public Works Department,
Port Stanley,
Falkland Islands

Dear Sir,

FALKLAND ISLANDS FREEZER - HIRE OF TRACTORS

388
in Vol III

I refer to my letter of 14th November last addressed to the Colonial Secretary confirming our settlement with regard to the supply of spares for the International Harvester TD6 Tractor which we had previously hired from the Falkland Islands Government.

I have pleasure in informing you that the spares are now available and are being despatched to Port Stanley to reach there by the FITZROY about August 6th next.

The cost of the spares, exclusive of freight amounts to £1,054. 14. 11d. You will recall that the arrangement was that the Corporation should contribute £700 towards the landed cost of the spares and the Government would meet the balance; the Corporation also meeting the balance of the hire charges - £65.

Will you therefore arrange for £289. 14. 11d to be credited to the Corporation through the Crown Agents. When the details of the freight charges are available - and these will be additional to that amount - I will inform you and possibly some arrangement can be made for settlement.

Yours faithfully,

*A.G. Shepherd*A.G. SHEPHERD
Assistant Secretary

I am sending this letter around for
your information

ASH
24/7/53

Reply at 475

But we have
a similar one.
24/7

৩৫২

Freight Agents:

98. LEADENHALL STREET.

LONDON, E.C.3.

DIRECTOR OF
PUBLIC WORKS
PORT STANLEY
FALKLAND ISLANDS
VIA MONTEVIDEO
1/5

1	1 CASE TRACTOR SPARES.	£1. 3. 12.	7' 6"
2	1 CASE TRACTOR SPARES.	£10. 1. 20.	20' 2"
3	1 CASE TRACTOR SPARES.	£4. 0. 16.	5' 5"
4	1 CASE TRACTOR SPARES.	£4. 0. 16.	5' 10"
5	1 CASE TRACTOR SPARES.	£4. 0. 0.	10' 0"

Particulars of weights, contents, measures, quantity, quality & value as furnished by shippers, but not accepted by master who has no reasonable means of checking same.

TRANSHIPMENT CHARGES AT MONTEVIDEO TO BE PAID BY
CONSIGNOR IN LONDON AND REMITTED BY THEM TO
MESSRS. MACLEAN & STAPLEDON S.A. MONTEVIDEO. IN
ACCORDANCE WITH THE RATES RULING AT THE TIME OF
TRANSHIPMENT.

ONCARRYING VESSEL FROM MONTEVIDEO WITH LIBERTY TO
CALL AT AND/OR TRANSHIP AT PORT STANLEY AND/OR
OTHER PORT AND/OR PLACE. ANY ADDITIONAL CHARGES
INCURRED THEREBY TO BE PAID AT LONDON BY THE
COLONIAL DEVELOPMENT CORPORATION AND/OR HIS AGENT
TO THE FALKLAND ISLANDS CO. LTD.

The responsibility of the shipowners to commence when the goods are received on deck or in the hold of the vessel, and to cease as soon as the goods are lifted from and leave the ship's deck or hold. The shipowners responsibility being limited to the time the goods are actually on board.

FREIGHT PAYABLE IN.....LONDON

Printed and sold by EDEN FISHER & Co., LTD., 95, 96 & 97, Fenchurch Street, E.C.3,
and 6, 7 & 8, Clements Lane, E.C.4; and P. C. RICHARDSON & Co., LTD.,
6, Whitlington Avenue, E.C.3.

Received in apparent good order and condition, unless otherwise stated in the margin,
from **COLONIAL DEVELOPMENT CORPORATION**
for Shipment on board the Ship **"HIGHLAND MONARCH"**
now lying in the Port of **LONDON**, and bound for **MONTE VIDEO**

FIVE (5)

Packages of Merchandise

being marked and numbered as per margin, to be delivered in the like apparent good order and condition at the aforesaid Port of MONTE VIDEO (the Act of God, Enemies, Pirates, Robbers, Thieves, Vermin, Barratry of Master or Mariners, Restraints of Princes, Rulers, or Peoples, Loss or Damage resulting from insufficiency in strength of Packages from Sweating, Leakage, Breakage, Rust, Decay, Rain, Injury to or Solting of Wrappers or Packages however caused, or from Stowage or contact with, or small or evaporation, or talnt from other goods or from any of the following perils, whether arising from the negligence, default or error in judgment of the Master, Mariners, Engineers, or others of the Crew, or otherwise howsoever, excepted namely, Risk of Craft, Explosion or Fire at Sea, in Craft or on Shore, Bolters, Steam or Machinery, or from the consequences of any damage or injury thereto, howsoever such damage or injury may be caused, Collision, Stranding, or other Peril of the Seas, Rivers, or Navigation, of what nature or kind soever, and howsoever such Collision, Stranding, or other Peril may be caused, with liberty in the event of the said steamer putting back or into any port, or otherwise being prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the goods by any other Steamer, and with liberty to sail with or without Pilots, and to tow and assist vessels in all situations). Transhipment of the same by the usual means of conveyance at the sole risk of the Owners of the Goods, at the expense of the Carriers to one of the Steamers of THE FALKLAND ISLANDS CO., LTD., and to be conveyed by said Steamer and delivered at the Port

PORT STANLEY
unto DIRECTOR OF PUBLIC WORKS.

Freight for the said goods, with primage, if any, shall be due and payable on shipment and is to be paid in London in cash without deduction, vessel or cargo lost or not lost. If freight is not so paid in London, payment shall on demand be made by the Consignee at Port of Discharge, vessel or cargo lost or not lost, in which case freight shall be calculated and paid at the additional rate applicable when freight is payable on delivery, together with the cost of telegraphic advice from England of non-payment.

It is expressly agreed between the Shippers of the goods and the undersigned as Agents for THE FAULKLAND ISLANDS CO., LTD., that the Goods are shipped at London and/or Southampton, and shall be carried from London and/or Southampton to Montevideo and/or other port, upon an agreed bill of lading, subject to all the terms, conditions and exceptions contained in the usual Bill of Lading for the time being of the Line to which the above-named Steamer belongs, and that such terms, conditions and exceptions shall be deemed to be incorporated herein, and that the Goods shall be shipped at Monte Video and/or other port and carried from Monte Video and/or other port to the above-named final port of destination, upon and subject to all the terms, conditions and exceptions contained in the usual Bill of Lading, for the time being, of THE FAULKLAND ISLANDS CO., LTD., and that such terms, conditions and exceptions shall be deemed to be incorporated herein.

Weight, Quality, Condition, Quantity and Value unknown, and the Shipowner not accountable for same. Any damage or detention to Goods on this Through Bill of Lading for which the Shipowner is liable must be claimed against the party only in whose possession the Goods were when the damage or detention occurred. All fines, duties or expenses levied by the Customs, to be paid by the Consignees. The Owners of these Ships will not be accountable for any sum exceeding £20 per package for goods of whatever description, nor for Money, Documents, Gold, Silver, Bullion, Specie, Jewellery, and articles used for Jewellery, Precious Stones, or Metals, Paintings and Statuary, nor for any other valuable goods of whatever description, unless the value of such be expressed before shipment, and additional freight as may be agreed paid thereon. Shippers will be held accountable for all damage caused by goods of an inflammable, explosive or otherwise dangerous character, shipped without full disclosure of their nature, whether such shippers shall be aware thereof or not, and whether such shippers shall be principals or agents only. In accepting this Bill of Lading the shipper or other agent of the owner of the property carried, expressly accepts and agrees to all its stipulations, exceptions and conditions, whether written, printed, or stamped.

GENERAL AVERAGE.—General Average and charges shall be adjusted at any port or place whatever selected by the Carrier and in accordance with York/Antwerp Rules, 1924 provided always that the Consignee or Owners of the goods shall contribute (*inter alia*) to the payment of any sacrifices, losses or expenses of a General Average nature and pay salvage and/or any special charges incurred in respect of cargo if such sacrifices, losses, expenses, salvage and/or special charges result from or have been occasioned by causes from liability for which the Carrier is exempted by this Bill of Lading. In the event of any accident requiring a contribution to be made by the Consignee or Owner of the goods in General Average, or as above, the Consignee or Owner of the goods shall before receiving delivery order for the goods be bound to sign an average Bond and pay to the Master or Carriers or Agents of the Ship such reasonable deposit towards the average expenses as they may require.

Within goods received subject to delays or prevention from riots, strikes, or labour troubles, whether of carriers, employees or others, at port of destination of the goods; and ship privileged if in opinion of Carriers' Agent at said port likely to be delayed beyond the usual time for discharge to proceed on her voyage or return voyage with the whole or any part of the goods on board and to land the same at ships' option at the first or any subsequent port or ports to which the ship is bound, thence to be forwarded to destination by the same or any subsequent ship or ships, or to retain the goods on board for discharge at said port of destination on the next call of the ship, at the risk and expense in all cases of the shipper, consignee and/or assigns, who shall also pay freight for the additional transportation. Shipments for South American Ports are received upon the understanding that risk of loss, injury or delay from entry being refused or from acts of default or other authorities is assumed by shippers, consignees, and/or assigns and that the Carrier is authorised in its discretion, if for any reason deemed advisable by it, either with or without proceeding to the port of destination to land the goods at or return the same to any other port or ports at risk and expense (including extra compensation) of Shipper, consignee and/or assigns.

IN WITNESS whereof the Agents of THE FALKLAND ISLANDS CO., LTD. have affirmed to
**TWO**.....Bills of Lading, all of this tenor and date, the one of which Bills
 being accomplished, the others to stand void.

Dated in London, **9th. JULY 1953.** 19

For J. D. HEWETT & CO., LTD., Agents.

A. M. ...

"Notwithstanding anything contained in this Bill of Lading to the contrary the Company shall not be liable for any loss of or damage to goods however caused which can be covered by Insurance."

~~At the terms, provisions and conditions of the Carriage of Goods by Sea Act 1924, and it~~
~~also to be entitled to the benefit of all privileges, rights and immunities contained in such~~
~~the same as if the Bill of Lading were subject to the provisions of the said Act or Statute.~~

COLONIAL DEVELOPMENT CORPORATION

CHAIRMAN'S OFFICE

33 HILL STREET
LONDON W. 1

6th July, 1953

22 JUL 1953

My dear Governor,

Your letter of the 19th June arrived on my desk at the same time as a circulating copy of a letter on the executive level of the 2nd July (Secretary to Superintendent of PWD).

It is vexatious that there should have been any misunderstanding as to Mr Livermore's brief - it was made quite clear to us that 'a fair quota' (as in your letter of 24th September) involved money as much as parts; in fact it is difficult to see how the two can be insulated. *of course they can*

In effect the cash difference between us is small and I am willing to leave it to you to make a final assessment of what is fair. In doing so I should be glad if you would take into consideration the two points: that as users we are only called on to return the equipment in reasonable condition - the hirer (as I know only too well elsewhere) must expect some degree of deterioration and covers this loss by the depreciation element in the hire charge. *Also,*

We had reason to believe that a settlement satisfactory to both parties had been reached on the basis a £700 contribution from ourselves; to this, as you will see from the letter of 2nd July, we were quite willing to add, say, half the freight.

*Yours sincerely**Robin Throck*R.E. Brook
Deputy Chairman

His Excellency Sir Miles Clifford, KBE, CMG,
Government House,
Falkland Islands.

*Reply at 475**14 JUL 1953*

437

Ma Bo. int. Vol. 1

LONDON
30/7

Rec. 10

30/7

44

(436)

Read int. (435) This goes a long way to meet
our requirements — if not the whole way.

2) I note that the final commitment
is left to us.

3) The crux of the matter which
explodes the whole CAC case is
Phillips' letter at (356) Vol. 1 — the
it has been 7 para 2. He admits
on claims + asks for ex parte
relief.

30/7

CAC should be referred to this — the Gallaghy
Maja behaved very badly — but let us not be
too grasping.

ACP Pro ascertain
if these slaves came in last
to not if we had any
advice?

H.O. 31-vii

B. J. Smith

ACS.

438

I have filed all the mail which came last time, so we have no "advice" copies of Indents etc". I do not recollect seeing "Tractor Spares" on the manifest.

W. 22/8/53.

Spoke P.W.D. 5 cases of Tractor Spares from C.D.C. (quoting manifest) held at P.W.D. Wt 22/8/53.

Wes.

E. opposite the spares arrived last

Ditzgoy pl.

24/8

SB ACS ask S/W to speak in this connection at convenience.

S/W.

Accy. pl

24/8

439

ACE

Have spoken and taken a complete copy of attached
shares will check with what have arrived and will
report when this is complete

ASL

31/8/53

Bo. 2 weeks.

S/S

Are you in a position to report
now p.

15.9.

C

ACE I have received by this mail full details of shares
sent and a complete check is being made this week as it
is 5 Boxes it will take time.

ASL

22/9/53



TELEPHONE : AVENUE 5162 17 LINES

TELEGRAMS

INLAND : HEWETT, PEN. LON.
FOREIGN : HEWETT, LONDON

J. D. HEWETT & CO., LTD.

ESTABLISHED 1857

Shipbrokers, General Forwarding and
Commission Agents and Contractors.

EXPORT PACKERS.

TRAVEL AGENTS.

INSURANCE BROKERS.

20SEP

98, LEADENHALL STREET,

LONDON, E.C.3.

15th July, 1953.

The Director of Public Works,
Port Stanley,
FALKLAND ISLANDS.

AIRMAIL

YOUR REF.

OUR REF. NJE/BGH

Dear Sir,

m.v. "HIGHLAND MONARCH" from Tilbury 11/7/53.

On the instructions of The Colonial Development Corporation in London, we have shipped per the above mentioned vessel for Montevideo on Through B/Lading to Port Stanley consigned to you, 5 cases Tractor Spares. We enclose herewith original Bill of Lading, together with quintuplicate copies of our Accounts to The Corporation for Freight and Disbursements. We have asked them to send to you direct a copy of the Invoice.

Yours faithfully,

J. D. HEWETT & CO. LTD.
Per Pao J. D. HEWETT & CO. LTD.
Rt Mair

INLAND TELEGRAMS
"HEWETT, LONDON."

FOREIGN TELEGRAMS
"HEWETT, LONDON."

TELEPHONES
AVENUE 5162
(7 LINES)

A B C. 6th & 7th Editions, A. I. & Bentley's Code



The Colonial Development Corporation,
33 Hill Street,
LONDON W.1.

Dr. to J. D. HEWETT & ~~CO., Ltd.~~ **FREIGHT ACCOUNT**

15th July, 1953.

AND AT

109, JERMYN STREET,
LONDON, S.W.1.

8A, RUMFORD PLACE,
LIVERPOOL, 8.

MILLBAY PIER,
GREAT WESTERN DOCKS,
PLYMOUTH,

3 & 4, CANUTE ROAD,
SOUTHAMPTON.

PLEASE QUOTE

REFERENCE

F.I.53/465
B/L.C.D.C.2.

For charges on DIRECTOR OF
PUBLIC WORKS
PORT STANLEY

1/5 5 Cases
Tractor Spares

S.S. "

FALKLAND ISLANDS

Order No.

VIA MONTEVIDEO

STO/1737

per m.v. "HIGHLAND MONARCH" @ MONTEVIDEO (Sailed 11/7/53)

Reg.No.

on Through B/Lading to PORT STANLEY

FALKOL 87

Freight to Montevideo

3 Cases £.18.2.24.)

2 Cases 17'6") £1049.7.3. @ 3 1/2%

Freight Montevideo/Port Stanley

3 Cases £.18.2.24.

2 Cases 17'6"

@ 72/-

@ 72/-

36 14 7

3 7 5

1 11 6

£41 13 6

NJE/BGH

When remitting, please quote
reference or enclose account.

E. & O. E.

INLAND TELEGRAMS
"HEWETT, LONDON."

FOREIGN TELEGRAMS
"HEWETT, LONDON."

TELEPHONES
AVENUE 5162
(7 LINES)

A B C, 6th & 7th Editions, A. I., & Bentley's Code



The Colonial Development Corporation,
33 Hill Street,
LONDON W.1.

DISBURSEMENTS ACCOUNT

Dr. to J. D. HEWETT & Co., Ltd.

PLEASE QUOTE

REFERENCE

F.I. 53/465
B/L.C.D.C.2.

For charges on DIRECTOR OF
PUBLIC WORKS 1/5 5 Cases
PORT STANLEY Tractor Spares
s.s. " FALKLAND ISLANDS
VIA MONTEVIDEO

Order No.
STO/1737
Reg.No.
FALKOL 87

per m.v. "HIGHLAND MONARCH" @ MONTEVIDEO
on Through B/Lading to PORT STANLEY (Sailed 11/7/53)

Wharfage & Shipping T.1.4.2.8. @ 8/9d. plus 90%
Attendance on H.M. Customs
Port Dues & Entry
Customs Entry
Arranging & Attendance to Shipment etc.
(2½% of £41.13.6.)

Bills of Lading
Airmails

NJE/BGH

98, LEADENHALL STREET,
LONDON, E.C.3.

15th July, 1953.

AND AT
109, JERMYN STREET,
LONDON, S.W.1.
8A, RUMFORD PLACE,
LIVERPOOL, 8.
MILLBAY PIER,
GREAT WESTERN DOCKS,
PLYMOUTH,
3 & 4, CANUTE ROAD,
SOUTHAMPTON.

1	0	6
	1	0
	3	5
	2	6
1	0	10
2	8	3
	2	6
	3	0
£2	13	9

When remitting, please quote
reference or enclose account.

E. & O. E.

COLONIAL DEVELOPMENT CORPORATION 44

EQP/71

NEW ADDRESS:

33 HILL STREET
LONDON · W. 1MAYFAIR 8484
VELOP. LONDON

30th July 1953

The Director of Public Works,
Port Stanley,
Falkland Islands.

Dear Sir,

M.V. "HIGHLAND MONARCH" London/Montevideo 13/7/53

446

Further to our letter of the 21st instant we have pleasure in enclosing herewith original certificate of insurance and pro forma invoice in connection with the 5 packages of TD 6 Tractor spares which were shipped on your behalf by the above vessel. 44

We trust that you will find this to be in order and remain,

Yours faithfully,

B.A. WAKEFIELD
for Superintendent of Supply.

Hel
I am sending this on to you for your
direction.

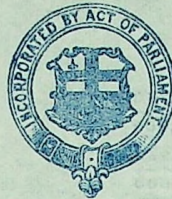
affl
21/9/53

Free
Ch 19

LLOYD'S

445
ORIGINAL

The Floating Policies referred to in this Certificate are duly stamped in compliance with British Revenue Law.



CLAIMS PAYABLE IN
LONDON

Certificate of Insurance No. C 52/ 832282

This is to Certify that there has been deposited with the Committee of Lloyd's an Open Cover effected by Messrs. Willis, Faber & Dumas, Ltd., of Lloyd's, acting on behalf of Colonial Development Corporation and/or Subsidiary and/or Associated Companies, with Underwriters at Lloyd's, dated the Fifth day of December, 1952, by which certain Lloyd's Underwriters and British Marine Insurance Companies (in the proportions shown on the back hereof) undertake to issue to Messrs. Willis, Faber & Dumas, Ltd., duly stamped Floating Policies of Marine Insurance at Lloyd's to cover, up to £150,000 in all by any one steamer or sending by conveyance and/or air Produce and/or Merchandise and/or Interest of all kinds, to be shipped on or before the Ninth day of November, 1953, from any port or ports, place or places in the World to any port or ports, place or places in the World and 30 days after arrival at final warehouse or held covered; and that Colonial Development Corporation and/or Subsidiary and/or Associated Companies are entitled to declare against the said Open Cover the shipments attaching thereto.

Aut Cooper
Clerk to the Committee

Dated at Lloyd's, London, 15th December, 1952.

£ 1,210 Stg.

We hereby declare for Insurance under the said Cover One thousand, two hundred & ten Pounds sterling on interest as specified hereon so valued per "HIGHLAND MONARCH" at and from UK Port to Port Stanley via Montevideo

subject to the terms of the Standard Form of English Marine Policy and to the special conditions stated below and on the back hereof.

This Certificate not valid unless the Declaration be signed by COLONIAL DEVELOPMENT CORPORATION and/or SUBSIDIARY and/or ASSOCIATED COMPANIES.

INTEREST, MARKS AND NUMBERS

5 cases - various TD6 tractor spares

Marks:- Director of Public Works,
Port Stanley,
Falkland Islands
via
Montevideo ~~via~~

COLONIAL DEVELOPMENT CORPORATION,

Signed *H. G. Richardson*
for H. G. RICHARDSON, Insurance Officer

Dated at London, 29th July, 1953.

