

C.S.O.

0588/E

AGR/AJG/2 # 1

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(Formerly)

SUBJECT :

Falkland Islands Freezer.

Reports.

CONNECTED FILES.

NUMBER AND YEAR.

~~CONFIDENTIAL~~

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Read, at Falkland's report, by me
file

FALKLAND ISLANDS MEAT INSPECTION REPORT

On the 17th July, 1951 a meeting was held in the Colonial Office, London, to discuss the inspection of meat to be exported from the Falkland Islands to the United Kingdom. Amongst those attending the meeting were Sir Miles Clifford, Governor of the Falkland Islands, and Dr. L.B.A. Grace, Chief Technical Adviser on Meat Inspection for the Ministry of Food. Points in regard to the issuing of the "Official Certificate" were discussed, and Dr. Grace undertook to arrange, in consultation with Mr. R.J. Simmons of the Colonial Office, for an Inspector of the Ministry of Food to go to the Falkland Islands during the slaughtering season.

Permission had also to be obtained from the Ministry of Agriculture for the importation of the carcass meat, and it was arranged that Captain Boyle, Superintending Veterinary Officer of the Ministry, stationed in South America, should make a visit to the Falkland Islands. As a consequence of his visit and report no objection was made to the importation of meat into the United Kingdom.

Owing, however, to the many difficulties encountered in the building of the abattoir and Freezer at Ajax Bay, it was not possible to commence operations until the 1953 slaughtering season. Dr. Grace asked me if I would undertake the duties of Meat Inspector, which I agreed to do and my release from the Guildford Experimental Abattoir for a short time was arranged.

I left London Airport by B.O.A.C. on the 12th of February, 1953 at 10.0.a.m. and reached Montevideo on the 13th of February at 7.30.p.m. where I was met by Mr. Heathcote-Smith of the British Embassy, who handed me a letter instructing me to go on board the "John Biscoe", which was to sail next day. The ship sailed from Montevideo at 12.15.p.m. on the 14th of February, and docked in Port Stanley at 11.0.a.m. on the 18th of February. On arriving at Port Stanley I found that arrangements had been made for my stay until I was able to be transported to Ajax Bay, where my duties as Meat Inspector were to commence. During my stay in Port Stanley I had discussions with the Acting Colonial Secretary. On the 3rd of March I flew by Government Air Service (an Auster float plane) to Ajax Bay where I was met by Mr. Boyd, the resident manager of the Ajax Freezer. I was then introduced to Mr. C.H. Cooper, engineer-in-charge, who showed me to my living quarters, and also made arrangements with his wife for me to have meals with them during my stay at Ajax Bay.

[In conversation with Mr. Boyd I ascertained that tests of the slaughtering line system and factory operation had been carried out successfully. On examination of photographs of the slaughtering and dressing of sheep in progress, it was clear to me that many mistakes had been made. Mr. Boyd admitted that he did not know the system of line dressing of sheep and would be pleased to have my co-operation in rectifying some of the mistakes that had been made.] Arrangements were then made for a further test, and I demonstrated how the slaughtering and dressing of sheep should be carried out. Mr. Boyd was not present and although many of the men I had at my disposal had never slaughtered before, they did well. As to the tallow and guano

/processing

processing, this was improved upon greatly as the season progressed. After this test had been carried out, and Mr. Boyd had completed his official business in Stanley, he informed me that the slaughtering would commence officially on the 6th of April. As I had quite a time to wait before this I commenced inspection of meat. I visited Mr. J.F. Bonner's and Mr. N.K. Cameron's settlements with a view to gaining a better knowledge of the local sheep and cattle.

At Mr. Bonner's settlement I witnessed the separating, grading and dipping of sheep; I handled the sheep and many of them were in good condition.