This insurance is against all risks of every kind and loss or damage however incurred irrespective of percentage; covering risks from consignor's warehouse until delivered at consignee's warehouse, but interest subject to special trade clauses to be declared on such terms. In and/or over including jettison and loss overboard irrespective of percentage. Other conditions held covered if so declared hereon. Including transshipment as required. Storage other than in the ordinary course of transit held covered. No recourse against Shipowner when goods carried in vessels belonging to the Assured. ~~Excluding~~ } war, strikes, riots, civil commotions and malicious damage.

Underwriters agree losses, if any, shall be payable to the order of COLONIAL DEVELOPMENT CORPORATION on surrender of this Certificate.

In the event of loss or damage which may result in a claim under this Insurance, immediate notice should be given to the Lloyd's Agent at the port or place where the loss or damage is discovered in order that he may examine the goods and issue a survey report.

Brokers: Messrs. Willis, Faber & Dumas, Ltd.,
54, Leadenhall Street, London, E.C. 3.

COLONIAL DEVELOPMENT CORPORATION,

for H.G. RICHARDSON, Insurance Officer

Underwriters at Lloyd's	£123,750
Ocean Marine Insurance Co., Ltd.	15,000
Royal Exchange Assurance	11,250
Sun/Planet	
Liverpool & London & Globe Insurance Co., Ltd.	£150,000

CARGO CLAUSES (EXTENDED COVER).

Clauses 1, 3 and 4 of the Cargo Clauses are deemed to be deleted and the following clauses substituted:—

1. This insurance attaches from the time the goods leave the warehouse at the place named in the policy for the commencement of the transit and continues until the goods are delivered to the Consignees' or other final warehouse at the destination named in the policy. In the course of this transit the goods are covered during

(i) deviation, delay beyond the control of the Assured, forced discharge, re-shipment and transshipment.

(ii) any other variation of the adventure arising from the exercise of a liberty granted to the shipowner or charterer under the contract of affreightment.

The provisions of this clause shall be subject to those of Clauses 2 and 3 hereunder.

2. If owing to circumstances beyond the control of the Assured either the contract of affreightment is terminated at a port or place other than the destination named therein or the adventure is otherwise terminated before delivery of the goods into Consignees' or other final warehouse at the destination named in the policy, then, provided notice is given immediately after receipt of advices and subject to an additional premium if required, this insurance shall remain in force until the goods are sold and delivered at such port or place or, if the goods are forwarded to the destination named in the policy or to any other destination, until the goods have arrived at Consignees' or other final warehouse at such destination.

3. If the goods are sold (the sale not being one within the provisions of Clause 2) while this insurance is still in force but before expiry of 15 days from midnight of the day on which the goods are discharged overseas from the overseas vessel at the final port of discharge and following the sale the goods are to be forwarded to a destination other than that to which they are insured by this policy, this insurance shall remain in force only until the expiry of the said period of 15 days at the final port of discharge or until the goods commence transit at that port at the risk of the buyer, whichever first occurs.

If such sale takes place after expiry of the aforementioned period of 15 days but while this insurance is still in force the insurance shall cease as from the time of sale.

4. Held covered at a premium to be arranged in case of change of voyage or of any omission or error in the description of the interest vessel or voyage.

5. This insurance shall in no case be deemed to extend to cover loss damage or expense proximately caused by delay or inherent vice or nature of the subject-matter insured.

6. It is a condition of this insurance that the Assured shall act with reasonable despatch in all circumstances within their control.

CARGO CLAUSES (W.A.). (So far as applicable.)

2. Including transit by craft, raft and/or lighter to and from the vessel. Each craft, raft and/or lighter to be deemed a separate insurance. The Assured are not to be prejudiced by any agreement exempting lightermen from liability.

5. Warranted free from average under the percentage specified in the Policy unless general, or the vessel or craft be stranded, sunk, or burnt, but notwithstanding this warranty the Underwriters are to pay the insured value of any package which may be totally lost in loading, transshipment or discharge, also for any loss of or damage to the interest insured which may reasonably be attributed to fire, explosion, collision or contact of the vessel and/or craft and/or conveyance with any external substance (ice included) other than water or to discharge of cargo at port of distress. This clause shall operate during the whole period covered by the Policy.

6. General Average and Salvage Charges payable according to Foreign Statement or per York-Antwerp Rules if in accordance with the contract of affreightment.

7. The Assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the Bills of Lading and/or Charter Party. The seaworthiness of the vessel as between the Assured and the Underwriters is hereby admitted and the wrongful act or misconduct of the shipowner or his servants causing a loss is not to defeat the recovery by an innocent Assured if the loss in the absence of such wrongful act or misconduct would have been a loss recoverable on the Policy. With leave to sail with or without pilots, and to tow and assist vessels or craft in all situations, and to be towed.

8. Warranted free from liability for loss of or damage to the goods whilst in the custody or care of any carrier or other bailee who may be liable for such loss or damage but only to the extent of such carrier's or bailee's liability.

Warranted free of any claim in respect of goods shipped under a Bill of Lading or contract of carriage stipulating that the carrier or other bailee shall have the benefit of any insurance on such goods, but this warranty shall apply only to claims for which the carrier or other bailee is liable under the Bill of Lading or contract of carriage.

Notwithstanding the warranties contained in this clause it is agreed that in the event of loss of or damage to the goods by a peril or perils insured against by this Insurance for which the carrier or bailee denies or fails to meet his liability the Underwriters shall advance to the Assured as a loan, without interest a sum equal to the amount they would have been liable to pay under this Insurance but for the above warranties the repayment thereof to be conditional upon and only to the extent of any recovery which the Assured may receive from the carrier or bailee.

It is further agreed that the Assured shall with all diligence bring and prosecute under the direction and control of the Underwriters such suit or other proceedings to enforce the liability of the carrier or bailee as the Underwriters shall require and the Underwriters agree to pay such proportion of the costs and expenses of any such suit or proceedings as attach to the amount advanced under the Policy.

11. Agreed that this Insurance is extended to indemnify the Assured against such proportion of liability under the Bill of Lading "Both to Blame Collision" Clause as is in respect of a loss recoverable under the Policy.

In the event of any claim by shipowners under the said clause the Assured agree to notify the Assurers who shall have the right, at their own cost and expense, to defend the Assured against such claim.

LOCATION CLAUSE.

In case of loss and/or damage before shipment to the insured interest in any one locality the Underwriter, notwithstanding anything to the contrary contained in this contract, shall not be liable in respect of any one accident or series of accidents arising out of the same event for more than his proportion of an amount up to, but not exceeding, the sum of £150,000. The conveyance of the insured interest upon interior waterways or by land transit shall not be deemed to be shipment within the meaning of this clause.

The following clauses apply to interest declared including war, strikes, etc.:—

Applying to Shipments declared war risks:—

WAR CLAUSES.

1. This Insurance covers:—
(a) the risks excluded from the Standard Form of English Marine Policy by the clause:—

"Warranted free of capture, seizure, arrest, restraint or detention, and the consequences thereof or of any attempt thereat; also from the consequences of hostilities or warlike operations, whether there be a declaration of war or not; but this warranty shall not exclude collision contact with any fixed or floating object (other than a mine or torpedo), stranding, heavy weather or fire unless caused directly (and independently of the nature of the voyage or service which the vessel concerned or, in the case of a collision, any other

vessel involved therein, is performing) by a hostile act by or against a belligerent power; and for the purpose of this warranty 'power' includes any authority maintaining naval, military or air forces in association with a power.

Further warranted free from the consequences of civil war, revolution, rebellion, insurrection, or civil strife arising therefrom or piracy."

(b) loss of or damage to the interest hereby insured caused by:—

(1) hostilities, warlike operations, civil war, revolution, rebellion, insurrection or civil strife arising therefrom

(2) mines, torpedoes, bombs or other engines of war

but excluding loss or damage covered by the Standard Form of English Marine Policy with the Free of Capture &c. Clause (as quoted in 1 (a)) inserted therein.

2. Notwithstanding the foregoing:—

(a) the insurance against the said risks, except the risks of mines and derelict torpedoes, floating or submerged, referred to in (b) below, shall not attach to the interest hereby insured or to any part thereof

(i) prior to being on board an overseas vessel,

(For the purpose of this Clause 2 an overseas vessel shall be deemed to mean a vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that vessel.)

(ii) after being discharged overseas from an overseas vessel at the final port or discharge

or

after the expiry of 15 days counting from mid-night of the day of arrival of the overseas vessel at the final port of discharge, whichever shall first occur,

(iii) after expiry of 15 days from mid-night of the day of arrival of the overseas vessel at an intermediate port or place to discharge the interest for on-carriage from that or any other port or place by another overseas vessel, but shall re-attach as the interest is loaded on the on-carrying overseas vessel. During the said period of 15 days the insurance remains in force whether the interest is awaiting transit or in transit between the overseas vessels.

(b) the insurance against the risks of mines and derelict torpedoes, floating or submerged, attaches as the interest hereby insured is first loaded on the vessel or craft after such interest leaves the warehouse at the place named in the policy for the commencement of the transit and ceases to attach as the interest is discharged overseas finally from the vessel or craft prior to delivery to warehouse at the destination named in the policy (or a substituted destination as provided in Clause 6).

(c) this insurance is warranted free of any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests restraints or detentions of Kings Princes Peoples Usurpers or persons attempting to usurp power.

If the contract of affreightment is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this Clause.

If anything contained in this insurance shall be inconsistent with this Clause 2 it shall to the extent of such inconsistency be null and void.

3. Warranted free of loss or damage proximately caused by delay inherent vice or loss of market, or of any claim for expenses arising from delay except such expenses as would be recoverable in principle in English law and practice under York-Antwerp Rules 1950.

4. General average and salvage charges payable (subject to the terms of these clauses) according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.

5. Claims for loss or damage within the terms of these clauses shall be payable without reference to average conditions.

6. Held covered (subject to the terms of these clauses) at a premium to be arranged in case of deviation or change of voyage, or other variation of the adventure by reason of the exercise of any liberty granted to the shipowner or charterer under the contract of affreightment, or of any omission or error in the description of the interest vessel or voyage.

7. It is a condition of this insurance that the Assured shall act with reasonable despatch in all circumstances within their control.

Sendings by Air subject to the War Clauses for the insurance of property carried by Air (excluding sendings by Post).

Applying to Shipments declared including strike risks:—

STRIKE CLAUSES (EXTENDED COVER).

1. This Insurance covers:—

(a) the risks excluded from the Standard Form of English Marine Policy by the Clause:—

"Warranted free of loss or damage caused by strikers locked-out workmen or persons taking part in labour disturbances riots or civil commotions."

(b) theft or pilferage by, or other loss of or damage to the property hereby insured caused by, strikers locked-out workmen or persons taking part in labour disturbances, riots or civil commotions.

(c) destruction of or damage to the property hereby insured caused by persons acting maliciously.

The above-mentioned clauses shall not cover theft pilferage loss or damage caused by hostilities warlike operations civil war, or by revolution rebellion insurrection or civil strife arising therefrom.

Warranted free of loss or damage proximately caused by delay inherent vice or loss of market, or of any claim for expenses arising from delay except such expenses as would be recoverable in principle in English law and practice under York-Antwerp Rules 1950.

General Average and salvage charges payable (subject to the terms of these clauses) according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.

Claims for loss or damage within the terms of these clauses shall be payable without reference to conditions of average.

2. As per Clause 1 of the Cargo Clauses (Extended Cover).

3. As per Clause 2 of the Cargo Clauses (Extended Cover).

4. As per Clause 3 of the Cargo Clauses (Extended Cover).

5. As per Clause 4 of the Cargo Clauses (Extended Cover).

6. As per Clause 6 of the Cargo Clauses (Extended Cover).

Applying to Shipments declared excluding war risks:—

Warranted free of capture, seizure, arrest, restraint or detention, and the consequences thereof or of any attempt thereat; also from the consequences of hostilities or warlike operations, whether there be a declaration of war or not; but this warranty shall not exclude collision, contact with any fixed or floating object (other than a mine or torpedo), stranding, heavy weather or fire unless caused directly (and independently of the nature of the voyage or service which the vessel concerned or, in the case of a collision, any other vessel involved therein, is performing) by a hostile act by or against a belligerent power; and for the purpose of this warranty 'power' includes any authority maintaining naval, military or air forces in association with a power.

Further warranted free from the consequences of civil war, revolution, rebellion, insurrection, or civil strife arising therefrom or piracy.

Applying to Shipments declared excluding strike risks:—

Warranted free of loss of or damage caused by strikers locked-out workmen or persons taking part in labour disturbances riots or civil commotions.

NOTE.—It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this insurance and the right to such cover is dependent on compliance with this obligation.

447

Entry No. 639/3

The Colonial Development Corporation,

33, Hill Street,

LONDON, W.1.

54, LEADENHALL STREET,

LONDON, E.C.3.

a/c Director of Public Works

DR. TO WILLIS, FABER & DUMAS LTD.

1953 "HIGHLAND MONARCH"

London to Port Stanley via Montevideo

23rd
July

On: VARIOUS TDG TRACTOR SPARES

£1,210 @ 12/6d. =

£ 7. 11s. 3d.

Stamp Duty

1s. 6d.

£ 7. 12s. 9d.

448

COLONIAL DEVELOPMENT CORPORATION

CHAIRMAN'S OFFICE

33 HILL STREET
LONDON · W. 1

7th August, 1953

20 SEP 1953
FALKLAND ISLANDS*My dear General,*

Thank you for your note of July 8 with Mr Tilbury's report on Ajax loading arrangements and idle plant at Albemarle.

I am passing Mr Tilbury's notes to Mr Cochran here who certainly will be interested, particularly in those items of plant and equipment now lying at Albemarle which might be used at Ajax.

The detailed reports received from Mr Fletcher and Mr Harding, supplementing your notes of May 23, were most informative and helpful. Since receipt of them we also had the benefit of Mr Bonner's report at a Board held here on July 30. As a result, action has already been taken to ensure a much more satisfactory operation of the freezer next year.

I am glad to know that you think the farmers will continue to support the venture despite the difficulties experienced this year.

I hope that not only many more sheep but cattle also will be slaughtered next year. Mr Bonner thinks that the farmers will respond readily to any demand for increased cattle herds?

I am very grateful for your promise to make a radio-telephone set available to Mr Jones as soon as he obtains permission from the Chilean Government to use it. Mr Eastburn thinks permission will be granted but that the Chilean authorities will not be hurried.

My visit to Central Africa - yes, thank you; it was most interesting; I saw many things, some that pleased and others that did not.

His Excellency Sir Miles Clifford,
KBE, CMG,
Government House,
Falkland Islands.

*With best wishes,**Yours sincerely,**Mr Reid*

EXTRACTED
0588/E -
FREEZER
APR 1953

We hope!

*And what is
being done
about this? We
last time I heard Boyd said he couldn't handle cattle for lack of corn etc. is he doing anything?*

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1112/ANP/4
112/ANP/5
FTN/26

27th August, 1953

The Colonial Secretary,
Stanley,
Falkland Islands.

Dear Sir,

FALKLAND ISLANDS FREEZER -
Hire of Tractor

388 un Vol III

I refer to our letter of 14.11.52 concerning the repairs to the International Harvester TD 6 tractor which was hired from you in connection with the construction of the freezer at Ajax Bay.

4.50

It was agreed that certain spares would be ordered and delivered to Port Stanley for the repair of the tractor and that the Corporation would bear £700 towards the landed cost. I now enclose our invoice for the excess over the £700, together with supporting vouchers for all items, except insurance, for which no separate account is available. Will you please note that trans-shipment expenses at Montevideo have still to be charged; we will let you have an additional invoice as soon as we receive the account from the shipping agents.

No. 1

Yours faithfully,

L.S. COXON
for Chief Accountant

But.

Encs
LSC/MB

450

TELEGRAMS: VELOP, AUDLEY, LONDON

CODE : BENTLEY'S SECOND

33, HILL STREET
LONDON, W.1

INVOICE NO. 1019

To Falkland Islands Government,
Port Stanley,
Falkland Islands

DATE 26.8.53

ORDER No.		£	s.	d.
	Cost of spare parts for International Harvester TD 6 tractor, delivered Port Stanley, in excess of £700 portion to be borne by CDC (see our letter of 14.11.52 and your reference 0588/III)			
	Cost of spares	1,066	2	1
	U.K. wharfage & shipping charges, port dues etc.	2	13	9
	Freight to Port Stanley	41	13	6
	Insurance to Port Stanley	7	12	9
		1,118	2	1
	<u>Less</u> portion to be borne by CDC	700	0	0
	N.B. Transhipment expenses at Montevideo to be charged later.			
500sets/1153/CP	E. & O. E.	418	2	1
	STRICTLY NET			

COLONIAL DEVELOPMENT
20 SEP 1957
FAKLAND

451
COPY

The Colonial Development Corporation,
33 Hill Street,
LONDON W.1.

15th July, 1957

FREIGHT ACCOUNT

4185

F.I. 10/4/65
B/L. S.S.S.S. 2.

DIRECTOR OF
PUBLIC WORKS
PORT STANLEY
FAKLAND ISLANDS
VIA MONTVIDEO

1/5 5 Cases
Tractor Spares

Order No.
STO/1737
Reg. No.
FAK 87

per a.v. "HIGHLAND MARCH" @ MONTVIDEO (Sailed 11/7/53)
on Through B/Lading to PORT STANLEY

Freight to Montevideo

3 Cases 2.18.2.24.)
2 Cases 17'6") £10-9.7.3. @ 3/6

36 14 7

Freight Montevideo/Port Stanley

3 Cases 2.18.2.24. @ 72/-
2 Cases 17'6" @ 72/-

3	7	5
1	11	6
4	18	6

152/DM

Original filed
at 441

20 SEP

COPY 452

The Colonial Development Corporation,
33 Hill Street,
LONDON W.1.

15th July, 1953.

DISBURSEMENTS ACCOUNT

4186

F.I.53/465
B/L.C.D.C.2.

DIRECTOR OF
PUBLIC WORKS 1/5 5 Cases
PORT STANLEY Tractor Spares
FALKLAND ISLANDS
VIA MONTEVIDEO

Order No.
576/1737
Reg.No.
PALMOL 57

Per a.v. "HIGHLAND MONARCH" @ MONTEVIDEO
on Through B/Lading to PORT STANLEY (sailed 11/7/53)

Wharfage & Shipping T.I.4.2.8. @ 2/0d. plus 90%
Attendance on B.M. Customs
Port Dues & Entry
Customs Entry
Arranging & Attendance to Shipment etc.
(2% of £41.13.6.)

1	0	6
	1	0
	3	3
	2	6
1	0	10
2	0	1
	2	6
	3	0
£2	13	9

Bills of Lading
Airmails

BJR/DCM

Original filed
at 442.

Sheet 3.

ADVICE NOTE

COPY FOR PRICING H.O.

INVOICE (TO PROJECT)

COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET.

LONDON, W.1.

No.

20 SEP 65

EYN/3/1321

DESTINATION
(ADDRESS OF
PROJECT)Director of Public Works,
Port Stanley,
Falkland Islands.DELIVERY NOTE OR
RAILWAY RECEIPT No.

EYN/3/1273

SHIPPED PER
NAME OF SHIPPER)

For details of shipping and date of despatch see sheet one.

DATE DESPATCHED

REQ. NO.	STO. O/No.	ITEM	QTY.	UNIT	DESCRIPTION	VOCAB.	RATE	£	S	D
WAL	1737		1	piece	Gear, Part No. 51760D.					
KOL			1	"	Shaft bearing, Part No. 51121 D.					
87.			1	"	" " " " 51972 D.					
			1	"	" " " " 51973 D.					
			1	"	" " " " 51972 D.					
			1	"	" " " " 8310 D.					
			22	"	Discs, Part No. 43728 D.					
DELIVERY F.O.B.										
BUYING & HANDLING CHARGE %										
PACKING CHARGES										
DOCK CHARGES										
TOTAL										

1049. 17. 3

1049. 17.
3. 12
- -
12. 12. 6
1066. 2. 1

DETAILS OF PACKING CASES

MARKS & NUMBERS	DIMENSIONS	WEIGHT
FOR DIMENSIONS, MARKS & WEIGHTS SEE SHEET ONE.	HEIGHT:	GROSS:
	WIDTH:	NETT:
	DEPTH:	TARE:

PREPARED BY

CHECKED BY

INVOICE (TO PROJECT)

COLONIAL DEVELOPMENT CORPORATION

33, DOVER STREET.

LONDON, W.1.

No.

454
MAY/1/1321

ADVISE NOTE.

COPY FOR PRICING M.O.

DESTINATION (ADDRESS OF PROJECT)	Director of Public Works, Port Stanley, Falkland Islands.	DELIVERY NOTE OR RAILWAY RECEIPT NO. MAY/1/1273
SHIPPED PER (NAME OF SHIPPER)	For details of shipping and date of despatch see sheet one.	DATE DESPATCHED

EQ. NO.	STO. O/NO.	ITEM	QTY.	UNIT	DESCRIPTION	VOCAB.	RATE	£	S	D
1-1737			2	pieces	Track, Part No. 65106.					
OL			4	"	Bearings, large, Part No. 15715 DAX.					
7.			2	"	Main bearings, " " 15628 DEX.					
			1	"	" " " " 15630 DEX.					
			4	"	Small end bearings " " 15718 DEX.					
			4	"	Rollers, " " 53315 DEX.					
			4	"	" " " " 53316 DEX.					
			2	"	Track frame pivots cmt, Part No. 6151 DEX.					
			2	"	Idler adjuster cmt (RH & LH), Part No. 15800 DEX.					
			1	"	Radiator hose, Part No. 20075 D.					
			1	"	" " " " 16077 D.					
			12	"	Greasing nipples, " " 37290 D.					
			2	"	Track frame guide rollers & bearings, Part No. 51391 D.					
			1	"	Flywheel clutch plate cmt. with linings, Part No. 55735 D.					
			256	"	Nuts, Part No. 621750.					
			1	"	Fan, Part No. 52000 DEX.					
			8	"	Springs, Part No. 16205 DA.					
			8	"	Nuts, Part No. 16206 D.					
			2	"	Buffer springs, Part No. 15757 DA.					
			2	"	Track frame pivots complete, Part No. 8119 DEX.					
			2	"	Buffer spring covers RH & LH, Part No. 15798 D.					
			1	"	Transverse spring complete, Part No. 15301 D.					
			1	"	(251265 RH) Crankshaft, Part No. 52010 DEX.					
DELIVERY F.O.B.										
BUYING & HANDLING CHARGE %										
PACKING CHARGES										
DOCK CHARGES										
TOTAL										

DETAILS OF PACKING CASES

MARKS & NUMBERS	DIMENSIONS	WEIGHT
FOR MARKS, DIMENSIONS AND WEIGHTS SEE SHEET ONE.	HEIGHT:	GROSS:
	WIDTH:	NETT:
	DEPTH:	TARE:

PREPARED BY
<i>[Signature]</i>
CHECKED BY

Sheet 1.

INVOICE (TO PROJECT)

455 No.

COLONIAL DEVELOPMENT CORPORATION

KHVS/1321

33, DOVER STREET.

LONDON, W.1.

DESTINATION
(ADDRESS OF
PROJECT)Director of Public Works,
Port Stanley,
Falkland Islands.DELIVERY NOTE OR
RAILWAY RECEIPT NO.

KHV/D/1273

DATE DESPATCHED

30th June, 1955.

SHIPPED PER
NAME OF SHIPPER)H.V. "Highland Monarch", No. 3. Shed, King George V Dock,
Messrs. J.D. Hewett & Co. London, E.C.3.

REQ. No.	STO. O/No.	ITEM	QTY.	UNIT	DESCRIPTION	VOCAB.
1737	1	1	1	set	International Harvester T26 Tractor Spares.	T.5317
					As follows :-	
		64	pieces		hoes, Part No. 53700 DB.	
		256	"		axles, " " 43714 D.	
		256	"		washers, " " 103322.	
		2	"		sprockets, " " 8448 D.	
		2	"		idlers, " " 8410 DB.	
		2	"		shafts, " " 53375 D.	
		1	"		1st Pump, " " 60021 DB.	
		4	"		nozzles, " " 52613 DB.	
		1	"		Package, " " 57272 D.	
		1	"		Socket Package, Part No. 57608 D.	
		1	"		Packing " " 55738 DB.	
		24	"		Discs, " " 45729 DB.	
		6	"		linings, " " 46018 DB.	
		64	"		rivets, " " 21406 H.	
		1	"		Cap, " " 43983 D.	
		1	"		" " 24986 DB.	
		4	"		Spark Plugs, " " 50307.	
		1	"		Piston & "Clove" Set " " 55622 DB.	
		4	"		Valves, " " 46203.	
		4	"		" " 46204 DB.	
		50	"		Retainers, " " 41319.	
		16	"		Keys, " " 41339 D.	
DELIVERY F.O.B.						
BUYING & HANDLING CHARGE %						
PACKING CHARGES						
DOCK CHARGES						
TOTAL						

DETAILS OF PACKING CASES

MARKS & NUMBERS

DIMENSIONS

WEIGHT

HEIGHT:

GROSS:

WIDTH:

NETT:

DEPTH:

TARE:

FOR DIMENSIONS AND WEIGHTS SEE OVERLEAF.

PREPARED BY

CHECKED BY

450

Case No. 1. 3'1 $\frac{1}{2}$ " x 1'7" x 1'6",
Gross : 1c. 3q. 12-lbs.
Nett : 1c. 1q. 12-lbs.
Tare : 2q. 0-lbs.

" " 2. 4'0 $\frac{1}{2}$ " x 2'7" x 2'5",
Gross : 10c. 1q. 20-lbs.
Nett : 8c. 3q. 12-lbs.
Tare : 1c. 2q. 8-lbs.

" " 3. 2'5 $\frac{1}{2}$ " x 2'2" x 1',
Gross : 4c. -q. 16-lbs.
Nett : 3c. 2q. 12-lbs.
Tare : 2q. 4-lbs.

" " 4. 2'5 $\frac{1}{2}$ " x 2'2" x 1',
Gross : 4c. -q. 16-lbs.
Nett : 3c. 2q. 12-lbs.
Tare : 2q. 4-lbs.

" " 5. 3'4" x 2' x 1'6",
Gross : 4c. -q. 0-lbs.
Nett : 3c. 1q. 0-lbs.
Tare : 3q. 0-lbs.

S.W.
Mail, including some from you,
for you to see, pl. with pps at
cover - dupls of 450 W4 for C.S.
28/9

HEL Noted by ABL
1/10/53

S.W.
As at B on 439 pl.

HEL A check has been made
and parts are found missing
Today a further check is being
made and a full list
will be submitted
W4 for C.S.
8/X
BU 34/X N
All 27/.



KIV
439C.

Just copy in
0797/A

457
Agricultural Department,
Port Stanley.

29th October, 1953.

Some thoughts on the future of the Sheep-farming
Industry.

During its first operational season some 14,000 sheep were sent in to the Freezer at Ajax Bay; none of them had been selected for their mutton qualities but were normal cullings carried out by the farmers after dipping and were thus the oldest, poorest and worst-woolled of their flocks. No attempt had been made to fatten or improve them and they were, in most cases, held for weeks on over-grazed paddocks awaiting drafting to the Freezer, a situation which was further aggravated by the very slow tempo of killing at the latter (until quite late in the season) and its repeated inability to accept sheep which the farmers were anxious to be rid of; so that most of them were not only poor in quality to begin with but arrived in even poorer condition and a large proportion (39%) were rejected.

2. Even such sub-standard animals as these could, however, be improved in quality with a consequent and substantial reduction in the percentage of "rejects" by culling at shearing, instead of at dipping, and by holding them thereafter - until driven to the Freezer - on "better than average" pasture which has been closed some time previously and will so provide good feed and give the animals a chance to fatten. This will entail more work and some expense to the farmer who must be encouraged by a better price; in other words, as Mr. Fletcher has already pointed out, the Freezer management should grade the sheep on arrival and pay according to quality. For example, 10/- per head for a "reject" gives a better return to the farmer than 2½d per lb. dressed weight which at, say, 45 lbs. - and how many "rejects" touch that weight? - brings only 9/4½d.

3. Now if the farmer culls at shearing, as suggested, and then fattens the sheep what can he expect to achieve and what remuneration is going to make the additional trouble worth his while? To answer the first question, he ought certainly to be able to reduce his percentage of "rejects" from the present figure of 40 to, say, 10% and he will so profit on an additional 30 out of each 100 delivered. As to incentive, he must get a minimum of 5/- additional per animal i.e. £25 per 100 (it is worth remarking that the present contract rate for putting sheep on an island, where they would certainly fatten, is 4/6 a head); he must, in fact, get better than that for the skins of the 30 hypothetical "rejects" would net him at present prices, say, £15 and with no more trouble than cutting their throats. Assuming that their dressed weight at the Freezer averaged 45 lbs., then

@ 2½d	per lb. they will fetch £14.	1.	3.	or 18/9d less
	than the value of their skins			
@ 4d	per lb. they will fetch £22.	10.	-.	or £7. 10. -.
	more than the value of their skins			
@ 5d	per lb. they will fetch £28.	2.	6.	or £13. 2. 6.
	more than the value of their skins			
@ 6d	per lb. they will fetch £33.	15.	-.	or £18. 15. -.
	more than the value of their skins			
@ 7d	per lb. they will fetch £39.	7.	6.	or £24. 7. 6.
	more than the value of their skins			
@ 8d	per lb. they will fetch £45.	-.	-.	or £30. -.
	more than the value of their skins			

thus it will be seen that nothing less than a price of 7d or 8d per lb. will be sufficiently attractive to the farmer to make this method of depasturing worth his while.

4. Let us turn now to the question of numbers which, as is surely apparent, must be doubled if the Freezer is to pay its way i.e. it must look for an annual intake of not less than 30,000 animals for freezing and it is necessary to discover whether, and if so how, this number can be produced. There are, as I see it, three ways in which this result can be approached,

- (i) by reducing the "unaccounted for" loss in adult sheep,
- (ii) by improving the lambing percentage and reducing the present heavy mortality in young animals, and
- (iii) by increasing the ewe flocks.

Each of the above possibilities will now be examined.

5. (i) The "unaccounted for" loss in adult sheep; that is to say over and above those recorded as slaughtered for consumption or exported to the mainland. These figures in recent years have been as follows:-

1951 - 2 season	.....76,330
1950 - 1 season	.....79,669
1949 - 50 season	.....74,897
1948 - 9 season	.....72,192
1947 - 8 season	.....54,338
1946 - 7 season	.....53,813.

In round figures we can say that this loss is never less than 50,000 sheep and in a bad year may be half as much again, and it is significant that numbers have increased in relation to the increase of Corriedale as opposed to Romney Marsh blood. The greater part of this mortality takes place in the late winter and early spring when sheep are at their poorest and either fall into ditches from which they lack the strength to extricate themselves, or, in weakened state creep into some sheltered position and lie there, too enfeebled to get up again. Such animals, whose poor condition or faulty dentition suggests that they may not survive the rigours of the winter could be readily detected at dipping or shearing and should be culled then, put on to "better than average" pasture to fatten, and be sent to the Freezer. I estimate that 25,000 sheep a year could be saved in this manner; it entails, of course, harder culling of the flocks and so reduces the number of sheep put out for the winter which is the figure that owners and directors have an eye to and like to exercise control over. Their minds are, as yet, concerned wholly with wool and they will argue that if the total put out is reduced by a further 5%, as the result of early culling, the climate will take its toll of the remainder just the same and so they will end up with fewer sheep on the shearing floor in the following summer, and so perhaps anything from 3 to 4% less wool, and so less profit. To induce a change of heart, and thus a change of policy, we must demonstrate that it is possible for them to recoup this potential loss. 5% on 600,000 (the approximate total of the flocks) is 30,000 which is the figure required for the Freezer now and the annual "unaccounted for" loss is, as we have seen, never less than 50,000 and of recent years 70,000; with harder culling there can be no doubt that the survival rate would be much higher. However, 5 sheep - supposing they all survive till shearing - will yield 40 lbs. of wool at an average price (including britch, skirt and pieces) of, say, 40d per lb. or a total of £6. 13. 4d or £1. 6. 8d per sheep. The same sheep sold at carcase weight in the autumn at our proposed figure of 7d a lb. would produce much the same sum and the farmer gets his money six months earlier; he has already taken his profit on the wool and is unaffected by the winter casualty ("unaccounted for loss")

factor/

factor. To employ another example, i.e. to offset his anticipated $3\frac{1}{2}\%$ loss - $3\frac{1}{2}$ sheep produce 28 lbs. of wool at 40d per lb., or £4. 13. 4. so that 5 sheep (the 5% culling) must produce 10/8 to compensate him but we should assume that 20% or one in five of all sheep so culled will be a "reject", fetching only 10/-, so that the remaining four must net £4. 3. 4. between them or £1. 0. 10. each which approximates to 6d per lb. dressed weight. To provide the necessary incentive we again find that a price of 7d - 8d per lb. will be required. If this price could be guaranteed and farmers assured well in advance I have little doubt that they would be prepared to adopt the harder culling I have advocated and this should supply the Freezer next season (provided, of course, that transport difficulties from the islands are overcome) with say 50,000 sheep which with 20% "rejects" will give 40,000 for freezing and 10,000 for boiling down.

6. (ii) Lambing percentage. The percentage of lambs marked from ewes put out at dipping was in

1951 - 2	.....55.39
1950 - 1	.....58.94
1949 - 50	.....64.94
1948 - 9	.....56.41
1947 - 8	.....67.58

The first two figures reflect exceptionally bad springs, as in 1948-9, but even so the result is depressing and on the main islands farms is even worse than these figures suggest as the "average" is flattered by the much higher percentages on the small islands. In round figures it can be said that we have little more than a 50% lambing survival for there is a further loss of about 7% between marking and dipping and a still further and similar loss before the survivors are shorn in the following December. Let us, for a moment, consider the probable causes of these losses and possible means of overcoming them. Broadly speaking, they may be ascribed to the following;

- Before marking (a) Birds preying on weakly lambs,
- (b) Wool-blind ewes leaving and losing their lambs,
- (c) Lambs falling into holes and ditches and over cliffs,
- (d) Lambs sucking wool,
- After marking (e) Lambs eating worm embryos encysted on young grass in the vicinity of old droppings
- (f) Lambs missing mothering.

7. As to (a) sea-gulls are probably as much to blame as all other species put together but, as in the case of dogs which take to worrying sheep, it is only certain pairs of gulls which do the damage and one cannot condemn the entire species; it might well be worth experimenting with wire-netting traps baited with a dead lamb and killing off all birds so caught. (b) Is the result of the introduction of Corriedale blood and the only answer is systematic eye-locking or changing the breed. As to (c) systematic digging out and filling in of holes and ditches would save many and losses would be further curtailed if ewes, at lambing, could be held on smaller areas than their present free and extensive range which makes shepherding so difficult. A shepherd moving without dogs might expect a much higher recovery rate on such a selected area. Systematic udder-locking of the ewe will reduce the loss (d) from wool-sucking. As to (e), sheep have been kept in these Islands

for/

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for a hundred years and in the early days external parasites such as scab, ticks and lice increased rapidly but have been either eliminated or held greatly in check by a rigorous dipping policy. Internal parasites, on the other hand, have gone on multiplying without any concerted measures being taken by man to control them, so that it is safe to say that all poor and scouring lambs and hoggets are infested with either tape-worm or twisted wire-worm in the fourth stomach or both. These poor and scouring animals account for the greater part of the annual mortality. If drenched with anthelmintic shortly after marking, and again when gathered for dipping, most of the infection would certainly be eradicated and losses consequently reduced. To this end I would tentatively suggest for farmers' consideration a modification in the management of ewe flocks on the following lines.

8. We will suppose that a flock of 2,000 ewes ranges over a camp of 9,000 acres during the 12 month period; thus 750 acres should carry those same ewes for one month. I would suggest, then, fencing off 1,500 acres which would serve to keep them for two months. This area would be selected with an eye to keeping the fence as short as practicable and, if possible, the enclosure should be long and narrow in shape so that it could be gathered by 1 or 2 men driving before them to either end. I would exclude the ewes from this selected area until a fortnight or three weeks before lambing when I would have the shepherd gather them gently in small "cuts" and put them in. They would then have a chance on this reserved pasture to recover their strength before lambing and, by marking time, they would be partially gathered. On releasing, after marking, the 1,500 acre paddock would be employed as a large mothering pen and this, again, would tend to curtail losses occasioned by lambs not re-uniting with their dams (see (f) of paragraph 6 above). Some ten days later the flock would be re-gathered and all lambs, except late arrivals, would be dosed with bluestone (with or without arsenic added) or Phenosan. Three days later, having cast their worms, I would open the gates and allow the ewes to take their lambs out on to fresh camp for the summer. A refinement would be to have marking and holding pens at either end of the paddock for use in alternate years, since the life of infective worm cysts on grass does not exceed 12 months and one would thus guard against re-infestation. Lambs would again be wormed at dipping and preferably with a different type of anthelmintic. In this way, it is my belief that losses could be halved, which would mean an additional 15,000 reared so that after three or four years the available surplus would increase and provide a further 10,000 sheep for the Freezer. Such a policy would well repay the farmer for his trouble and he would soon recoup the cost of fencing his 1,500 acre paddock. I do not recommend worming lambs at marking for what with that operation, and tailing, they have enough to bear.

9. (iii) Increasing the ewe flocks. This must necessarily be a slow process, particularly on the two main Islands as it will automatically reduce the carrying capacity of the camp, and so in terms of wool reduce production. For example, the land required to support 6 wethers would carry only 4 ewes, producing say three lambs and rearing them and there would be a consequent loss in wool. There is, nevertheless, opportunity for a considerable and early increase by making proper use of the smaller islands which have witnessed a great reduction in carrying capacity during the last half-century for the total numbers carried on these small islands has fallen by 40% between 1900 and 1952 as compared with a fall of 18% on East Falkland and

20%/

461

20% on West Falkland farms. Weddell Island is understocked and the islands between it and Beaver scarcely used and this applies also to the Passage Islands while Split, Sedge, Dunbar, Low and four of the Jason group carry no sheep at all. There are others. Given the incentive price at the Freezer which I have advocated in this paper, these islands could all be used for fattening scrogs which, after taking one fleece from them could be sent in for killing; but, as I have before remarked, it costs 4/6d a head to put sheep on an island and another 4/6d to take them off again and this must be taken into account by the Freezer when fixing prices. The provision of transport to work these islands requires serious consideration by the Freezer management. I think that the Government might well set an example by making the Philomel available for putting sheep and cattle on Elephant and Flat Jason Islands, and perhaps Sedge; these could eventually carry 1,000 apiece.

10. Here, also, I would touch upon the question of breeds and suggest that rams of the Border Leicester, Cheviot and others of the more fecund breeds might be introduced and put with ageing ewes to produce a final lamb crop, the whole product - ewe and lamb - to go to the Freezer. The increase in vitality which should result from so wide a cross might well warrant the maintenance of a small pure-bred flock of mutton-type sheep for ram production.

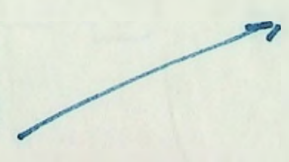
11. Finally, I re-state my conviction that enough acceptable sheep can be produced for the Freezer, and their number can be progressively increased, if farmers will make the effort; an effort which may well repay them and which, with the ever-growing threat of synthetic wool-fibres, it would be folly to neglect.

(Sgd.) J. P. Oliver

Agricultural Officer.

Bu 456 7/4/44

457-461 distributed
as at 102a in 0797/A



COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON W. 1

112/ANP/4

6th October, 1953

Superintendent of Public Works,
Port Stanley,
Falkland Islands.

Dear Sir,

FALKLAND ISLANDS FREEZERHIRE OF TRACTOR

435 Will you please refer to our letter of 2.7.53 in which we promised to inform you of the details of the freight charges on the spares shipped to the Falkland Islands for the International Harvester TD 6 tractor. These charges are now to hand; they amount to £52. 0s. 0d.

2 Amended invoices for the spares now total £1,066. 2s. 1d, an increase of £11. 7s. 2d over the cost quoted in our letter of 2.7.53.

436 3 This letter is merely to inform you of the accounting position; as to liability we are awaiting HE the Governor's reply to the Deputy Chairman's letter of 6.7.53.

Yours faithfully,

R.N. Lines

R.N. LINES

for Head of Administration

RNL/PJA

*Her For your information please.**all
25/10**pp- ph
/*

463

Shw

CS (after a visit to Ajax Bay) informs me that Cooper is awaiting a list of our requirements from you.