When at Mr. Cameron's settlement I was asked to ride out to Cape Dolphin where he had most of his cattle grazing. This I did and of the cattle I saw (which consisted mostly of Herefords) many were good beasts and would have been an asset if they could have been slaughtered and frozen. I talked with Mr. Boyd about the slaughtering of cattle but he informed me that he had no corrales in which to keep them prior to slaughter. I was told that the corrales would be built prior to the 1954 slaughtering season. I also helped to gather 6,000 sheep when at Port San Carlos. These sheep were eight or more years old and many of them were not fat enough to kill for export. Of course it must be understood that under present conditions sheep are not reared to produce good carcasses, but to produce as much wool as possible. In the event of wool prices falling I am sure that more attention would be paid to production of better mutton or lamb carcasses. The need to produce better mutton will become more apparent to the farmers as the marketing of synthetic wools increases, for this must tend to lower wool prices.

The factory was formally opened by the Officer Administering the Government on the 6th April, who read a message from H.E. Sir Miles Clifford then on leave in England. Accompanying the Acting Governor were Messrs. A.G. Barton, Managing Director of the Falkland Island Company, N.K. Cameron of Port San Carlos, F.R.M. Lewis of Douglas Station and J.P. Oliver, Agricultural Officer.

Drafting Operations.

Previous to the commencement Mr. Boyd had arranged to have sheep sent from different farms at staggered times, so that sheep would not be on hand too long before killing, thus trying to guard against loss of weight, and also to ensure a regular supply so that killing could be carried out every day. When a consignment of sheep arrived they were put through the grading pens, ewes being separated from wethers. This could be done quickly owing to distinctive marking of the ears, and doors of the pens were placed conveniently for separating. The sheep were then brought down a race which led to the waiting pen, adjoining the stunning bay.

Slaughtering Operations.

At the commencement of slaughtering operations, stunning was carried out by using a cash captive bolt pistol, but as the season progressed the supply of cartridges ran out. An Electro-Lethaler was then used but it was found that the sheep were not being stunned sufficiently. Fortunately a further supply of cartridges arrived.

/As has

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As has already been mentioned, the line system whereby bleeding and dressing of sheep are carried out, is installed here. The beast is shot in the stunning pen, the right hind leg is shackled, and by the use of a mechanical spiral hoist the carcass is lifted to the bleeding rail which is situated above the bleeding trough. The throat of the sheep is then cut and the blood drops into the trough, and is washed away into a drain leading to the blood sump. As many as twenty sheep can be hung. This method ensures good bleeding which, in turn, assists the keeping qualities of the meat. The rails are not flat, but have a circular cross section and the shackle hooks are so made that they slide along the rail, which is greased.

When bleeding is finished the sheep is slid along to the first man on the line. This man is stationed on a platform and proceeds to do one part of the dressing namely the left hind leg. When he has finished a hook is put into the dressed leg and transferred to another rail, where the second man takes off the skin from the right hind leg. A gambrel is then inserted into the two dressed legs and the sheep is slid along to the next man who draws the skin over the two flanks. Breasting and backling now remain to be done; the breasting is effected by the use of a spreader placed between the two fore legs. Incisions are made and the breast is pushed over. The sheep is then transferred to the next man and he pushes the skin from the sides, pulls it off the back, and severs the skin from the sheep by cutting around the neck. The carcass is then stripped of its feet, head and offal. The carcass is now washed and inspected and if found free from disease the shoulders are stringed and the official certificate is stamped on, thus completing the operation.

This line method of slaughtering and dressing has certain definite advantages, namely :-

- (1) Sheep can be drained of blood more efficiently.
- (2) No manual labour of lifting on to crutches or rails is done, thus ensuring less physical exertion for the workers.
- (3) Men are so placed that they lose no time in walking from one place to another.
- (4) Each man having his allotted task can become an expert in doing his job in a very short time. This was ~~shown~~ proved during the season as in some cases men who were in the dressing line had never dressed a sheep before, and after a short time were competent to do one job well. Whereas, if the same men had been asked to slaughter and dress a whole sheep, they would not have been able to do it. All that is required is that the men should learn to work as a team and they will get more and more expert as the years go by. Towards the end of the season as many as 505 sheep were disposed of in one day. The local men are, of course, used to killing off stools but the line system is undoubtedly superior.

*the line factors
could be disposed of
by working double
shifts to produce
800 a day? No.*

Carcasses for Export.

After the inspection, which will be explained in detail under the heading of "Method of Inspection", the

/sheep were

sheep were transferred from the slaughtering area to the rails in the cooling bay and were here left to cool overnight, before freezing commenced. It must here be mentioned that in 1954 the carcasses will be chilled in rooms especially designed for this purpose.

Before putting carcasses into the Freezer, each was weighed and a label affixed denoting its class and whether 'heavy' or 'light'. The sheep were then transferred to the Freezer on roller runners and were left there until sufficiently frozen. Bagging of the sheep by covering them with white stockinette which had been stencilled with the letters F.I.F.C. (Falkland Islands Freezing Company), was next carried out. After bagging, carcasses were then transferred to the storage rooms. The floors were dunnaged and the carcasses stacked ready for shipment.

Offal for Export.

Offal for export consisted of kidneys, livers, hearts and tongues. The kidneys were stripped of fat and the ureters severed. The livers after examination were cut from the plucks and put into wire mesh baskets. Hearts were stripped of their pericardiums, washed, and put into wire baskets. The tongues were short cut from the head. Some were covered with regurgitated fodder and were duly washed. The offals were then left to cool before freezing.

[On my inspections of the cold chambers it was found that all of the offal for export was being left in the wire mesh baskets. As slaughtering increased the baskets were all filled, with the result that the offal was taken from the baskets and placed on sacking spread on the floor of the bagging room. I objected to this as dust began to accumulate on the surface of the offal exposed. Mr. Boyd informed me that bagging of the offal would be carried out as soon as enough men could be obtained to bag it. This was unsatisfactory, because it was not until the last week of the season that the offal was put into stockinette and hessian bags. Mr. Boyd has informed me that moulds will be ready for the 1954 season, and bagging operations will then be carried out as soon as the offal is frozen.]

Refrigeration.

The refrigerated spaces of this project consist of two chilling rooms designed for an operating temperature of 36° Fahrenheit, four freezing chambers to be held at -5° (minus five) Fahrenheit, and four storage rooms at $+5^{\circ}$ (plus five) Fahrenheit. Machinery for maintaining the above temperatures in the chambers was supplied by Messrs. York Shipley Ltd. of London, one of whose engineers, J. Townsend, supervised the installation of the plant.

The plant is of the ammonia compression type having a fully flooded unit cooler with forced air circulation installed in each room. Single-stage compression is used for the chilling and storage duties, whilst two-stage compression, with inter-stage cooling, is used for the freezing duty. Sea water in tube type and shell condensers is used for condensing purposes. Piping to the compressors and unit coolers is arranged so as to give maximum flexibility of operation, any compressor being available for any duty by manipulation of the necessary valves. The condensing system is common to all machines.

In the chill rooms the evaporator coils are kept free of ice by means of Calcium Chloride brine, sprayed over

/the coils

the coils and in the freezing and storage rooms defrosting is effected by means of hot gas by-passed from the compressor discharge lines.

Operation of the plant is by manual control entirely.

Occasionally the refrigerating machinery had to be stopped because sea water was not available owing to the strainer on the end of the sea water pump line being blocked by kelp and other foreign matter. The stoppages were not of long duration and no harm was done, but men were required to clear the strainer which resulted in other work being left undone.

In various conversations with J. Townsend, representative of York Shipley Ltd., I surmised that he was not satisfied with the insulation of the Freezer, and he also expressed a fear of frost heave taking place. A report from him should be asked for. The freezing rooms were kept at a temperature of $+12^{\circ}$ (plus twelve) Fahrenheit, and the storage rooms at $+10^{\circ}$ to 12° Fahrenheit throughout the season.

By-Products.