Further, that although he is willing to lend us the compressor, Boyd wishes to have it kept on charge at Ajax. Better get it in as soon as you can.

It looks as if we will have to take our chance on the open market for anything we want

464

as the responsibility for disposal

now rests with the local Board

of Directors. Phillips's promise

should be looked up: it is probably
on record.

me
9/xi

HEL
I have booked a passage
to Agassiz on the first flight.
And I will fix up whatever I
can. Page (327) in 0588/11/
give us the assurance.

AGH
11/11

KIV 462

Eynsham 3th July

19 53.

(Place and Date).

VOICE of* International Tractor Harvester Spares.

consigned

by Colonial Development Corporation

of Eynsham, Oxford, England.

to Director of Public Works,

of Port Stanley, Falkland Islands.

to be shipped per M.V. "HIGHLAND MONARCH".

Order Number STO/1737, FALKOL 87.

United Kingdom.

Country from which consigned.

Country of origin.	Marks and numbers on packages.	Quantity and description of goods.	Selling price to purchaser.	
			@	Amount.
United Kingdom.		PACKED IN FIVE CASES.		
	DIRECTOR OF PUBLIC WORKS, PORT STANLEY, FALKLAND ISLANDS VIA MONTEVIDEO NOS.1 - 5. "SPECIAL STOWAGE".	<p>No.1. Meas. 3'1$\frac{1}{2}$" x 1'7" x 1'6". Gross. 1c. 3q. 12-lbs. Nett. 1c. 1q. 12-lbs. Tare. 2q. 0-lbs.</p> <p>No.2. Meas. 4'8$\frac{1}{4}$" x 2'7" x 2'5". Gross. 10c. 1q. 20-lbs. Nett. 8c. 3q. 12-lbs. Tare. 1c. 2q. 8-lbs.</p> <p>No.3. Meas. 2'5$\frac{1}{2}$" x 2'2" x 1'. Gross. 4c. -q. 16-lbs. Nett. 3c. 2q. 12-lbs. Tare. 2q. 4-lbs.</p> <p>No.4. Meas. 2'5$\frac{1}{2}$" x 2'2" x 1'1". Gross. 4c. -q. 16-lbs. Nett. 3c. 2q. 12-lbs. Tare. 2q. 4-lbs.</p> <p>No.5. Meas. 3'4" x 2' x 1'6". Gross. 4c. -q. 0-lbs. Nett. 3c. 1q. 0-lbs. Tare. 3q. 0-lbs.</p>		
		1 set International Harvester TD6 Tractor Spares, as follows :-	£1,049.7.3	£1049.7. 3
		64 Shoes, 53700 DB, 256 Screws 43714D, 256 washers, 103322, 2 Sprockets 8448D, 2 Idlers 8410DX, 2 Shafts 53375D, 1 1 $\frac{1}{2}$ Pump 60021 DX, 4 Nozzles, 52613DD, 1 Package 57272D, 1 Gasket Package 57608, 1 Facing Package 55738DA, 24 Discs 43729 DA, 6 Linings 46018DA, 64 Rivets 21406 H, 1 Cap 43983D, 1 Cap 23995 DA, 4 Spark Plugs, 50307, 1 Piston & Sleeve Set 56622 DB, 4 Valves 46203, 4 Valves 46204 DB, 50 Retainers 41349, 16 Keys 41339 D, 2 Tracks 65106, 4 Bearings, large 45745 DAX, 2 Main bearings 45628 DX, 1 Main bearing, 45630 DX, 4 small end bearings 45748 DR, 4 rollers 53345 DX, 4 rollers, 53346 DX, 2 Track frame pivots etc opt. 6154 DBX, 2 Idler adjuster opt (RH & LH) 45800 DB, 1 Radiator hose 20075 D, 1 Radiator Hose, 16077 D, 12 Greasing nipples 37290 D, 2 Track frame guide rollers & bearings 51394 D, 1 Fly-wheel clutch plate opt. with linings. 55735 DA, 256 Nuts 62475 D, 1 Pan 52000 DXA, 8 Springs, 46205 DA, 8 Seats 46206 D, 2 Buffer Springs 45757 DA, 2 Track frame pivots complete 8449 DB, 2 Buffer Spring Covers RH & LH 45798 DA, 1 Transverse spring complete 45301D, 1 (261265 R11) Crankshaft 52010 DBX, 1 Gear 51760D, 1 Camshaft Bearing 53424 DA, 1 Camshaft Bearing 51974DAR, 1 Camshaft Bearing 51973DAR, 1 Camshaft Bearing 51972 DAR, 1 Camshaft Gear 8310D, 22 Discs 43728D.		

WATERLOW & SONS LIMITED,
85, London Wall, London, E.C.2.
49, Parliament Street, Westminster, S.W.1.
77, Colmore Row, Birmingham, 3.
109, The Headrow, Leeds, 1.
12 & 14, Brown St., Manchester, 2.

PRINTED IN ENGLAND.

Imperial Economic Conference Form 1923 (with charges).

Combined Certificate of Value and of Origin and Invoice of Goods for
Exportation to British Colonies.

(1) Here insert
Manager, Chief
Clerk, or as the
case may be.

(2) Here insert
name of firm or
company.

(3) Here insert
name of city or
country.

(4) These words
should be omitted
where the manu-
facturer or supplier
himself signs the
Certificate.

(5) Here insert
particulars of any
special arrangement.

(6) Insert "United
Kingdom" or name
of other part of British
Dominions.

(7) Here insert
20%, 50% or 75%,
as the case may be.

I, Charles Henry Winteringham, (1) Depot Superintendent
of (2) Colonial Development Corporation of (3) Eynsham, Oxford.

~~manufacturer~~ of the goods enumerated in this invoice amounting to £1,049. 7. 3
supplier

hereby declare that I [(4)] have the authority to make and sign this certificate on behalf of the aforesaid

~~manufacturer~~ and that I have the means of knowing and do hereby certify as follows :—
supplier

1. That this invoice is in all respects correct and contains a true and full statement of the price actually paid or to be paid for the said goods, and the actual quantity thereof.

2. That no arrangements or understanding affecting the purchase price of the said goods have been or will be made or entered into between the said exporter and purchaser, or by anyone on behalf of either of them either by way of discount, rebate, compensation or in any manner whatever other than as fully shown on this invoice, or as follows (5) _____

No special arrangement.

ORIGIN.

(In the case of goods exported to Colonies not granting preference to British goods, the following portion of the Certificate dealing with Origin should be struck out.)

(Delete whichever of 3 (a) or 3 (b) is not applicable. If 3 (a) is used delete 4 and 5. If 3 (b) is used insert required particulars in 4 and 5.)

3. (a) That every article mentioned in the said invoice has been wholly produced or partially produced or manufactured in

manufactured in (6) United Kingdom. (6) _____

4. As regards those articles only partially produced or manufactured in (6) _____

(a) That the final process or processes of manufacture have been performed in that part of the British Dominions.

(b) That the expenditure in material produced in (6) _____

and/or labour performed in (6) _____ calculated

subject to qualifications hereunder, in each and every article is not less than

(7) _____ of the factory or works costs of such article in its finished state. (See Note †.)

5. That in the calculation of such proportion of produce or labour of the (6) _____ none of the following items has been included or considered—

"Manufacturer's profit or remuneration of any trader, agent, broker or other person

"dealing in the articles in their finished condition; royalties; cost of outside packages

"or any cost of packing the goods thereinto; any cost of conveying, insuring, or shipping

"the goods subsequent to their manufacture."

†NOTE.—In the case of goods which have at some stage entered into the commerce of, or undergone a process of manufacture in a foreign country, only that labour and material which is expended on or added to the goods after their return to the United Kingdom shall be regarded as the produce or manufacture of the United Kingdom in calculating the proportion of United Kingdom labour and material in the factory or works cost of the finished article.

Dated at EYNHAM this 8TH day of JULY 19 53.

Witness [Signature] Signature [Signature]

Enumerate the following charges and state whether each amount has been included in or excluded from the selling price to purchaser :—

	Amount in currency of exporting country.	State if included in above selling price to purchaser.
(1) Cartage to rail and/or docks		
(2) Inland freight (rail or canal) and other charges to the dock area including Inland Insurance	£3. 12. 4	NO.
(3) Labour in packing the goods into outside packages	£3. 17. 3	NO.
(4) Value of outside packages	£8. 15. 3	NO.
(5) If the goods are subject to any charge by way of royalties		
(6) OCEAN FREIGHT		
(7) OCEAN INSURANCE		
(8) Commission, establishment and other charges of a like nature		
(9) Other costs, dues, charges and expenses incidental to the delivery of the articles in the Gold Coast		

* (8) and (9) For Gold Coast these must be stated.

State full particulars of Royalties below :—

HCP

All cases of shares have now been checked against
advice note which is attached.
all items have arrived with the exception of parts
which I have marked in Red brackets.

ALH
11/11/33

466

0588/IV

Confidential

17th November, 53.

Sir,

I am directed to refer to the question of disposal of surplus construction equipment at Ajax Bay and to state that it is understood that the Local Board has been empowered to arrange this disposal.

2. In the past Government has received repeated verbal assurances from Colonial Development Corporation officials that it would be given first refusal of any unwanted equipment and this was stated in writing by Mr. Mills who wrote on the 22nd of December, 1951:-

"I note your Government's request in the case of all our other plant and can assure you that if directions are given by London to dispose of any of the equipment in the Falklands your Government will have the first opportunity of refusal provided that the South Atlantic Sealing Company or the Freezer project do not require part or any of it."

I am accordingly to enquire whether the Local Board will adhere to this arrangement.

3. There is one particular item, a compressor, which Government has been endeavouring to borrow, with a view to ultimate purchase, for the past eighteen months. Negotiations were concluded with Mr. Cooper who however recently advised that Mr. Boyd is now responsible for this equipment and that Mr. Boyd does not wish to part with it permanently. If this is the case then Government naturally does not wish to press the question of sale but it is still very anxious to borrow it at the earliest opportunity.

Mr. Boyd however has intimated that it has now been promised on loan to the Falkland Islands Company and that Government should make arrangements with the Colonial Manager.

4. It is however requested that in view of Mr. Cooper's promise over the past 18 months and the fact that in the past Government has repeatedly assisted the Freezer Mr. Boyd be requested to give Government the first option of the loan.

Reply at 469

H.C. Harding, Esq.,
Chairman,
Falkland Islands Freezer Company, Ltd.,
STANLEY.

327m
0588/III

- 2 -

5. Further confirmation regarding past assurances and negotiations between Government and the Colonial Development Corporation can be obtained from Mr. Cooper who is at present in Stanley.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

KIV 465

08.

To see attached and return
after extracting anything of interest
to Mr. Harding, Chairman of the
Local Board, and first erasing my
personal comments!

2. See particularly 67 and
ask SHW to provide list of what
he had spoken including inter alia
palatable outlets, compromise etc.
This should be dealt with urgently.

3. At convenient place submit
case for me to put to Leg. Co.
for support of venture which I feel
disposed to press very strongly indeed.

Spoke with
250,000
debenture
only before
Leg. Co.
16/11

the 28
X.

Malvine House,
Stanley.

469



19th. November 1953.

466. Sir,

With reference to your letter dated 17th November, although it is correct that the Local Board of the Falkland Islands Freezer Co Ltd have been empowered to dispose of surplus construction equipment, their powers are somewhat limited.

2. Subject to the approval of the London Board, the Local Board are willing to give the Government the first refusal of unwanted equipment at the price stated by the Freezer Company.

3. I understand that the Falkland Islands Co Ltd require the use of the compressor for from ten days to a fortnight, and if Mr Boyd is willing to lend the compressor, it appears to me that some amicable arrangement could be made between the two parties concerned.

I am,

Sir,

Your obedient servant,

H. C. Harding

for the Falkland Islands Freezer Co Ltd.

The Honourable,
The Colonial Secretary,
Stanley.

BvF

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

25th November, 19 53.

To: The Hon. Mr. A.L. Hardy, B.E., M.P.

The Hon. Mr. W.F. McWhan, M.B.E.,

The Hon. Mr. S.C. Luxton,
STANLEY.

From: The Colonial Secretary.

Stanley, Falkland Islands.

SUBJECT :-

In 1950 Government hired a tractor to the Colonial Development Corporation at Ajax Bay at £10 per week working time and 2/3 rds. for standing time. In addition the Colonial Development Corporation was responsible for restoring it to its original condition on return.

The tractor has now been returned having earned approximately £600 and the Colonial Development Corporation have purchased and delivered spares to the value of £1,066.

Colonial Development Corporation have represented that the high cost of spares over and above the hire charges is excessive and have asked if Government will contribute to the cost.

In view of the facts

- (a) That a very full complement of spares has been received.
- (b) That the hire arrangements was very advantageous to Government.
- (c) That Colonial Development Corporation have agreed to waive any counter hire charges for the use of the Colonial Development Corporation tractor during the Stanley peat crisis in 1952.

Government proposes to make an ex gratia contribution of £150 towards the cost of the spares and members are invited to signify their approval in writing on this memorandum.

C Campbell
COLONIAL SECRETARY.

Bu 30/11/53

Falkland Islands Labour Federation

FORMED 28TH OCTOBER, 1943

All communications should
be addressed to the
General Secretary.

Registered under the Trade Union and
Trade Disputes Ordinance, 1942

Telegraphic Address:
"Federation Port Stanley"
Telephone: 123.

Federation Office,
Port Stanley,
Falkland Islands,
1st December, 1953.

The Honourable,
The Colonial Secretary,
STANLEY.

Sir,

I have been advised that it is intended to
import 25 labourers from Chile to work at the
Ajax Bay 'Freezer', and would be grateful to
be informed if the importation of any foreign
labour is in fact contemplated.

Yours faithfully,

R. I. Goss
GENERAL SECRETARY.

Y.I. I suggest that the answer to
this is that ^{providing} ~~the~~ ^{for} ~~is~~ ^{labour} ~~not~~ ^{for the} ~~responsible~~ ^{refer him to}
Freezer and that the Chairman of the Local Board
of Directors.

*The short answer
being that Farmers are
unable to provide from
their own resources.*

2/12

*Yes. Me. 2
XII*

Reply at 473

3rd December,

53.

Sir,

472

I am directed to refer to your letter of the 1st of December, 1953, and to advise that as Government is not responsible for providing labour for the Ajax Bay Freezer you should address your query to Mr. H.C. Harding, J.P. the Chairman of the Local Board of Directors of the Falkland Islands Freezer Company.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The General Secretary,
Falkland Islands Labour Federation,
STANLEY.

Reply at 476

4. original in 1027.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

477

Number

Office of Origin

Words

Handed in at

Date

4. 12. 53

To

BOYD AJAX BAY

HOA/C

GLAD TO KNOW APPROXIMATE DATE WHEN COMPRESSOR WILL BE AVAILABLE FOR LOAN

SECRETARY.

Compressors arrived by Philomel
on 7/1/54. LHA 9/1/50

Time

CCG

475

5th December,

53.

sir,

435

436

358

I am directed to refer to your letter 112/AMP/4 of the 2nd of July, 1953, and your letter of the 6th of July, 1953, and to state that it is regretted that this Administration cannot see its way to contributing more than £150 towards the cost of the tractor spares as intimated in my letter 0588/III of the 4th of June, 1952.

In this connection I am to point out that this government will in addition incur labour charges to the extent of about £50 for the installation of these spares.

2. The Crown Agents are accordingly being instructed to pay to you the sum of £65 representing £150 less £85 outstanding for hire charges.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

C.T. Can you pse. arrange payment
with Crown Agents and local
adjustment.

The Secretary,
Colonial Development Corporation,
33, Hill Street,
LONDON, W.1.

C.S. 5.12.

COLONIAL SECRETARY.

Copy to S.W.

Falkland Islands Labour Federation

476

FORMED 28TH OCTOBER, 1943

All communications should
be addressed to the
General Secretary.

Registered under the Trade Union and
Trade Disputes Ordinance, 1942

Telegraphic Address:
"Federation Port Stanley"
Telephone: 123.

Federation Office,
Port Stanley,
Falkland Islands,

.....4th December, 1953..

The Honourable,
The Colonial Secretary,
STANLEY.

Sir,

473 I have to acknowledge receipt of your letter
No. 0588/IV of the 3rd inst. and thank you for the
information contained therein.

Yours faithfully,

R. J. Goss
GENERAL SECRETARY.

PM

Kiv 474

Bu on 14/12

Pe
14/12

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

6. 1. 54.

To

MANAGER AJAX BAY.

Admiralty are enquiring whether you still wish to retain on hire their oil burning cooking stove stop Understand agreement expired last June.

Reply at 478

COLONIAL SECRETARY.

(under C. Slip)

copy sent L to C.O., H.M.S. Nereide 6/1/54.

Time

L.J.H.

Yes / as

Note on 474 is correct pl.

BU: 9/1/54 H.

ad 9/1/54

BU. 15

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

478

Number	Office of Origin	Words	Handed in at	Date
32	AJAX BAY	18	0930	11. 1. 54

To
COLONIAL SECRETARY STANLEY

477 YOUR TELEGRAM REGARDING COOKING STOVE AM PROCEEDING STANLEY THIS
WEEK WILL DISCUSS SAME WITH YOU

MANAGER.

by 1 week on Board
arriving whenever is
earlier
P.S.

See (229) at 209
8 (392) 1101 9
calls to-day 4
1015 him 5 file
doubt with Barker
+ Board PIA
13/1

Be 13/1/54 H.

Time

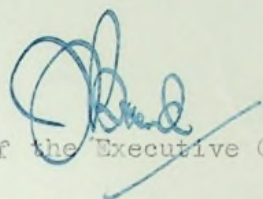
378.

Extract from the minutes of a meeting of the Executive Council
held on the 7th January, 1954.

12. Government Loan to Falkland Islands Freezer.

His Excellency advised Council that he proposed to put a Resolution to the Legislative Council to the effect that Government should purchase 3% Debenture Stock not exceeding £50,000 in the Freezer Company, secured against its assets and with waiver of interest on the loan for two years.

Council supported the proposal.



Clerk of the Executive Council.

1483 (Kw Leg. C. Resolution)

COLONIAL DEVELOPMENT CORPORATION

33 HILL STREET
LONDON · W. 1

112/ANP

30th December, 1953

HE Sir Miles Clifford,
KBE, CMG, ED.
Government House,
Port Stanley,
FALKLAND ISLANDS

Dear Sir Miles,

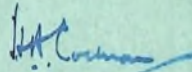
FALKLAND ISLANDS FREEZER CO LTD

See 0588!
Secret
481-482

With reference to your exchange of cables with Lord Reith on the subject of local responsibilities I enclose a copy of the paper which sets these out in detail.

I cabled Harding asking him to get in touch with you so I hope that by now you are fully in the picture.

Yours sincerely,


H.A. COCHRAN
Controller of Operations (B)

Enc.

21st September, 1953

FAULKLAND ISLANDS FREEZER CO LTDResponsibilities for Control and Management
(issued in accordance with Board Minute 79)

The following sets out the responsibilities and relationship between the Board of the company, the London Committee, the local Board, the Managing Agents and the Works Manager.

2 Works Manager - Mr G.A. Boyd

(1) Responsible to Managing Agents for the whole operation of the Freezer and Abattoir.

(2) Responsible to local Board for day to day operations and must comply with its instructions provided these do not conflict with the instructions of the London Committee or the Managing Agents' responsibilities and authority.

3 Managing Agents - The South American Export Syndicate Ltd

Responsible to the Board for management and conduct of the business including -

- (a) Purchase of stores, plant, machinery etc;
- (b) purchase and delivery of live and dead stock for the works;
- (c) shipment and sale of products;
- (d) collection of proceeds;
- (e) insurance; subject CDC opportunity to quote;
- (f) engagement, dismissal and control of staff (subject Board approval in case of Works Manager); transport of same;
- (g) keeping of accounts in FI supervised by FI Co;
- (h) periodic returns and estimates required by Board.

4 Local Board(1) Members

H. Harding (Chairman)
J.F. Bonner
N.K. Cameron
A.C. Grieve (CDC Regional Controller, Caribbean)
T.P. Jones
Govt nominee
A.G. Barton (alternate to L.W.H. Young)
S.B. Robson (alternate to T.P. Jones)

.../ (2) Will

(2) Will deal, as a Board, with all statutory matters; with all local matters requiring local Board decision in so far as this is not in conflict -

- (a) with Managing Agents delegated authority and responsibility;
- (b) with the powers reserved for London Committee.

(3) In practice the local Board will also be consulted, whenever time permits, before major decisions are taken by the London Committee and will also be asked to decide on matters referred to it by the London Committee from time to time.

5 London Committee

(1) Members -

H.A. Cochran (Chairman)
G.W. Eastburn
W. Rendell (alternate J.C. Walker)
L.W.H. Young

(2) Responsible to full Board, but able to act independently with full powers if required. The London Committee will, in particular, deal with -

- (a) Matters requiring consultation with SAES or FI Co in London;
- (b) finance;
- (c) changes in policy;
- (d) important negotiations.

6 Full Board (with alternates as above)

(1) Members

H.A. Cochran (Chairman)
J.F. Bonner
N.K. Cameron
G.W. Eastburn
A.C. Grieve
H. Harding
T.P. Jones
W. Rendell
L.W.H. Young
Govt nominee

(2) It will be almost impossible in practice for the members of the full Board to meet together in one place as a Board; inevitably it will normally operate as local Board and London Committee in consultation.

(3) While depending on the local Board for advice and leaving matters of only local importance to them, the full Board or the London Committee will be ultimately responsible for the policy and operations of the company since CDC in London has the predominant financial interest.

P.G. Nelson

P.G. NELSON
Acting Secretary

PGN/GPH

*482 P2 24 (480) -
This is not state news.*

212

PA Inc. 84

Kiv 479

*Area for Loe
Rosa*

FALKLAND ISLANDS.

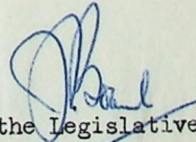
R E S O L U T I O N .

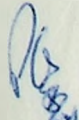
BE IT RESOLVED:-

This Council hereby sanctions the expenditure from Public Funds of a sum not exceeding Fifty thousand pounds (£50,000) for the purchase of 3% Debenture Stock in the Falkland Islands Freezer Company, Limited, and furthermore agrees to waive the payment of interest on such Debenture Stock for the two years following the date of purchase.

The Honourable the Senior Medical Officer seconded and on the Resolution being put to debate the Honourable Mr. T.A. Gilruth, supported by the Honourable Mr Blake, expressed concern regarding the security of the loan and proposed that the matter be further discussed in Committee of the whole Council.

When Council resumed Resolution (ii) on the Agenda was taken first and the Honourable Mr. W.W. Blake moved that the Resolution should be adopted provided that should the Freezer at some future date cease to function Government as first Debenture holders would have first claim on stock assets. His Excellency gave an assurance that this would be arranged and the Resolution was adopted.


Clerk of the Legislative Council,



484

AJAX BAY,

12th. February 1954.

The Hon. The Colonial Secretary,
Port Stanley.

Dear Sir,-

Acting upon instructions received from the local Board we have been asked to offer you the the following plant which was used during the construction of the Freezer as follows:

1 T. D. 9. Tractor "International" with accessories, Winch etc.	£2,500..0..0
1 Tutz Skipdozer	500..0..0
1 Concrete mixer S & P. 5/3½	100..0..0
1 Blaw Knox Concrete Mixer 10/7	400..0..0
1 Block making machine 18"	200..0..0
1 Ace Hoist 10 Cwt.	150..0..0
1 Atlas Compressor complete with pneumatic accessories.	850..0..0
3 Generating sets 12 V. 15 Amp. each	20..0..0
1 Land Rover	540..0..0
1 Police Patrol Motor Launch	1,000..0..0
1 Granulator Parker 12" x 4" Jaw	500..0..0
1 Crusher Parker, 14" x 12" Crushing rolls including spares	950..0..0

We also have the A.K. "Penelope" which possibly could be of service for harbour work, such as tender to H.M. Ships and other work.

Hoping to hear from you at your convenience,

Yours faithfully,

John Bay
Manager

Reply at 485

Office

The missing letter! - found behind the curtain in my office. Presumably removed there from the dig by dog's canal from door nearby.

Matter has been done with

P.O.
23/3.

18845

Mr. Campbell
C. J. Campbell

9588/TV

15th March,

24.

Sir,

With reference to your letter dated the 12th of February, 1934, I am directed to inform you that Government accepts your offer to sell the following items of plant:-

- (a) 1 Atlas Compressor complete with automatic accessories for 2890.
- (b) 1 Crasher Parker, 14" x 12" Crushing rolls including spares for 2950.

The Superintendent of Works has been requested to arrange for their collection.

2. I am also to offer your Company the sum of £250 for purchase of the Land Rover, and I shall be grateful if you will be good enough to let me know at an early date whether this offer is acceptable.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell
COLONIAL SECRETARY.

See 487, 489

The Manager,
Palikland Islands Freezer Co. Ltd.,
AJAX BAY.

Copy to Superintendent Works, Public Works Dept.

428.

Quoted by telegraph

15/4

Bill. 25/3/34 reply

28/4/34

11/4/34

1574

Refer to

Sw. & then

returns on anything not standing

486

S/LS

Re: se

Anything outstanding? Land Rover.

B.

15/4.

HCL

I have asked the H.M. and the owners of 'Protector' to bring these items to Stanley.

However to date they have not arrived, but I am still trying. I will report as soon as they arrive. I have heard nothing further about the Land Rover.

RGL

20/4/54

P20

584

see

GOVERNMENT TELEGRAM

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

23.4.52

To

FREEJAX AJAX BAY

HQA/G

485
MY LETTER 15TH MARCH NUMBER 0588/IV GRATEFUL LEARN IF DECISION TAKEN
 REGARDING DISPOSAL LAND ROVER.

Reply 489

SECRETARY

X/Reply with H.C.S.
 Keep But in Standings Return
 say 2/5

Time

SM

BU 7/5/52

10/5/52

BU 31 20/5

BU 30/4/52

24/4/52

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

489

Number	Office of Origin	Words	Handed in at	Date
20	AJAX BAY	17	0930	27.4.54.

To

COLONIAL SECRETARY.

487 YOUR TELEGRAM LAND ROVER MR HARDING WILL SEE YOU ON HIS RETURN TO STANLEY

FREEJAX.

PA

Time

Yes I think this may now be
P.A. The Rover question
seems settled.
DRM

PA
KIV 488
also KIV X on 487

FALKLAND ISLANDS FREEZER CO. LTD.

AJAX BAY
FALKLAND ISLANDS

23rd. July 1954.

The Hon. Colonial Secretary,
Port Stanley.

Dear Sir,-

With reference to our conversation yesterday morning regarding the treating of cattle for next season, after some thought I would make the following suggestions:

- 1) In my opinion the killing of cattle on the different stations and taking the dressed article to Ajax Bay for freezing is not satisfactory due to possible delays in shipping, lack of cleanliness and the possibility of blow fly getting at the meat.
- 2) In the event of a large amount ^{OF} cattle being treated, it would not be possible to stow the fresh quarters one on top of the other as this would deform the quarters and also they would stick together, thus causing an unsightly appearance when subsequently frozen.
- 3) I would suggest that the original programme should be carried out, namely delivering the cattle at Ajax Bay, where by next year adequate provision should be ready for the reception of cattle by sea, such as a special cattle race on the jetty and special cattle fences on the shore side for their being driven to the special cattle paddocks now installed.
- 4) In view of the fact that only a few cattle were actually brought by sea this last year, I cannot definitely state that there will not be any heavy bruising, but the few that we did receive were in excellent condition.

Trusting that the above will answer satisfactorily your questions.

Yours faithfully,

John Bay
Manager.

See 491
The further snag in that the meat inspector must be present at the killing as it is difficult to inspect glands etc. once the meat has cooled and

491.

hardened. This means that workers at Agar Bay will be idle.

- 2) There may however be occasions when it is preferable to try this method - rather than get no beef at all and I suggest we b.p. the matter again when our Vet. Officer arrives.

26.7

I'm not sure yet whether across the Strait of Magellan to a Brigapio at Punta (?) by some sort of boat, possibly an ex-landing craft. Can enquiries be made next time someone goes there, possibly the Fitzroy

MA

26

B.O. 4 months

28/7

S.U.

29/11/54

FALKLAND ISLANDS FREEZER CO. LTD.



AJAX BAY
FALKLAND ISLANDS 26th. July 1954.

The Hon. Colonial Secretary,

Port Stanley.

Dear Sir,-

Further to our letter dated 23rd. inst. upon reflection I would point out that the Government Meat Inspector might raise objections about the treating of the cattle on the different stations in view of the inspection of the quarters, as these will have set by the time they arrive at the Freezer, thus making the inspection of the necessary glands very difficult, likewise the heads have to be inspected also the different offals, from the Freezer angle as all the beef has to be stamped with the official stamp it would make it more difficult to make it legible upon cold beef, but that would not be so serious as the other points already mentioned.

Yours faithfully,

Garby
Manager.

H.C.L.

492 was R.A. off file.

Sp. Bu on 491.

3 weeks
Bu. 8 months

29/11

Bu 20/12

29/11

PM.
28
Bu 29/11/54

493

0588/IV.

CONFIDENTIAL.

16th October, 54.

Sir,

I am directed to inform you that in all probability Captain H. K. Selvesen will be visiting the Colony for a few days in mid December for discussions with His Excellency. It is thought that a very useful item for discussion would be the possibility of supplying the whaling companies with frozen meat from Ajax Bay.

2. This idea has been mooted before but it is understood that it was thought advisable to endeavour to establish the Colony's produce on the British market in the first instance.

3. In view however of the very costly and complicated arrangements required to transport the meat to Britain and of the end of meat rationing in that country it is possible that the question could now be profitably reviewed. I am therefore to suggest that you may wish to obtain the views of the London Board before Captain Selvesen's arrival.

I am,

Sir,

Your obedient servant,

(Sgd.) C. CAMPBELL

COLONIAL SECRETARY.

Reply at 494

150 mtd. return

The Chairman,
Falkland Islands Freezer Co. Ltd.,
STANLEY.

494

25th November, 1954.

Colonial Secretary,
Secretary's Office,
Stanley,
Falkland Islands.



Dear Sir,

493

Your letter of the 16th October, No.0588/IV, addressed to the Chairman of the Falkland Islands Freezer Co.Ltd., Port Stanley, regarding the proposal of discussing with Cpt. H.K. Salvesen the possibility of supplying the Whaling Companies with frozen meat from Ajax Bay, has been passed on to us for attention in our capacity of Managing Agents of that Company.

It is essential to know whether the tonnage of meat which Cpt. Salvesen could purchase would be substantial, as unless the quantity is sufficiently attractive there would be little point in discussing the matter. As will be appreciated, the Freezer only operates for a very short period - for approximately two months commencing some time in April - and on the termination of the killing season the majority of the workmen leave the plant, and it is maintained by a skeleton staff, so that even the question of loading meat for the Whaling Companies would present something of a difficulty. The most important point, however, is that the Freezer Company would not be prepared to carry meat in the Cold Stores for an indefinite period unless the Whaling Companies were prepared to pay a price sufficient to cover the additional expenses, and it is the principle also of the Company to clear the Works of produce at the earliest possible moment. An alternative, of course, would be for the Whaling Companies to purchase the output of the Works instead of the meat being brought to this country, but until it is possible to obtain an idea of the quantity which the Whaling Companies envisage purchasing, there would be no point in pursuing this latter suggestion.

We appreciate your efforts in the interests of the Freezer and shall look forward to hearing from you again when you have been able to ascertain from Cpt. Salvesen what are his estimated requirements.

We are, dear Sir,

Yours faithfully,

FOR THE SOUTH AMERICAN EXPORT

SYNDICATE LIMITED.

John W. Eastman
Managing Director

*Handing
To see + return pro
Mr J. L. S. Seen &
12/11*

586

GOVERNMENT TELEGRAPH

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

19. 2. 55.

To

CAPTAIN WHITE, FITZROY

(H.O. ACCOUNT)

VERY GRATEFUL IF YOU OR BISHOP CAN ADVISE ME WHO ARE LONDON PRINCIPALS OF
FRIGERIFICO ANGLO COMPANY, MONTREAL

Reply 496

SECRETARY.

Time

6/1/55.

DECODE.

TELEGRAM.

From Captain White, s.s. FITZROY

To The Colonial Secretary

Despatched : 20th February, 19 55 Time : 1500

Received : 21st February, 19 55 Time : 0845

London principals Anglo is Vestey.

WHITE

VESTEY BROS. LTD.

14, WEST SMITHFIELD,
E. C. 1.

above is also the address of
UNION COAL STORAGE COY., LTD.

PM

Q

No. 0588/III.

MEMORANDUM.

497

25th March, 1955.

It is requested
that, in any refer-
ence to this memo-
randum the above
number and date
should be quoted.

To: Assistant Colonial Secretary,
STANLEY.

From: The Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT :-

Freezer Survey.

We hope that Hogben and the C.D.C. surveyor may come down in the May Fitzroy departing in June. Wilkinson can give me one passage in June and Secretary F.I.D.S. may be able to spare another (Hall).

If we hear definitely that they can come we will have to fix with Mr. Barton but in the meantime please consider if we can postpone any other Government Officer or K.I.V. possibility of a warship passage if the frigate is going about then and if she is going to Montevideo.

C. Campbell
Colonial Secretary.

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

Mr. Hogben sailed on *Digby*
via P. Arenas on *24/5*

CC/LJH.

27.5 *Pa*

0588/1 ✓

From: The Agricultural Officer,
Stanley.



To: The Honourable,
The Colonial Secretary,
Stanley.

13th May, 1955.

Extract from Minute to The Honourable Colonial Secretary,
from The Director of Agriculture, dated 16th January, 1941.
(Dr. J.G.Gibbs)

(I) Economics of the Venture: Advice given some years ago intimated that a minimum of 50,000 to 70,000 carcasses should be available annually in order to make a freezer pay. At present we may expect a lambing of approximately 130,000 and if sheep are kept for five years this is just sufficient to maintain the sheep population of the Islands, leaving nothing except old sheep (which would not be accepted for export by New Zealand meat works) for freezing.

(II) Suitability of Falkland Islands Stock for Freezing
Quality and Quantity: Falkland Islands sheep have been bred primarily for wool and do not possess the conformation required for the meat trade. The type of pasture prevailing in the Islands is not suitable for fattening stock, and without intending to criticise I may say it does not produce an animal with the flavour which one expects in prime mutton.

Old sheep are not ~~maximal~~ desired in the meat trade, but they are all that would be available since the rate of reproduction is only just sufficient to maintain the sheep population of the Islands. Frozen beef is I think at present out of the question as it could not compare with chilled beef from the Argentine.

H.C.S.

The above is an extract from a minute written by a Dr. Gibbs in 1941. I thought you might like to see it, as the views he expresses are the same as I hold today.

E.J.F

A/o.
13/5/55.

B.P.F.
16/5

18.5.55

12th October,

55.

To: The Superintendent of Works,

From The Colonial Secretary,

Public Works Department,

Stanley.

Ajax Bay Houses.

It is understood that the Receiver, Ajax Bay, has for disposal a number of prefabricated houses erected at the site, although tenders have not yet been called.

2. Government is interested in purchasing some or all of the houses, including the large bungalow known as the Manager's house.

3. As a result of your recent visit to Ajax Bay, I am to request that you will furnish me with the following information:-

- (a) what do you consider each of the small houses are worth, in situ,
 - (i) furnished
 - (ii) unfurnished;
- (b) what would be the cost of dismantling, shipping and re-erecting the houses in Stanley, including the cost of installing fireplaces;
- (c) what staff would be required to dismantle the houses, bearing in mind the plumbing and electrical work involved;
- (d) how long do you estimate it will take to dismantle each house.

Similar information as in (a) to (d) should be furnished in respect of the Manager's house.

(Sgd.) S. G. Trees

Acting Colonial Secretary.

SGT/DM

Office

Army Tenders ?

20/x

Bel. 20/x (499)
with tenders 499

a.c.s.

no. tenders at C.S.O. pl.

Receiv
I have removed 499 brought forward, pl
499 to my disposal
the matter has been
taken.

20/x

20/x

05581



500

Hon. Acting Colonial Secretary

The hospital would like to obtain
the electric mixer from Ajax bay, it
would be a great help to the kitchen
staff, our present mixer is idle awaiting
a new motor.

Grave

31.10.55.

C. G. F. / 1/41

Received

Torrey P.

£. 2/6

501

A

H.C.S.

When this will be one of the items to be brought into Stanley for sale (if it is still there) the Hospital will have an opportunity of tendering or buying at auction, whichever method may be adopted.

S. 2/11

6.

Reps 499. S.P.W. will reply when I have given him an inventory of the houses (to be taken during my visit).

C.

S. 1/11

Ag. Sino.

to note A above

Res. Noted Dr. H. on 1/11. 4/11

S. 3/11.

S. 8/11

Original filed in 10401A IV S.E.C.
Minutes of Meetings
MINUTES OF A MEETING OF STANDING FINANCE COMMITTEE
HELD IN THE OFFICE OF THE COLONIAL SECRETARY ON
FRIDAY THE 25th NOVEMBER, 1955.

502

Present:- The Honourable the Colonial Secretary (Chairman)
The Honourable Mr. S.C. Luxton
The Honourable Mr. A.L. Hardy, B.E.M., J.P.
The Honourable Rev. W.F. McWhan, M.B.E.
The Honourable Mr. K.W. Luxton, J.P.

Minutes

The Minutes of the Meetings held on 14th
September, 26th September and 7th October were confirmed.

Arising out
of Minutes

The Chairman informed the Meeting that it was
Government's intention to amend the Old Age Pensions
Ordinance to enable pensioners to draw pension in the
United Kingdom and other countries. The Secretary of
State had raised the question of extending to the
Falkland Islands the reciprocal agreements at present in
force between the United Kingdom and a number of other
Colonies with regard to Old Age and Sickness Benefits.
The Chairman informed members that this matter was being
taken up with the Colonial Office with a view to
examining the full implications.

A.I.S.E's.

The Committee approved Additional provision as
shewn on the attached schedule.

Purchase of
Houses at
Ajax Bay

The Chairman informed members that Government
considered it desirable to tender for the Manager's house
and bungalows at Ajax Bay with a view to easing the
housing shortage in Stanley. If obtained they would be
used for housing Government Staff. The Committee agreed
to the purchase but considered the estimated figures shown
in the Memorandum were too low, with regard to both the
proposed tender figures and the estimated amount required
for dismantling and re-erection. The Committee recommended
the following :-

- (1) That Government tender for 4 bungalows @ £900
each plus furniture £225 making a total per
bungalow of £1,125.
- (2) That Government tender for one unfurnished
bungalow at £900.
- (3) That Government tender for the Manager's house
for £2,800 plus £500 for furniture. (£3,300 complete).
- (4) If Government acquired the houses, Government
should endeavour to arrange for dismantling and
re-erection by contract on the understanding that
the same contractor would be required to both
dismantle and re-erect. The advice of the
Committee should be sought as to which tender
should be accepted. The Hon. Mr. S.C. Luxton and
the Hon. Mr. A.L. Hardy agreed to make enquiries
with regard to persons able and willing to tender.
- (5) Government should tender for the remaining two
bungalows when the Receiver puts them up for sale.
- (6) In the event of Government being unable to arrange
for dismantling and re-erection by contract,
Government should proceed on the basis of the
recommendation made in Memorandum No. 5.

Sighting of
Vessels from
Cape Pembroke
Lighthouse

The Committee agreed to the payment to Keepers at
Cape Pembroke Lighthouse of a fee of 7/6d for reporting
the presence of ships other than H.M. Ships, "Fitzroy"
and locally registered craft. Additional provision
amounting to £10 was approved for the remainder of the year.

David
Alazia

The Committee agreed to expenditure from Public Funds
amounting to £390 per annum together with £78 per annum in
respect of holidays for a training course in the School for

the Blind, Liverpool, for David Alazia with the proviso that no further commitments would be involved.

Government House Car

The Committee were asked to consider the purchase of a car for H.E. the Governor to replace the present one which is in a bad state of repair. The cost of a new car landed at Stanley was estimated at £707 and additional expenditure was approved by the Committee. With regard to the present vehicle it was agreed that the question of it being converted for the purpose of a hearse be left in the hands of the Colonial Secretary who would approach the Falkland Islands Co. Ltd. regarding conversion. In the event of the cost of this work being much in excess of £100 the matter would be referred back to Committee. Approval of a moderate amount over and above the £100 was left to the Colonial Secretary's discretion.