Adjoining the slaughtering hall is another building in which 'reject' carcasses, fats and offal not exported and inedible offal are processed. The machines for processing were supplied by Industrial Waste Eliminators Limited and consist of a concentrator No.2.A., a centrifugal turbine No.4.X., and a centrifugal disintegrator No.3.A. The purpose of this plant is to extract as much tallow as possible from the material available, leaving the residue as guano, for which there should be a good local market.

Process.

Carcasses to be processed are cut up into pieces of a size convenient for easy loading of the concentrator. Approximately 80 to 90 carcasses, depending upon their weights, make up a load. When loading is being carried out, beaters or paddles inside the concentrator are set in motion and about 10 lbs. of steam is put in to the jacket. The 5" main fume valve, and a by-pass valve are opened. After loading, the hopper lid is screwed down and the steam pressure increased gradually until 60 to 80 lbs. is registered on the gauge. Steady steam pressure is then maintained and the controller gauge reads a fraction before 0. When internal pressure is raised the 5" main fume valve is closed and the by-pass valve left slightly open. The internal pressure rises at the rate of 1 lb. per 1 to $1\frac{1}{2}$ minutes or about 10 lbs. in $12\frac{1}{2}$ minutes. Building up of the internal pressure is continued until $27\frac{1}{2}$ lbs. is reached. The latter pressure is held from 20 to 30 minutes, the controller gauge reading at F. Equivalents are as follows :-

<u>Controller Gauge</u>	<u>Pressure Gauge</u>	
A	=	0 lbs.
B	=	5 "
C	=	10 "
D	=	15 "
E	=	20 "
F	=	25 "

Internal pressure lowering is contrived by opening the fume by-pass valve, taking care not to touch the 5" fume main valve. This operation lowers the pressure gradually. In practice it was found best to ensure that the controller gauge is slightly in advance of the pressure gauge.

When the pressure is reduced to 10/15 lbs., a sample is taken from the concentrator; if gritty to the touch when rolled between the fingers, the charge is considered to be sufficiently cooked. The by-pass valve is then opened a little more until zero pressure is registered. The test valve is opened to check gauge readings and, if correct, the 5" main fume valve is opened. The internal pressure lowering takes about $2\frac{1}{2}$ hours to complete. If the sample is found to be sticky or gluey, slow lowering of the 10/15 lbs. pressure is continued until material is of the requisite grittiness.

Discharge of contents.

The motor and steam are now shut off and the contents of the concentrator are left to settle for 5 minutes. The discharge door is then gradually opened until when opened fully, the motor is switched on. When most of the contents have been forced out the motor is stopped and the remainder of the load is raked out by hand. For carcasses the time of cooking at 60/80 lbs. pressure is 2 hours. For offal (including heads), 3 hours.

The first draining of tallow from the material is done by discharge into a perforated receptacle which allows the tallow to run into a non-perforated vat. To extract the maximum amount of fat from the residue, the I.W.E.L. No.4.X centrifugal turbine is put into operation. The No.4.X basket is filled with the material and lifted mechanically into the centrifuge when the top of the latter is clamped down. The steam pressure of 80 lbs. is injected and the basket rotated at 700 revolutions per minute for 40 minutes. The fat thus extracted runs into a vat incorporated in the system. When the centrifuge has stopped and steam pressure shut off the basket is lifted out and the contents emptied on to the floor, where they are spread out for drying ready for the granulating process. When the contents are dry the granulator is put into motion, the material being fed into the machine and emerging as a very fine guano. The latter is then packed into strong brown paper bags, sealed, and taken to a storage shed. Cooking of the material takes $6\frac{1}{2}$ hours.

On first going into production the carcasses were not yielding enough tallow and the guano was wet and sticky as the cooking operation had been limited to three hours. As a consequence, the granulator would not work efficiently and much of the material was fly blown and had to be thrown away. Longer cooking was then resorted to, as described, and three men were able to handle the entire operation. The total yield from this process was approximately :-

142 barrels of tallow.
500 bags of guano.