Salary Adjustments

Committee were asked to consider the following increases in salaries :-

- | | |
|--------------------|--|
| (a) R/T Operator | from £270 - £290 |
| (b) District Nurse | from £240 - £275 |
| (c) Clerk Treasury | accelerated promotion from £300 to £345 and then £360, £375, £390, £400. |

The Committee recommendations were as follows :-

- | | |
|--------------------|--|
| (a) R/T Operator | from £270 - £320 w.e.f. 1st October, 1955. |
| (b) District Nurse | from £240 - £300 " " " " |
| (c) Clerk Treasury | from £300 - £345 " " " " |
| | and then £360, £375, £390, £400. |

Power Resources in the F. Is.

The Committee considered a Memorandum dealing with a survey carried out by Mr. J.H. Walker in connection with hydro-electric and other power resources in the Falkland Islands. It was recommended that further investigations with regard to both Hydro-Electric and Aero-Electric power should be followed up on a moderate scale for a period of two years. The recommendations made in Memorandum No. 2 were approved.

Roads and Water Filtration Projects

The Committee considered a Memorandum regarding Stanley Roads and Water Filtration Projects. The unanimous opinion was that a qualified engineer should be appointed to complete the road programme after the expiry of the contract of the present Engineer.

Port Howard School

The Chairman informed the Meeting that it was likely that the cost of the West Falkland school at Port Howard would exceed the estimate by some £500 - it was possible, however, that the amount might be reduced by the purchase of a second hand generator from Port Howard and a stove from Albemarle.

Peat Survey

The Chairman produced a letter in which the Falkland Islands Co. Ltd. asked if Government would be prepared to meet half the cost of a survey on peat carried out by Mr. Ohrstram, a peat expert, and amounting to £693. 5s. Od. Committee were unable to recommend any payment by Government.

Messengers

The Committee agreed that the salary scale for messengers should be converted to a flat £70 per annum. Salaries would be adjusted accordingly.

Materials ex Ajax Bay

The Chairman informed the meeting that Government wished to purchase certain stores from Ajax Bay and asked Committee's approval to spend up to £1,000. The Committee agreed and intimated that further funds would be made available for this purpose if required.

[Handwritten signature]
Secretary

506

FALKLAND ISLANDS FREEZER CO. LTD.

~~XXXXXXXXXX~~

FALKLAND ISLANDS

Office of the Receiver,
Treasury,
Stanley,
23rd December, 1955,

Sir,

2n 1433
Housing

Further to my letter of the 23rd November, 1955, I am now offering for sale by Tender the items shown on the accompanying lists. Certain plant and equipment is of no practical use in the Colony but it has been included as the lists are being circulated in other countries.

507-530

Tenders close at 5 p.m. on Wednesday, 15th February, 1956, and should be addressed to the Receiver, Treasury, Stanley. The classification heading above the items on the lists for which tenders are submitted should be marked on envelopes, i.e. "Timber", "Bolts" etc. as the case may be.

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Extra copies of the lists are enclosed for distribution to departments of Government.

All items are at Ajax Bay and may be viewed on request. Arrangements should be made with Mr. D.I.Swan, Engineer-in-Charge, Ajax Bay.

I am,
Sir,
Your obedient servant,


Receiver.

The Hon. the Colonial Secretary,
Stanley.

X/Pa. may viz. to Defers. pt.
Q.
23/12

507

FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

Power Plant.

Two Mirrless six cylinder four stroke solid injection air start radiator cooled diesel engines of 360 BHP each coupled to a 198 KW 230/440 volt 50 cycle, star wound, rotating field type Brush alternator. Voltage regulation is effected by carbon pile voltage regulators. Both engines are capable of parallel operation.

The switchboard consists of two machine O.C.Bs one 400 amp O.C.B., two T.P. & N 300 amp switchfuses and one T.P. & N. 60 amp switchfuse. The machine O.C.Bs have fitted ammeters, voltmeters, kilowatt hour meters, frequency meters and one synchronising panel.

A large quantity of engine spares are available together with one Petter compressor set.

All plant in perfect working order.

York-Shipley Ammonia Plant.

One 5" x 5", two 6 $\frac{1}{2}$ " x 6 $\frac{1}{2}$ " compressors with Brooks motors
Three 15" tenpass condensers
One liquid receiver, 15" x 10'-0"
One liquid recirculation unit with two liquid pumps and Brooks motors
One 10" x 7 $\frac{1}{2}$ " twin booster with Brooks motors

A large quantity of spares.

Chill Rooms (2) Each 61'-0" x 29'-0" x 9'-3"

York-Shipley wet head units, automatic or hand controls, with trunking.

Freezing Chambers (4) Each 35'-0" x 24'-0" x 7'-10"

York-Shipley recirculation units.

Cold Stores (4) 47'-10" x 33'-8" x 7'-10"
82'-8" x 48'-0" x 7'-10"
64'-8" x 47'-10" x 7'-9"
48'-0" x 34'-0" x 7'-9"

York-Shipley 126 AG units.

By-Products Plant.

One Iwel-Laabs fat melter and drier, steam pressure
80 lb. fitted with Radicon reduction gear and Brooks motor.
One Iwel turbine centrifugal fat extractor
One Iwel centrifugal disintegrator 22" with Brooks motor
Two 150 Gallon fat settling tanks
One each 150 gallon refining and melting kettles
One stridh gut machine

All Ammonia and By-Products Plant is in perfect working order.

Boiler House

One oil-fired locomotive boiler, complete with pumps.

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INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION.

SKIN SHED FAN UNITS SPARES

- 4 Units Complete No. 18/14 C.S.
- 1 Extractor Fan Unit - complete
Re the above Each Unit complete with Motor Switch
and Pipe fittings.

MAIN BOILER SPARES.

- 2 Cone Washers
- 1 Burner complete "URQUHAYL" Type II/3 Set. 0.30/040 No. X1181
- 3 Diaphragm Rubbers
- 3 " Bellows
- 4 oz. Oil Jointing
- 2 Brass Unions $\frac{3}{8}$ - $\frac{1}{2}$ "
- 1 Diaphragm Spring
- 2 Fusible Plugs No. 01 Gas M to 100 O. Fig. 5
- 3 Boiler Door Joints $14\frac{1}{2}$ " x $11\frac{1}{2}$ " x $\frac{1}{4}$ " thick Oval No. R.G. 76
- 30 " " " $4\frac{1}{2}$ " x $3\frac{1}{2}$ " x $\frac{3}{8}$ " x $\frac{1}{4}$ " thick
- 26 " " " $4\frac{1}{2}$ " x $3\frac{1}{2}$ " x $\frac{3}{8}$ " " " "
- 24 " " " $6\frac{1}{2}$ " x $4\frac{1}{2}$ " x $\frac{3}{4}$ " " " "
- 1 Oil Strainer

STEAM PUMP SPARES.

- 2 Piston Plungers and Rods (Boiler Feed Pump)
- 2 " Rods (By Product Fat Pump)
- 4 " Rings (" " " ")
- 1 set Suction--del Valves and Springs with Valve Stopper
- 4 Rod Glands
- 2 Gland Nuts
- 2 Valve Links 8. Link Studs
- 2 " Rods
- 1lb. Water & Steam Packing

SELF PRIMING PUMP SPARES (J.A.P. Engine)

- 1 Magneto
- 1 " Coil & Core Groupe
- 1 Governor Gear
- 1 " Driving spindle
- 4 Condenser Groupe
- 2 Carburetter S.R. Jets
- 1 Breaker Assembly
- 1 Governor Cover with Spindle & Arm
- 1 Impulce Groupe
- 2 Carburetter Air Jets
- 1 Piston + O. 020
- 1 Con. Rod complete
- 1 " " liners
- 1.2 Piston rings
- 1 Scraper ring
- 2 Con. Rod bolts & nuts
- 1 Contact breaker
- 1 Inlet valve
- 1 Valve spring
- 1 Volute gasket

PUMP PARTS (for above)

- 1 Impellor
- 2 sets Water Joints (complete)
- 3 Seal Sleeve

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

PUMP PARTS (contd).

1 Seal Washer
4 Valve springs
1 Elbow gasket
4 Clamping Bands
2 Priming valves
1 Valve plate
1 Hinge "
2 Sleeve gasket

T.D. 9 BULL GRADER SPARES.

23	Oil Filter Elements Purolator	No. 63884-D
1	Distributor Cap	" 47413-D Y C
1	Rotor Arm	" 47425-D X
4	each Piston Rings	" 50954/55/56 D
8	Oil scraper rings	" 47953-D
4	Valves	" 48054-D
4	"	" 48053-D B
4	"	" 48058-D
1	Strainer glass bowl	" 60877-D
1	" " "	" 51344-V A
2	Ball race	" 20308-D
1	Oil Seal	" 20289-D
1	" "	" 20290-D
1	" "	" 53872-D
1	set Injector pipes	
8	Valve springs	" 61808-D
4	Injectors (complete)	" 52613-D D
4	Valve Lever Adjusting screws	
1	Asbestos Joint	" 51166-D
1	Adaptor shaft	
4	lgt. Hydraulic Hose rubber with ends	" T.Q 85/26
2	Fuel oil filter elements	" 46589-D
2	Clutch linings	" 55200-D X
2	Oil Seals	
2	" "	
1	Splined sleeve	
1	Front Power take off coupling part	

SPARES B CEMENT MIXER (LARGE) 7 $\frac{1}{2}$ cu.ft.

1 Hoisting shaft and brake drums
4 Clutch driving plates
1 Bellows
6 Cable clips
2 Skip shaker rollers
8 Toggle links
4 Shifting collars
8 Pins (short)
4 Gaskets
4 Clutch fingers
2 " spools
2 " front plates
24 Facing discs
2 Valve Balls
4 Rubber washers
4 Shift brackets
2 Pins (short)
2 Springs
4 Pins (long)
1 Seal
2 Master discs.

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS

WORKS DIVISION

Quantity

EXTRA ATTACHMENT FOR LAND ROVER

1 Pulley unit 230177
1 Transfer case (complete)
1 Control unit
2 Drawbar pins
1 Take-off No. 863866
1 set Engine Decarbonising Gasket (complete)

GARDNER ENGINE SPARES.

5 Injectors
15 Valves inlet
15 " exhaust
22 " guides
5 Cylinder liners
1 Piston
1 Gudgeon pin
4 Valve push rods
4 Exhaust valve leavers
14 " " adjusting screws
3 Governor thrust races
3 " collars
3 Valve spring retaining collars
100 Joint rings cyl to Cylinder head
24 Tubes water " " " "
1 Camshaft & Aux. drive chain
1 Water filter element
8 Exhaust manifold joints
10 L.E. Con rod bolts
10 S.E. " " bushes
1 L.O. pressure pump (complete)
9 Injector Body's
4 L.E. Con Rod bearings
1 set Main bearings
1 Lub. Oil Strainer
1 Fuel " "
2 sets Alternator Carbon Brushes
2 " Exciter " "
1 Cylinder head (complete)

SPARES FOR "MIRRELESS".

6 prs.	L.E. steps (complete)	T92
1	Main bearing	T430/431
4 prs.	" "	T432/3
1	" "	T323/4
1	Camshaft "	T874 A
2	" "	T901
2	Bushes	T93A
1	Camshaft bearing	T902
1	Bush	T1171
6	Bushes	T256 A
1	Bush	T1172
6	Carriers	T525
8	Valve guides	T520
6	Pins for rollers	T265 A
24	Split Cones	V524 A
6	Rollers	T263

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

SPARES FOR "MIRRLESS"

10	Outer Springs	T526
9	Inner "	T533
6	Seat Inserts	T594
10	Valve caps	T619
8	Air valves	T523 B
3	Exhaust valves	T522 A
2	Nuts & Pins	T1859
6	Seat Inserts	T595
2	Flouting housing	V1246
1	Trush collar	T910 B
12	Circlips	ICC 48
6	Nozzle holders B 150 T B 103	T553 B
2	Fuel pumps ATAZ 2572	T558
2	Exhaust thermometers	T699 F
1 lgt.	2 ft. $\frac{1}{8}$ " close coiler wire	T834
1	Fuel pump element D 15/37 E	
1	" " Del Valve D 15/52	
2	" " circlips	V1836
20	Circlips	ECC 14
6	"	ICC 8
12	"	ECC 10
2	Hoffman bearings 4W $\frac{7}{8}$ "	SHF $\frac{7}{8}$ "
2	Ball "	BRL 010
2	" "	BRL 009
12	Water outlet tubes	T 538 B
48	" " "	T 503 A
3	Springs	S 254 A
1	Air Start valve (Cyl. head)	
3	" valve leavers	T 254 A
16	Copper Joints	T 589
16	" "	T 598
6	" "	T 1415
4	" "	U 40 JC/2
2	" "	U 1004
8	" "	S 527
3	" "	T 1515
2	" "	TR 3280
2	" "	T 1955
2	" "	T 1212
2	" "	T 1875
1	Link Bolt Circ. Pump driving	
1	"OKILL" Pressure indicator	
1	Universal dial gauge	
1	"MIRRLESS" Injector test pump	
1	Starting air receiver safety valve	
2 sets	Tools as supplied with Engine.	

SPARES FOR ALTERNATORS

1 set	Carbon brushes (4)	Alternator 93098 A. EG. 12
1 "	" (8)	Exciter 92060 B.L.F.C. 3 BS
1	Pedestral bearing.	

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY. FALKLAND ISLANDS.

WORKS DIVISION

Quantity

SPARES FOR JAP ENGINE (Large Cement Mixer)

1	Con Rod (complete)
1	Piston
2	Cyl-head gasket
3	Valves
6	Piston pressure rings
2	Small end bushes
1	Gudgeon pin
2	Circlips
2	Valve cotters
1	Carburettor (not complete)
1	Magneto (damaged)

SPARES FOR PERKINS MARINE ENGINE (Launch)

1	Exhaust flange gasket
3	C.A.V. Fuel oil filter element 7019-113
6	Combustion chamber joints
1	Cyl-head gasket
1	C.A.V. Injector test pump and fittings

PIPING & FITTINGS. (galvanised)

420	ft.	Piping	3"
310	"	"	1½"
311	"	"	2"
72	"	"	1½"
10	"	"	1"
21		Tees	1½"
1		"	1½" to 1½" - ¼"
2		"	1½" " 1½" - 1/8"
1		"	1½" " 1½" - 3/8"
83		Elbows	1½"
16		Bends	45 1½"
3		"	90 (long) 1½"
15		"	90 (short) 1½"
4		Cruciforms +	1½"
6		Unions	1½"
6		Long screws	1½"
26		Sockets	1½"
5		Reducers	1½" to 1¼"
7		"	1½" " ¾"
15		Caps (ends)	1½"
12		Plugs	1½"
97		Back nuts	1½"
15		Tees	3"
9		Elbows	3"
24		Sockets	3"
18		Back nuts	3"
10		Reducers	3" to 2"
3		"	3" to 1½"
10		Caps (ends)	3"
5		Plugs	3"
22		Bends (long)	1"
8		"	45 (short) 1"
6		Elbows	45 1"
5		Long screws	1"
1		" Union	1"
12		Nipples (barrel)	1"
10		Reducers	1" to ¾"
23		Cruciforms +	1"

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

PIPING & FITTINGS (galvanised)

91	Elbows	1"
60	Tees	1"
8	Plugs	1"
9	Caps (ends)	1"
72	Back nuts	1"
58	Sockets	1"
4	Union Bends (long)	2"
6	Bends 90 "	2"
4	" 45 "	2"
7	" 90 (short)	2"
6	" 45 "	2"
99	Sockets	2"
18	Elbows	2"
20	Unions	2"
2	Tees	2"
4	"	2" to 1"
1	"	2" to $\frac{1}{2}$ "
2	"	2" to $\frac{3}{8}$ "
2	"	2" to $1\frac{1}{2}$ " - $1\frac{1}{2}$ "
2	"	$2\frac{1}{2}$ " to 2"
50	Reducers	2" to $1\frac{1}{2}$ "
10	"	2" to $1\frac{1}{4}$ "
16	"	2" to 1"
10	"	2" to $\frac{1}{4}$ "
3	U. Bends	3"
16	Caps (ends)	2"
1,000 ft. 3" Water main, galvanised & slack		
4	Plugs	2"
6	Elbows	2"
2	Reducers (Tees)	$2\frac{1}{2}$ " to 2"
2	Back nuts	2"
13	Bends (long)	$1\frac{1}{4}$ "
3	" 45 "	$1\frac{1}{4}$ "
2	" (short)	$1\frac{1}{4}$ "
10	Long screws	$1\frac{1}{4}$ "
31	Unions	$1\frac{1}{4}$ "
45	Cruciforms	$1\frac{1}{4}$ "
33	Sockets	$1\frac{1}{4}$ "
18	Reducers	$1\frac{1}{4}$ " to 1"
5	"	$1\frac{1}{4}$ " to $\frac{1}{4}$ "
2	"	$1\frac{1}{4}$ " to $\frac{1}{2}$ "
50	Tees	$1\frac{1}{4}$ "
5	"	1" to $1\frac{1}{4}$ " - 1"
37	"	$1\frac{1}{4}$ " to $1\frac{1}{4}$ " - $\frac{3}{4}$ "
1	"	$1\frac{1}{4}$ " to $1\frac{1}{4}$ " - $\frac{1}{2}$ "
11	"	$1\frac{1}{4}$ " to $\frac{3}{4}$ " - $1\frac{1}{4}$ "
50	Elbows	$1\frac{1}{4}$ "
8	Plugs	$1\frac{1}{4}$ "
18	Caps (ends)	$1\frac{1}{4}$ "
33	Back nuts	$1\frac{1}{4}$ "
3	Bends 90	$\frac{3}{4}$ "
2	" 45	$\frac{3}{4}$ "
2	Elbows	$\frac{3}{4}$ "
8	Tees	$\frac{3}{4}$ "
2	Barrel nipples	$\frac{3}{4}$ "
23	Sockets	$\frac{3}{4}$ "
6	Reducers	" to $\frac{1}{2}$ "
8	"	$\frac{3}{4}$ " to $\frac{1}{4}$ "

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY, LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION.

Quantity

PIPING & FITTINGS (Galvanised)

8	Caps (ends)	3"
6	Plugs	"
11	Unions	"
1	Tee	"
2	Caps (ends)	"
1	Reducer	" to 1/4"
3	Union Bends	"
18	Bends	"
6	" 45	"
11	Unions	"
16	Elbows	"
2	Tees	"
52	Sockets	"
2	Reducers	" to 3/8"
7	Plugs	"
15	Caps (ends)	"
59	Back Nuts	"
5	Bends	"
9	Unions	"
8	Tees	"
6	Sockets	"
3	Caps (ends)	"
6	Back Nuts	"

FLANGES (assorted)

4	Flanges	6"
3	"	3"
46	"	2"
2	"	1 1/2"
16	"	1"
1	"	1/2"
14	"	3/8"
22	"	1 1/4"

HANGERS AND CLIPS

1	Hangers	3"
2	"	2 1/2"
53	"	2"
55	"	1 1/2"
46	"	1 1/4"
5	Clips	1 1/2"
10	Hangers	1"
13	"	3/4"

VALVE FITTINGS ETC. BRASS

3	2 1/2" Gate Valves (Flanged 6 1/2")	
1	3" Plug Cock (Screwed)	
1	2" Globe valve (Flanged 6")	
2	2" None return	6"
3	1 1/2" Globe valves	5"
1	1 1/4" " "	4 1/2"
5	1" " "	4 1/2"
3	2" Gate Valves (screwed)	
1	2" " " "	long spindle

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS

WORKS DIVISION.

Quantity

VALVE FITTINGS ETC. BRASS

14	1½"	Gate valves (screwed)		
2	1½"	"	"	"
1	1½"	"	"	"
7	1½"	"	"	"
2	1"	"	"	"
11	2"	Globe	"	"
10	1½"	"	"	"
8	1½"	"	"	"
1	1"	"	"	"
10	3"	Gate	"	"
4	3"	Globe	"	"
7	1½"	"	"	"
9	1"	"	"	"
2	1"	"	"	"
2	1"	Gate	"	"
2	2"	Stop Taps	"	"
7	1½"	"	"	"
2	1½"	None return (Water)		
11	1"	Stop taps (M.F.)		
1	3"	"	"	"
5	1½"	"	"	"
2	1½"	Gate valves (screwed)		

Key
"

Key

STEAM FITTINGS etc.

2	1"	Sight glasses
1	1"	Strainer
2		Suction none-return valves 4" flanged 8½"
2		Reducing valves steam 2" flanged 6"
2		Steam traps ½" screwed
1	"	" 2" "
4		Circulators (SELFETT)
1		Steam Trap 1"
2	2½"	Suction valve & strainer

PIPE FITTINGS BRASS

4	Unions 2"
4	" 1½"
1	" 1"
1	Strainer 1½"
2	Two-way cocks 1"
24	Taps 1½"
7	" Key 1"
5	" ½"
9	Flanges 2½"
2	" 2"
21	" 1½"
16	" 1½"
3	" 1"
22	" ¾"
8	" ½"

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

YORKSHIRE C.T. FITTINGS (Copper)

4	Tees	2" - 2" - 1 $\frac{1}{2}$ "
1	"	2" - 2" - $\frac{3}{4}$ "
4	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{2}$ " - 1 $\frac{1}{2}$ "
1	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{2}$ " - 1 $\frac{1}{4}$ "
4	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{4}$ " - 1 $\frac{1}{4}$ "
1	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{4}$ " - 1"
7	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{2}$ " - $\frac{1}{2}$ "
3	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{2}$ " - 1"
12	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{4}$ " - $\frac{3}{4}$ "
10	"	1 $\frac{1}{4}$ " - 1 $\frac{1}{4}$ " - $\frac{1}{4}$ "
1	"	1 $\frac{1}{4}$ " - 1 $\frac{1}{4}$ " - 1 $\frac{1}{4}$ "
8	"	1" - 1" - 1"
3	"	1" - 1" - $\frac{3}{4}$ "
7	"	1" - 1" - $\frac{1}{2}$ "
2	"	1" - $\frac{3}{4}$ " - $\frac{3}{4}$ "
20	"	$\frac{3}{4}$ " - $\frac{3}{4}$ " - $\frac{3}{4}$ "
21	"	$\frac{3}{4}$ " - $\frac{3}{4}$ " - $\frac{1}{2}$ "
2	Bends	1 $\frac{1}{2}$ "
5	"	1 $\frac{1}{4}$ "
28	"	1"
7	"	$\frac{3}{4}$ "
1	"	$\frac{1}{2}$ "
10	Elbows	1"
102	"	$\frac{3}{4}$ "
190	"	$\frac{1}{4}$ "
14	Sleeves	1 $\frac{1}{2}$ "
3	"	1 $\frac{1}{4}$ "
13	"	1"
10	Reducers	2" - 1 $\frac{1}{2}$ "
12	"	1 $\frac{1}{2}$ " - 1 $\frac{1}{4}$ "
1	"	1 $\frac{1}{2}$ " - 1"
5	Sleeves	$\frac{1}{2}$ "
6	Reducers	1 $\frac{1}{2}$ " - $\frac{3}{4}$ "
1	"	1 $\frac{1}{2}$ " - 1"
9	"	1 $\frac{1}{4}$ " - $\frac{3}{4}$ "
1	"	1" - $\frac{1}{2}$ "
4	"	$\frac{3}{4}$ " - $\frac{1}{2}$ "
1	Unions	2"
12	"	1 $\frac{1}{2}$ "
14	"	1"
1	"	$\frac{3}{4}$ "
12	"	1 $\frac{1}{2}$ " Gas Tread
3	"	1 $\frac{1}{4}$ " " "
5	Tank Connectors	1 $\frac{1}{2}$ "
1	Gas td Copper	$\frac{3}{4}$ "
5	Caps ends	1"
63	Clips	1"
58	"	$\frac{1}{2}$ "
5	"	1 $\frac{1}{2}$ "
6	"	1 $\frac{1}{4}$ "
10	Taylor's rings	4 $\frac{1}{2}$ " - 2 $\frac{1}{2}$ "
3	"	4" - 2"

DRAIN PIPE FITTINGS etc.

6	4 $\frac{1}{2}$ " - 6" offsets	galvanised (drain water)
2	4" - 9"	cast " "
5	5" Shoes	" "
5	4" "	" "

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

DRAIN PIPE FITTINGS ETC.

5	4½" clips	
24	1" Loose Sockets	(Soil)
6	2½" " "	(Waste)
1	4" x 9" Offset	(Soil)
5	2½" x 3" Way	(Waste)
1	2" x 2½" Connector	"
1	2" Band	"
9	7½" Drain gratings covers	
10	3½" Down pipe gratings (Rain water)	

FORD TRACTOR SPARES.

9	11-36 900-36 Inner tubes (Rear wheels)
8	11-36, 900-36 Covers " "
1	600-19 Inner tube (front wheel)
1	600-19 Cover " "
9	800-19 Inner tubes (Trailer)
3	800-19 Covers
1 pr.	Opperman quickgrip
12	Fordson's tyre levers

TIMBER

754	Rails 2½" x 3" x 12' (Sandy Point)
351	" 3" x 4" x 12' " "
11	" 3" x 3" x 12' " "
279	" 2" x 4" x 12' " "
40	" 2" x 3" x 12' " "
13	" 3" x 5" x 12' " "
303	" 1½" x 3" x 12' " "
132	" 1½" x 3" x 3' " "
28	" 1½" x 4" x 12' " "
1230	Pickets 1" x 3" x 5' " "
2850	Pieces 2" x 2" x 4' " "
7	Rails 3" x 3" x 18 Brazilian

TACKLE

1	10 ton Block with Chains tested to 15 tons
1	3 " " " " " " 4½" "
1	1 " " " " " " 1" "
2	1 Sheave blocks 8" dia. for 1½" dia. rope
2	2 " " " " " " " "
1	set 1 & 2 Sheave rope pulley blocks
2	No. 6" Snatch pulley blocks with swivel

DOOR & WINDOW FITTINGS.

10	Latches for gates
2	Spring latches for gates
6	Gate closing springs
8 pr.	10" Tee hinges
4	" 8" " "
8	" 2½" Butt hinges
6	" 3" " "
8	8" Door handle (pulls)
15	1½" Axle pulley

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

DOOR & WINDOW FITTINGS.

35	Yale cupboard catches
8	Window catches
18	Coat Hangers
8	" " (Wire)
12	Door locks (rim)
5	" plates (bale catches)
20	Mortice locks
1	Door pull
14	Mortice latches
29	Door knobs
3	Padlocks
136	Eye screws
3 $\frac{1}{2}$ gross	2 $\frac{1}{2}$ " No. 6 screws
2	" 1 $\frac{3}{4}$ " " 6 "
14 doz.	1 $\frac{1}{2}$ " " 6 "
31 $\frac{1}{2}$ "	1 $\frac{3}{4}$ " " 6 "
1 $\frac{1}{2}$ "	1 $\frac{3}{4}$ " " 6 " (brass)
100	Rubber Door stops
66	Window fasteners
8	" stops (short)
15	" adjustable
8	3" Door bolts
2	12" Spindle handles
7	12" Hasps & staples
3	10" " " "
2	6" " " "

NAILS ETC.

5 cwt.	7" Wire nails
2 $\frac{1}{2}$ "	6" " "
2 "	4" " "
1 $\frac{1}{4}$ "	3 $\frac{1}{2}$ " " "
7 $\frac{1}{2}$ "	2 $\frac{1}{2}$ " " "
3 "	2" " "
1 "	1 $\frac{1}{2}$ " " "
1 "	1" " "
3 "	2 $\frac{1}{2}$ " " " (galvanised)
1 "	2" " " "
4 $\frac{1}{2}$ "	2 $\frac{1}{2}$ " Brads (oval)
4 $\frac{1}{2}$ "	2" " "
4 "	1 $\frac{1}{2}$ " " "
7 "	1" Clout nails (galvanised)
4 "	3" " " "
190 lb.	1 $\frac{1}{2}$ " Staples for wirenetting cork
1 cwt.	2 $\frac{1}{2}$ " Lead-headed nails (galvanised)
56 lb.	2 $\frac{1}{2}$ " Aluminium roofing nails & washers (alloy)
25 "	Horse-shoe nails

BOLTS ETC.

120	1" x 1 $\frac{1}{4}$ " Bolts
350	1" x 2" "
108	1" x 2 $\frac{1}{2}$ " "
125	1" x 3" "
530	1" x 4" "
130	5/16" x 2" "

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

BOLTS ETC.

10	5/16"	x	3"	Bolts	
225	"	x	3 1/2"	"	
30	"	x	2 1/2"	"	R. H.
498	"	x	1"	"	
1170	3/8"	x	2"	"	
600	"	x	4"	"	
87	7/16"	x	4"	"	
20	"	x	2"	"	
115	1/2"	x	1"	"	R. H.
116	"	x	1 1/2"	"	
191	"	x	4"	"	
76	"	x	5"	"	
13	"	x	6 1/2"	"	
200	"	x	3"	"	
144	"	x	3"	"	G. S.
18	"	x	1"	"	" "
18	"	x	1 1/2"	"	" "
124	9/16"	x	1 1/2"	"	" "
244	5/8"	x	1 1/2"	"	" "
40	"	x	1 1/2"	"	
68	"	x	7"	"	
12	"	x	10"	"	
179	"	x	4"	"	
16	"	x	8 1/2"	"	
60	"	x	1 3/4"	"	
12	"	x	6"	"	
11	5/8"	x	4 3/4"	"	
11	"	x	3 1/2"	"	
55	"	x	3"	"	
36	"	x	2"	"	
40	"	x	2 1/2"	"	
10	"	x	10"	"	
89	"	x	5"	"	
647	1/2"	x	1 3/4"	"	
120	"	x	1 1/2"	"	Meat rail C.S.
108	"	x	1 3/4"	"	" " " "
18	"	x	2"	"	" " " "
138	3/4"	x	2"	"	
128	"	x	2 1/4"	"	C. S.
218	"	x	1 1/4"	"	
50	"	x	2 1/4"	"	
369	"	x	2"	"	
24	"	x	1 1/2"	"	
6	"	x	1 5/8"	"	
7	"	x	5 1/2"	"	
41	"	x	6"	"	
196	"	x	4"	"	
72	"	x	3"	"	
130	1"	x	10"	"	
107	5/8"	x	1 1/4"	Coach screws	
85	"	x	1 1/2"	" "	
180	1 1/4"	x	1 1/4"	Rag bolts	
7	1 1/2"	x	8"	" "	
68	1 1/2"	x	5"	" "	
89	1 1/2"	x	5"	" "	
45	1 1/2"	x	1 1/2"	Bolts	
118	1 1/2"	x	4"	"	
735	"	x	1"	"	

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

WASHERS ETC.

160	1/4" Washers
845	1/2" "
183	3/4" "
629	1" Wedge washers
71	1 1/4" " "
58	1 1/2" " "
110lb.	Gutter bolts
70 "	3/16" x 3/8" rivets
80 "	Roofing washers (square)
10 "	Washers (roofing hooks)
220	7 1/2" Hook bolts
369	6 1/2" " "
105	5 1/2" " "
162	5 1/2" " "
4	1" x 18" Stand bolts
4	1" x 12" " "
65 lb.	5/8" Nuts
40 "	" Washers
87	3/4" x 10" Bolts
113	5/8" x 7" "

TRETOL & PITCH

4 drums 40 gall each of Tretol (for cement)
6 " " " " " Pitch X.X.

ELECTRODES (Engine Room Stores)

3875	Ft. Mild Steel T. Universal	Gauge	10
275	" " " " "	"	6
2100	" " " " "	"	12
600	" " " " "	"	8
325	" "ARMEX" 3" High Alloy	"	8
110	" " " " "	"	8
300	" "MURE" X Mild steel O.H. & V.	"	8
310	" " " " " " "	"	10
30	" " " " " " "	"	12
100	" Uranium overhead & vertical	"	12
350	" " " " "	"	10
300	" Mild steel general electrodes	"	10
375	" " " " "	"	12
300	" "ARMCO" mild steel	"	8
500	" Nickel copper alloy -trodes	"	12
100	" "ARMOID" No. 2 Armour plate Elec.	"	12
4050	" "MUREX" cast iron (soft)	"	14
1800	" " " " "	"	12
700	" Cast iron (machinery)	"	12
2000	" " " (soft)	"	8

WELDERS FILLER RODS (Acetylene) Engine Room Store

18lb.	Silician Filler rods 1/8"
20 "	3/16" Silician filler rods
12 "	1/8" Copper coated low carbon steel
7 "	3/16" " " " " "
15 "	1/8" Mild steel
5 "	" Silician manganese
700"	3/16" mild steel
224"	1/8" " "

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

ENGINE & ELECTRICAL SPARES. Engine Room Store.

9	Out-door Water proof lamps with guard
1	Oyster baulkhead fitting lamp
288	Porcelain 5 amp 2 way fitted connectors
48	Miniature switches for batteries
12	" lamp holders batton fitting batteries
10	" plugs "
12	" adaptors "
2	G.E.C. battery bells
1	"ALLAN WEST" type SCI direct on starter 400 V. 5 Hp. -50 cycles 3 phase 836 amps No. B 381 A.18
13	"ALLAN WEST" type SCI direct on starter 400 V. 5 Hp. -50 cycles 3 phase 3 amp 1.07 fitted with hand & alito switch
1	"AULETTE" direct starter 4.2 Amp 230 V.
1	G.E.C. 15/20 amp 500 V. fuse box metal clad.
1	"SIMPLES" 15 A 250 V. fuse box DP 12 way metal clad.
2	G.E.C. 30 amp 500 V. Switch & fuse box " "
2	"PRENTO" 15 amp 250 V. switch & fuse box metal
1	"RADERO" 10 amp 500 V. switch metal clad.
1	"MEMREX SENIOR" 30 amp 500 V. switch & fuse box metal
1	"SIMPLEX" 30 amp DP 250 V. switch & fuse box
12	cards 5 amp fuse wire
2	Part reels 15 amp fuse wire
3	Cooker switches & plugs (complete)
42	Circular terminal boxes 4 way
15	" " " 3 "
24	" " " 2 "
15	" " " 1 "
144	Switch blocks (imitation walnut)
1	Plug & switch 2 pin (5. amp)
1	" " " 3 " (15 amp)
8	" " " 3 " (15 ")
5	Micro switches
3	Plugs 15 amp
9	" 5 "
2	Double switches (tumbler)
21	One way standard surface switches 5 amp 250 V.
36	B.C. lamp holders cordgrip (Bakelite)
12	" " " (Brass) 1/2" L22
18	Ceiling roses (bakelite)
5	Batten type lamp holders
7	rolls Insulating tape 1/4" (black)
13	"TEDDINGTON" Thermostats model K range 10/20 F. 250 V. to 440 V. Ac. Dc.
1	"SINGER" Electric motor 230/250 V. 1/3 Hp.
50	yds Rubber sheathed 250 V 0.35 twin cable
2	Solind valves 80 VDC 0.45 amps No. X39122/OP/3/4 X
2	Sleeves for solind valves
22	20 Hp Motor starter resistance
45	45 " " " "
1	set Roller bearings for 45 Hp Motor No. 18296448
1	" Carbon brushes " " " " " "
1	" Roller bearings " 20 " " " " R16-895194
1	" Carbon brushes " " " " " "
1	" Starter contacts springs & oprrating for coils (see Freexer motor)
1	"ELLIOTT" Thermometer head
25	ft. 7 M/M Ignition cable

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

ENGINE & ELECTRICAL SPARES (Engine Room Store)

100 yds.	Flexible cord size 2 x 40/.0076	
3 "	Twin down lead "	40/.0076
25 ft.	Wander lead cable 3 core	
3	Spares "ARTIC" pressure contact fuses	
19 gall.	Transformer oil	
52	7/663 Twin glands aluminium sheets	
4	" 3 core "	" "
50	" Twin core gland "	" "
3	" 3 " " "	" "
23	7/.036" " " "	" "
18	Brass glands & locknuts for lead sheathed cable	7/.064
50	" " " " " " "	7/.060
5	Glands 3/036 core with locknut	
30	" " twin core	
12	Sparking plugs brass terminals	
36	Small wire terminals	
700	Wall clips 1/.044 twin wiring	
16	Saddles for aluminium sheathed cable	7/.036 twin
26	" " " " "	3/.036-3 core
80	" " " " "	3/.029 twin
2	Battery terminal clamps +	
26	Cable clip "Jubilee type" 1 1/4"	
1	Under ground junction box	
25	Enamelled electric lamp shades 1 1/4" dia.	
2	" " " " " 1 1/2" "	
6	" " " " " 1 1/2" "	
24	Assorted size tinned cable connectors	
5	1 1/4" Cable glands	
6	" " saddles	

ENGINEERS STORES IN ENGINE ROOM STORE

13 tins	Manganosite jointing compound
49 "	" "BAKERS" soldering flux
4 lb.	"TEMLEES" white jointing compound
5 "	Cast iron welding flux
10 "	Bronzotic welding
1 "	Aluminium "
5 "	Yorkshire paste flux
9 "	Plumbers solder
30 "	White metal "PARKERS ER. ALLOY"
1 "	Fine carborundum valve grinding paste
2	Carborundum sharpening stones (small)
1	Wire brush
1	Fine "BLACK & DEEKER" Grinding wheel 8" dia.
1	Coarse " " " " " " " "
12	Saw files (various sizes)
6	18" Bastard files (flat)
2	12" " " (half round)
10	10" " " " "
5	12" " " (round)
5	7" Flat second cut files
8	1/2" Second cut files (half round)
10	9" " " " " "
1	9" Flat 2nd" "
13	9" Smooth files (half round)
6	1/2" Second cut (round) files

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

ENGINEERS STORES IN ENGINE ROOM STORE

2	8" Flat files (smooth)	
2	8" Half round " files	
3	8" " " (second cut files)	
1	10" Flat file " "	
2	8" " " " "	
25 doz.	Hacksaw blades $\frac{1}{2}$ " x 12" x 18 Gauge	
14	" " " $\frac{1}{2}$ " x 10" x 18 "	
3	" " " 1" x 14" x 18 "	
1	Crown abrasive roll grade 2, 1" x 50 yds.	
3 sheets	Coarse Emery cloth 8" x 12"	
2	" Fine " " " "	
42 lb.	"PRICES" Balmoline grease grade B lime base	
2 gals.	Gold size	
1 set	14 Lathe tools (small)	
1	Soldering Iron (1 lb)	
1	Engineers level	
2	Screw drivers $\frac{3}{8}$ " x 10"	
1	" " $\frac{1}{2}$ " x 6"	
1 set	High speed straight shank drills 1-60	
1	" " " " " " A-Z	
1	64th High speed straight shank twist drills (28)	
1	32nd " " " " " " (35)	
1	16th " " " " " " (11)	
1	$\frac{5}{8}$ "th " " " " " " (6)	
1	$\frac{1}{2}$ "th " " " " " " (1)	
1	Square shank drills from $\frac{1}{4}$ " to $\frac{7}{8}$ "	
2	Engineers box spanners $\frac{1}{2}$ " to $\frac{3}{4}$ "	
1	Open end spanners (AMERICAN) size A/F 7/16" to 1 $\frac{1}{4}$ "	
1	Stilleon type pipe wrench 14"	
6	Cross cut gold chissels $\frac{5}{8}$ " x 8"	
2	Rammers 11/16"	
2	Suction valve grinders 1" and 1 $\frac{1}{2}$ "	
1 pr.	Electricians side cutting insulated pliers	
4 gals.	Aluminium paint	
4 sq. ft.	Liner brass (sheet)	
2	" " $\frac{1}{8}$ " " "	
14	Electric torch bulbs 2.5	
6 gross	Assorted split pins size 1/16 to $\frac{1}{8}$ " x 1"	
1 $\frac{1}{2}$	" " " " 3/32 " x 1 $\frac{1}{2}$ "	
1 $\frac{1}{2}$	" " " " 3/16 " x 2 $\frac{1}{2}$ "	
10	Sparking plugs 14 M/M	
4	" " 18 "	
10	" " 22 "	
1	"CHATWIN" Pipe die stock 1 $\frac{1}{2}$ " to 3"	
1	"ECA-KUT" " " 1 $\frac{1}{2}$ " " 4"	
1	"PRESTO" Minor " " $\frac{1}{2}$ " $\frac{3}{8}$ " $\frac{1}{2}$ " $\frac{3}{4}$ " A.P.I.	
1	"OSTER" Bull Dog" " 1 $\frac{1}{2}$ " to 3"	
1	"LAL.LTD" type H/FC $\frac{1}{2}$ " to 2" Die stock	
2 sets	each "PRESTO" A.P.I. Tread dies $\frac{1}{4}$ " $\frac{3}{8}$ " $\frac{1}{2}$ " $\frac{3}{4}$ "	
2	" " E.P.I. Tread dies 2 $\frac{1}{2}$ " to 3"	
2	" " " 3 $\frac{1}{2}$ " to 4"	
1	" B.S.P. " 3 $\frac{1}{2}$ " to 4"	
1	" " 2 $\frac{1}{4}$ " to 3"	
1	" " Dies 1 $\frac{1}{2}$ " to 2"	
1	" " " 1" to 1 $\frac{1}{4}$ "	
1	" " " $\frac{1}{2}$ " to $\frac{3}{4}$ "	
1	" each 3" Plug & taper "WARRIER BRAND" pipe gas taps D.S.C.	
1	" " 2" " " " " " " " "	