Near the concentrator hall is another compartment containing two large rendering vats, and a settling tank. The purpose of the vats is to extract edible fat from the omentum fats and by the use of a pump, transfer it to the settling tank, whence after settling it is transferred to drums. These vats were not used until towards the end of the season because no drums were available for the filling of inedible tallow, and edible fat vats were used as a storage for this. As the season progressed, drums were forthcoming and the fat vats and settling tank were put to their proper use.

/When convenient

When convenient, reject carcasses were processed separately and sheep heads, lungs, pericardiums and washed stomachs were processed together; it was found, however, that the inclusion of washed stomachs turned the tallow a greenish colour. No use was made of the large intestines consisting of the cecum, colon, and part of the rectum, nor was mesenteric fat separated. Assuming that a $\frac{1}{4}$ lb. could be realised from each sheep, of the 14,226 sheep killed 3,556 $\frac{1}{2}$ lbs. of mesenteric fat was wasted.

Small Intestines of Sheep.

Small intestines were separated from the large intestines in the hope that they could be cleaned by a machine installed for this purpose. The machine was tried, but after several attempts it was found that the cleaning was not satisfactory. After many sets had been wasted the method adopted was to clear the intestines of as much of the contents as possible; they were then put into hanks consisting of 10 sets to a hank which were subsequently salted and barelled. The Manager is negotiating a sale for these.

Sheep Pelts.

It is with regret that I say that in my opinion many of the skins will have been wasted. The pelts when taken from the sheep were piled on to a trolley, which was emptied outside the abattoir door, and the skins left piled up until taken away to be put on wires erected for the purpose of drying. No skin sheds were ready for use until the latter part of the slaughtering season. Because insufficient skin wires had been erected, chaos ensued. Skins were spread on the ground and up the hill sides. The weather was unfavourable and sodden skins are the result. To add to this avoidable damage, hundreds of gulls picked at the skins and holes may have been made. In many cases seagull droppings soiled the skins. With much of the animal heat being retained by the piling as described, the heat could not escape quickly enough, resulting in "slipping" pelts and accompanied by a horrible stench. The wool just pulled out when trying to separate the pelts. Added to this was the presence of blow flies in abundance and the conditions created by the heat of the skins together with the dampness of the atmosphere were ideal for the breeding of maggots. When I looked around the skin drying shed which came into use at the latter part of the season, portions of the skins infested by maggots were being cut away; with so much trimming to be done it means that, apart from the labour involved, a substantial loss of profit will ensue, as I understand that skins are sold by weight. The skin drying sheds are still incomplete as designed they do not admit of the passage of air; it will be essential that sheds are available to deal with the season's output. There will otherwise be a further considerable loss. The market price of skins is, I understand, about 15/- to £1 each - a very valuable by-product. At the present time one half of what was originally supposed to be the skin drying shed is used as storage. Had these stores been moved prior to opening, a further 3,000 skins (approximately) could have been dried.

When slaughtering had ceased, a baling press was erected, but the Manager told me it was no good and that he had asked Mr. Bonner for the use of his baling press which may mean expense for hiring. Had the press supplied been capable of doing its work satisfactorily this expense and waste of time could have been averted. Discussions could take place about the processing of skins and hides for export before the 1954 slaughtering season commences.

Method of Meat Inspection.

A. Ante-Mortem.

When a consignment of sheep arrived at the abattoir for slaughter they were put into paddocks and rested before slaughter. It was seen that many were fatigued so that resting was essential. At any time if it was thought that sheep would not survive owing to fatigue they were killed immediately. During the driving operations sheep had to cross "stone runs" near the abattoir and, in my opinion, many sheep were found to be bruised because of this. Very few ticks were found, this was due to the dipping of sheep, which is carried out each year. No Foot Rot, Variola, Louping Ill or Anthrax symptoms were encountered.