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

1 set each $1\frac{1}{2}$ " Plug & taper "WARRIER BRAND" pipe gas taps D.S.C.
 1 " " $1\frac{1}{4}$ " " " " " " " " " "
 1 $1\frac{1}{4}$ " B.S.P. plug tap pater " " " " " "
 1 1" " " " " " " " " "
 1 $\frac{1}{2}$ " " " " " " " " " "
 1 set A.I.P. die 1" to 2"
 1 "PRESTO" stock die No. 460
 1 "CHATWIN" Engineers B.S.E. taps dies & stocks to 1"
 1 each "PRESTO" Die & tap stock with 1, $\frac{7}{8}$ ", 1, 1" Die & 2 $\frac{7}{8}$ ", 2 1" taps
 2 Ring spanners $\frac{3}{8}$ " to 7/16"
 1 Pipe cutter $\frac{1}{2}$ " to 2"
 10 240 V. A21 Firebars
 6 Switches for 232 convertors
 16 240 V. 15W. BC Pigmy lamps
 36 240 V. 1 Kw. Element spirals
 8 C49, side oven element 230/240 V.
 4 " bottom " " "
 6 " 8" Solid hotplates mounted 230/240 V.
 1 " 8" grill boiler
 4 " $6\frac{1}{2}$ " solid hotplate mounted 230/240 V.
 18 F 102 Element 230/240 V.
 12 " Switches 230/240 V.
 11 Elements for 20 gal. Water heaters 660W 230/240 V.
 2 Thermostats " " " "
 5 C49 Grill boilers
 6 Switches tumbler (double hole)
 10 B.C. Adaptors
 36 Connectors
 36 Insulated cleats
 144 Clip pins
 20 Battery clips
 12 Tilly burners & vaporisers
 12 Primus burners
 36 " nipples
 12 Tilly pump washers
 1 Rubber sheathed torch
 1 set "KING-DICK" socket spanners 1" to 2"
 276 Brass bolts $\frac{5}{8}$ " x 4"
 328 " " $\frac{1}{2}$ " x 3"
 359 " " $\frac{3}{8}$ " x 3"
 352 " " $\frac{1}{4}$ " x 3"
 219 Steel " $\frac{3}{8}$ " x $3\frac{1}{2}$ "
 33 Set screws $\frac{1}{2}$ " x 3"
 287 " " $\frac{1}{4}$ " x 3"
 20 pieces Yorkshire copper tubing $\frac{3}{4}$ " (various lengths)
 4 " " " " $1\frac{1}{2}$ " " "
 2 " " " " $1\frac{1}{2}$ " " "
 1 " " " " 2" " "
 1 Hydraulic pressure pump (Model 250 T)
 2 3 FM x 21 -IJ Batteries (6-volt)
 1 Samson model 3 pipe bending machine
 1 Footprint
 1 set Briggs stock and dies $2\frac{1}{2}$ " - 4"

MATERIAL (various)

1 drum Serfasin
 3 Paint brushes 4"
 3 " " 3"

525

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

MATERIALS (various)

1	Paint brushes	2"	
2	" "	1"	
1	case Gambrills No.	14879/27	
1	" "	14879/306	
10	sheets Corrugated alloy	10 ft.	
3	lengths Ridging		
25	cases Meat roller hooks		
1	part roll Electric cable	1 3/4"	
1	" " "	1 1/2"	
2	" " "	1"	
1	" " "	3/4"	lead cover
1	" " "	1"	" "
1	" " "	3/4"	Alloy "
47	Bricks		
22	Fire bricks		
41	bags Soda crystals		
39	" Salt (coarse)		
1	set Springs (double bedstead)		
6	" " single		
1	tcn Lead (sheet)		
3 1/2	cases Grease paper		
60	rolls Jute twine (150 lb)		
135	lb. " "		
320	" Horse shoes		
1	Chopper with pick points		
2	legs for Duplex pump		
2	Matchet Drill Stands		
1	Pipe cutter up to 4"		
1	Camp folding bedstead		
3	Scale tang cleavers (large)		
3	Hatchet (large)		
50	lb. Asbestos pipe legging		
6	Briquets (patent fuel)		
1	Britannia Boiler, oil fired		
1	" " " unit		
2	Branding irons (J.D.C.)		
46	rolls Sisalcraft w/proof paper	3724 yds.	
4	" " " " "	200 "	
2	Ace hoist pulleys		
14	Brackets for bedsteads		
23	Water stones for sharpening knives		
33	Meat saw blades (bow)		
3	Saws (large)		
5	Meat choppers		
33	Saw blades (small)		
36	Butchers knives 10"		
42	Flaying knives		
35	Rose handle dagger knives 6"		
43	" " brass bolstered knives 7"		
4	" " " " " 6"		
7	Sticking knives 5"		
28	Steels 12"		
6	Buckets (galvanised)		
1	case Concentrator spares		
1	" " joints		
1	roll Lamp wick for storm Lanterns	5/8"	
2	Nedde stamps		
1	Rubber "		

INVENTORY

526

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS

WORKS DIVISION

Quantity

MATERIALS (Various)

3	Stamp pads
1	Circular stencil (numbers)
4 bt.	Vaseline
1	Brass brand (Empire)
1.8 lb.	Graffite
4 sets	Drain rods
2	" stops 9"
2	" " 6"
2	" " 4"
9500	Mutton labels {Wethers W.L.}
9000	" " {Ewes E.L.}
7000	" " {Ewes E.H.}
2500	" " {Wethers W.H.}
13	Coal trimmers shovels
1	Sink with fittings (complete)
1	Wash-hand basin
15	Stencil brushes
12	Pick axe heads
2½ cwt.	Lime
1	Valor stove (damaged)
5	Trucks (new)
17 bags	Glass wool
1	Iron frame & legs for table
12	Spreader gambrils
17 tins	Stencil ink
1	" (Falkland Islands)
1	" (F.I.F.C.)
1	" (Tongues, Heart, Liver)
2	" (BEEF, COW, BULL)
2	" (MUTTON)
2	" (SWEETBREAD)
2	" (LAMB)
2	" (GRADE)
1	" (&)
2	Valor ovens (complete)
4	Electric Cookers (complete)
6	Union padlocks
3	Wash-hand basin stands (wood)
5	Card tables
4	Offal tables
2	Flencing tables
	A quantity of hydraulic spares (Fordson)
42	Large single panes window sashes
5	Cylinders Acetyline
24	Phomene Extinguisher No. 2 charge
23	" " " 1 "
38	Conquest " " " "
16	Bull dog clips for wire rope (assorted)
4 gals.	Elsanof
3	Pyrene liquid refills
30 lb.	Lead wool
28	" Electrical (Pitch)
3 tins	PC 4 core
14	Canvas chair backs
43	Oilskin aprons
55 pr.	" trousers (black)
26	" jackets (short)
3	" coats

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

MATERIALS (Various)

6	Water-proof (coats)		
15	Southwesters (grey)		
35	Canvas aprons (white)		
2	Packseel wiring machines		
47	Skeins seaming twine		
42	Sheets glass paper		
240 yds.	Pleated flag halliard		
5 lb.	Plaster paris		
2	Valor feed pipe with oil basin		
3	Chimneys for Valor cookers		
2	Oil cooker for Valor oven		
1	" tank reservoir (for Valor)		
1	Retainer for Glass Reservoir (for Valor)		
7	Collars for Chimneys	"	"
1	Burner tube	"	"
1	Collar ring for burner tube	"	"
29	Flame spreaders		
7	Valves for oil reservoir	"	"
3	Clamps & Nuts	"	"
6	Vick cleaners		
1 pk.	Assorted washers & nuts		
6 tins	Cold caulking cord (asbesto)		
9 tubes	Rubber solution		
1	Valor cooker		
2	Hoes (double ends)		
7	Cronium taps $\frac{1}{2}$ "		
4	Shower fittings $\frac{1}{2}$ "		
4	Chronium plated brackets		
1	" " wash basin stand		
15	Basin plugs $1\frac{1}{2}$ "		
6	Shower sprayers and pipes		
4	Door mats		
46	Brooms (Kyar)		
21 prs.	Rubber boots		
16	Hammer handles		
6	Chopper "		
1	Glue pot		
7	Bales Stockinette (Sheep shirting)		
22	Bundles " " "		
16	Fat Extractor mats for concentrator		
14	Hurricane lanterns		
2	Electrolethalic tongs & spares		
8	Brooms (hair)		
1 set	Signal flags (complete)		
2	Hammer handles (sledge)		
4	Paint brushes 4"		
6	" " 3"		
3	" " 2"		
2	" " 1"		
32	Pick handles		
24	Spade "		
6	Chopper "		
6	Hammer "		
2	Chopper " (small)		
4 lengths	Down piping 4" x 6'		
4	" " " 4" x 4'		
4	" " " 4" x 2'		
2	Pole axes		
5	Try blades		

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

MATERIALS (Various)

20 L. Screws 4"
 2 sq. yds. Perforated zinc
 90 lb. Baling twine (jute)
 12 " Stamping Ink
 2 gals. Marking "
 14 Collars for drain pipes 9"
 27 Rubber joints " "
 50 ft. Strip rubber jointing $\frac{1}{8}$ " x $1\frac{1}{4}$ "
 4 Hay rakes
 24 doz. tins Stabacotr (A) to purify water
 4 Digging forks
 4 Hay "
 9 lengths Guttering (enamel)
 4 pieces Outlets "
 4 " Slope ends "
 1 " Bracket "
 8 Forks (8 prong)
 300 lb. Baling wire (coppered)
 6 Zinc plates $\frac{1}{2}$ " x 6" x 6"
 20 Manhole steps (galvanised)
 4 Screw jack (Simplex)
 1 " " (Fordson)
 103 pkts. Cartridges yellow (250 each)
 4 " " blue " "
 400 ft. Electric cable 3 core 036 (aluminium)
 18 rolls Rubberoid 12 yds. (roofing)
 3 " " 24 " "
 1 Code book visual
 4 Knife sheets (wood)
 3 boxes Rawlplugs No. 8 (assorted)
 3 " " " 14 "
 6 " " " 20 "
 2 Mattocks picks
 1 roll Bituminous roofing felt
 2 prs. Oil-skin leggings.
 1 rool Reinforcing wire 7" wide
 $\frac{3}{4}$ " " " "
 75 lengths, T. Iron Nissen hut framing
 179 Earthenware drain pipes 4" x 2"
 58 Bands 4"
 7 Traps 4" earthenware Fig. 6 square single junction
 12 Ends " 6" to 4" (open drain)
 6 " " 6" " "
 7 Earthenware drain pipes 6" x 12"
 9 " " saddles 4" x 6"
 2 " " right angle 4"
 500 ft. Electric cable 0225 X 3-0145 X1
 1 Trailer chassis with wheels (complete)
 1 set Fordson spade lugs wheels
 1 " " $\frac{1}{2}$ track "
 194 sheets Galvanised iron roofing 7'-0" x 2'-2" gauge 20
 12 lengths " " ridging, 6'-0"
 1 Tipping skip (small)
 6 drums Anti-freeze
 25 lengths Soil piping 2 $\frac{1}{2}$ " (Cast iron)
 6 " " 4" " "
 3 " Square guttering 6" x 5" x $\frac{3}{32}$ " thick

INVENTORY

529

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED, AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

MATERIALS (Various)

5 lengths Square Guttering 6" x 11' x 3/32" thick
 6 " " " 6" x 8' x " "
 1 piece L & Down pipe 90
 240 boxes Eldvado compressed cork (8 sheets per box, each
 3'-0" x 1'-0" x 3")
 3 boxes Skewers
 3 bags "
 50 pieces Cork (Molded)
 1 Captive bolt pistol
 2 sets Can H oaks
 5 cwt. Round Iron rods 1/2"
 1 Carpenters vice
 2 Varnish casks (oak)
 19 Soap dishes (blue)
 8 " " (white)

TOOLS IN CARPENTERS SHOP

12 Assorted Auger bits
 1 set " sizes Centre bits
 2 Jack planes
 1 Smoothing plane (steel)
 3 " " (wood)
 2 Bastard files 15"
 1 " " 12"
 2 Carpenters braces
 2 Screw cramps 10"
 1 Glue pot
 2 Squares (steel)
 1 Oil stone
 12 Trowels
 1 Gauge (mortice)
 2 Trowels (square)
 1 Nail puller
 2 Claw hammers
 1 " (7 lb.)
 3 " (2 ")
 1 Saw (Ripp)
 4 " (Cross cut)
 2 " (tenon)
 3 Screw drivers
 1 Level 3'
 1 " 2'-6"
 24 Chisels (wood) assorted sizes
 12 Gauges " " "
 1 Drill (stone)
 1 pr. Pinchers
 2 Sash cramps 48"
 1 Grind stone
 1 Carpenters vice
 1 Wooden spokeshave

OTHER ITEMS FOR DISPOSAL

3 Fordson petrol/paraffin tractors
 1 T.D. 9 International tractor ~~BULLDOZER~~
 1 Tutz skipdozer

INVENTORY

THE FALKLAND ISLANDS FREEZER COMPANY LIMITED. AJAX BAY, FALKLAND ISLANDS.

WORKS DIVISION

Quantity

OTHER ITEMS FOR DISPOSAL

- | | | |
|---|---|-------------------------|
| 1 | Concrete mixer, Blaw. Knox | 7 $\frac{1}{2}$ cu. ft. |
| 1 | " " " " | 3 $\frac{1}{2}$ " " |
| 3 | Rapier pumps 2" maximum capacity | 10,000 gallons per hour |
| 2 | Ideal Britannia boilers oil fired | |
| 1 | Motor launch 24'-0" Perkins Marine Engine (ex Thames Police Launch) | |

These items are all in perfect working order.

- | | | |
|---|---|--|
| 1 | Braithwaite Steel tank 20'-0" x 16'-0" x 16'-0" | |
| | (Plates 4'-0" x 4'-0" x $\frac{1}{4}$ ", lead joints) | |

FALKLAND ISLANDS FREEZER CO. LTD.

AJAX BAY
FALKLAND ISLANDS

Pesca may be sending an Engineer
here in next Biscoe to look at
plant & equipment at Ajax Bay
(about 20th Jan.)

When it is confirmed that he is coming,
please let Swan (Ajax Bay) know
& tell him that the Engineer will be
flying out to Ajax Bay. We told
Swan of the possibility & he has
been told to arrange accommodation
etc.

I will discuss details with Engineer on
my return

File & Rec. 15/1/56

CIRCULAR MEMORANDUM 1/56.

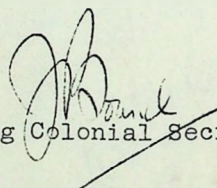
5th January, 1956

From: Acting Colonial Secretary,
STANLEY.

To: Superintendent of Works,
Superintendent Power & Elect
Installations
Superintendent Posts & Telegraph
Harbour Master.
STANLEY.

507-530 I am directed to enclose lists of items offered for sale by tender by the Receiver, Falkland Islands Freezer Company. Heads of Departments are authorised to tender for articles they may require provided sufficient funds exist. Sealed tenders endorsed with the stores classification, i.e. "Timber" "Bolts" etc., should reach the Receiver, c/o Treasury by 5 p.m. on Wednesday, 15th February, 1956.

2. All items are at Ajax Bay and may be viewed by arrangement with Mr. D. I. Swan, Engineer-in-Charge, Ajax Bay.


Acting Colonial Secretary.

JB/LJH.

Copy to F.I.D.S.

Bu 31/1/56 N.

FALKLAND ISLANDS FREEZER CO. LTD.

AJAX BAY
FALKLAND ISLANDSFrom: The Receiver, Falkland Islands Freezer Co. Ltd.,
(c/o Treasury)

To: Hon. Colonial Secretary

17th May, 1956.

The following items are offered for sale by tender:-

- (a) 2 - Metal Office Desks, Olive Green, with three drawers on left, one in centre and two on right (all locking).
- (b) 3 - Metal Office Tables, Olive Green.
- (c) 1 - Safe, 3' x 2' x 2' (CHUBB).

Tenders, which close at 5 p.m. on Monday 28th May, should be addressed to the Receiver, c/o Treasury, Stanley.

The above items may be seen on application to the Superintendent Public Works.

Sam
1/6/56

file pl.

Savingram

From the Secretary of State for the Colonies.
To the Officer Administering the Government of

Date **16 MAY 1956**

Colonial Office reference **WAF. 571/572/01**
OSBT

No. **47**

Your reference

With reference to my despatch
your savingram No.
telegram



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

SECR

Originator and date	Subject
<i>Min. of Health & Local Government, Belfast Northern Ireland 11. 4. '56.</i>	<i>copies of letters re Public Health (Imported Food) Regulations 1937 + 1948.</i>
<i>Dep't. of Health for Scotland, St. Andrew's House, Edinburgh. 18. 4. '56.</i>	

GOVERNMENT OF NORTHERN IRELAND

Telegraphic Address :

" VitaMin," Belfast.

Telephone No.—Belfast 63210.

Any reply to this communication should be addressed to :

" THE SECRETARY "

and the following reference quoted—

Ref. No.

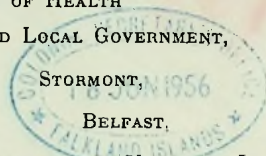
MINISTRY OF HEALTH

AND LOCAL GOVERNMENT,

STORMONT,

BELFAST,

NORTHERN IRELAND.



File No. 1089/51

Circular Letter No. P.H.2/56

11th April, 1956.

Sir,

Public Health (Imported Food) Regulations
(Northern Ireland), 1937 and 1948

Government of the Falkland Islands: Official Certificate

I am directed by the Minister of Health and Local Government to inform you that the Ministry has caused to be published in the Belfast Gazette of the 23rd March a notice revoking the official certificate which, as notified to your Authority in Circular Letter No. P.H.5/53, was recognised for the purposes of the Public Health (Imported Food) Regulations, 1937 and 1948, for the importation of carcase meat into Northern Ireland from the Falkland Islands.

/ A copy of the notice is attached to this Circular.

/ Copies of this Circular are enclosed for the information of the Medical Officers of Health and Sanitary Officers.

I am, Sir,

Your obedient Servant,

The Secretary of each County and County Borough
Health Committee and the Secretary of each Port
Sanitary Authority.

H6/8/160/3/56.

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**MINISTRY OF HEALTH AND LOCAL
GOVERNMENT, NORTHERN IRELAND**

**PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS
(NORTHERN IRELAND), 1937 AND 1948**

The Ministry of Health and Local Government gives notice that it hereby revokes the official certificate as reproduced in the notice published in the Belfast Gazette of the 3rd April, 1953, which was recognised for the purposes of the above-named Regulations in respect of the Government of the Falkland Islands.

W. McCAUGHEY,
Assistant Secretary.

Ministry of Health and
Local Government,
Stormont, Belfast.
15th March, 1956.



DEPARTMENT OF HEALTH FOR SCOTLAND

Telephone No.: Waverley 7241.
Telegraphic Address: HEALTH, Edinburgh.
Please address any further communication,
on which postage must be prepaid, to

The Secretary,

and quote

Your Reference

Our Reference FIF/1/Falk



ST. ANDREW'S HOUSE,

EDINBURGH, 1.

18th April, 1956.

Sir,

Public Health (Imported Food) (Scotland)
Regulations 1937 to 1948

Government of the Falkland Islands
Revocation of Official Certificate

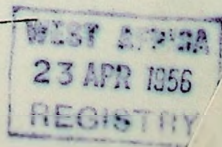
I am directed to inform you that the Secretary of State has caused to be published in the "Edinburgh Gazette" of 10th April, 1956, a Notice revoking the Official Certificate which was recognised for the purposes of the Public Health (Imported Food) (Scotland) Regulations, 1937 to 1948, for the importation into Scotland of carcase meat from the Falkland Islands as notified to you in the Department's letter of 27th March, 1953.

An extract from the "Gazette" is enclosed for your information.

I am, Sir,
Your obedient Servant,

R. Howar

The Clerk to the Port Health Authority,



F1 342
537