B. Post-Mortem Inspection.

During the past, consignments of sheep exported from South America have been found to have had Caseous Lymphadenitis. Before my departure from England Dr. Grace gave me instructions so to conduct my inspection as to ensure that it would eliminate the possibility of this disease being present in carcasses on arrival in England. I therefore examined the sheep in the following manner. As the process of dressing and the removal of offal was being done notice was taken of all abnormalities. If unable to be around myself owing to being engaged on some other duty, I gave instructions to the slaughtermen to call to my attention any abnormality which they encountered. The slaughtermen co-operated excellently and not one animal arrived at the inspection point if anything unusual was noticed. It was not practicable to examine all lips, gums and nasal cavities, but tongues for export were examined by observation. All heads were put into the concentrator. Outer surfaces of the stomachs, intestines and spleens were examined. Emptied stomachs and spleens were put into the concentrator. The small intestines were separated from the large. The small intestines were cleared of contents, salted and barelled as explained under the heading "Small Intestines of Sheep". The plucks were examined by observation and palpation. The lung glands, composing of the bronchials and mediastinals were incised, as also was the hepatic lymph gland of the liver. The heart was stripped of its pericardium. The carcasses were examined for state of nutrition, evidence of bruising or discolouration, oedema, efficiency of bleeding, abnormalities and smell. The pleura and peritoneum were also visibly examined. Owing to Caseous Lymphadenitis being thought to exist additional inspection of the carcasses was carried out. The precrural inguinal or supra-mammary prescapular, and illiac lymphatic nodes were multiply incised and Caseous Lymphadenitis was found as will be noted in summary of condemned carcasses.

Summary of condemned carcasses :-

	<u>Wethers</u>	<u>Ewes</u>
Caseous Lymphadenitis	11	74
Jaundice	35	77
Septic Pleurisy	5	15
Emaciation (Pathological)	19	117
Extensive Bruising	100	123
Moribund	4	-
Septic Peritonitis	-	1
<u>Totals</u>	<u>174</u>	<u>407</u>

Summary of rejected carcasses.

	<u>Rams</u>	<u>Wethers</u>	<u>Eyes</u>
Badly Dressed	-	21	59
Contamination	-	23	32
Poor Condition	-	870	3931
Rams	146	-	-
Totals	146	924	4022

Summary of condemned offal.

	<u>Plucks</u>	<u>Livers</u>	<u>Lungs</u>	<u>Hearts</u>	<u>Kidneys</u>
Pneumonia	59	-	-	-	-
Pleurisy	-	-	51	51	-
Abscesses	46	-	-	-	-
Calafication	-	963	-	-	-
Echinococcus	-	316	162	478	-
Tenuicollis	-	1508	245	1753	-
Stronguli	-	2577	2788	-	-
Metanosis	-	1281	1308	-	-
Hydro Nephrosis	-	-	-	-	50
	105	6645	4534	51	50

Total Sets (complete) offal 358.

No flukes were found, but apart from the tabulated condemnations of offal the following conditions were found :-

Mammitis in many udders.
 Haematomas in many spleens.
 Balbia-Gigantea in many oesophagus.
 Small Tumours in various situations.
 Mortification of embryos.

At the latter end of the season many sheep were found to be pregnant. There are two methods used for castration namely cutting and nipping. It was found that the latter method tended toward sheep showing ram characteristics and in many cases one testicle was still in evidence. This may have been the cause of embryos being found. Rams were not supposed to have been running with the ewes this year prior to slaughter.

All carcasses found to be fit for export were stamped with the official certificate stamp and in conformity with the Merchandise Marks Act the word "Empire". Grading [by Mr. Boyd] was carried out in the following manner; a label was put on each carcass bearing one or other of the following marks :-

W.L., denoting Wether, Light.
 W.H., denoting Wether, Heavy.
 E.L., denoting Ewe, Light.
 E.H., denoting Ewe, Heavy.

In my opinion this method is far from satisfactory.

Why I say that the system of grading is not satisfactory is that it indicates weight and nothing more, whereas in my opinion grading should also have regard to 'Conformation', 'Finish' and 'Quality' of the carcasses.

Carcasses of the same weight were very seldom alike. For instance, wethers over 40 lbs. in weight were in many cases of good conformation, finish and quality, whilst in others they were angular, backs were prominent, shoulder and hip bones were not well covered with fat, they had long necks and thin shanks, shallow loins and were lacking in fat which denoted poor conformation finish and quality. And yet all these carcasses were put into the same category, and labelled "W.H." This applied also to the other three weight classes. For more thorough grading I suggest additional marks as follows :-

A to denote Good Conformation, Finish and Quality
B to denote Fair Conformation, Finish and Quality
M to denote Poor Conformation, Finish and Quality
M.R. to denote Very Poor Conformation, Finish and Quality

thus a heavy wether of poor conformation, finish and quality would be marked WHM. Rams should never be graded A, and rarely, if ever, B, but could be marked M.A.N.; denoting that the carcass was only fit for manufacturing purposes. The suggested grades would give the market a better idea as to what the carcasses were like.

Hygiene.

The standard of hygiene maintained in the slaughterhouse was only fair; and even this standard was reached only after a few innovations had been instituted. As the sheep were bled the blood ran into a large trough and by the use of running sea water was washed away down a drain to an outside blood sump. At various times the blood did not drain into the trough because the steel rail, on which the sheep hung whilst being bled, was sloping down with the result that the sheep instead of bleeding over the trough, continued downward until it reached a level rail situated over the dressing bay. To counteract the blood running on to the floor, a spring catch was instituted on the bleeding trough rail, thus the sheep were stopped, and blood was then collected into the trough with very little overspill on the floor thereafter. At the beginning only two small grills over a large drain were provided, by which water, blood etc. could be cleared off the floor. These two grills were taken out and the whole drain was then grilled. The slaughterhouse floor was not laid the right way to assist drainage of water for instead of flowing into the drain it was going the opposite way. Channels were then cut in the floor, with falls sufficient to enable the water to be directed into the drain. With this rectification sea water was kept constantly supplied through a hose on to the floor and thus it was cleansed. On various occasions no sea water was available due to the requirements for freezing. When I discussed this situation with the refrigerating engineer he told me he would be needing all the sea water being supplied for his machines in 1954. If this is so then a more adequate supply of water is essential. Only one fresh water point is at present installed in the slaughterhouse; on most days the tap delivering this fresh water was only capable of producing 120 gallons an hour due to being clogged with peat and other residue.

There is no hot water in the slaughterhouse and hot water for the washing of hands, cleansing of carcasses, and utensils etc. had to be carried from the intestine cleaning shed; as an alternative cold water was heated up by the insertion of a jet of steam from the concentrator, so that when the jet was being used for other purposes no steam was available. I objected to hot water not being readily available but was told that hot water was not required in the slaughterhouse.

/In my opinion...

In my opinion installation of a hot water system and two cold fresh water points is essential and should be carried out.

The hall in which tallow and guano were produced was not up to the standard one would look for in a newly erected building. Due to so many sheep being rejected the concentrator could not cope with the amount of work it had to do. Rejected carcasses lay on the floor instead of being processed. Walls and benches were bespattered with blood and offal residue, and sometimes washing was not carried out as frequently as it should have been. The floor of the concentrator room was not cleansed regularly due to guano being spread upon it to dry out. Set in the floor was a tank into which fat was run from the concentrator and centrifuge. As the tank was below floor level and did not fit perfectly, dirt and other substances lay around the side of the tank and at various times water and dirt entered into the tallow vat. This situation has been rectified by the provision of a concrete surround around the vat. Water was supplied at one point in this hall into a cement trough, with a drain, but no grating was placed at the entrance to this drain so stomachs, heads etc. had often to be picked out by hand.

The intestine cleaning shed was supplied with hot and cold water and also a steam jet. The drain leading from the building was not trapped and at first there was no grating at the drain entrance. After several stoppages had been experienced a grating was provided. Around the intestine cleaning shed were barrels and into them were placed the large intestines which were not being processed. As many as 20 barrels were left to stand for considerable lengths of time. This did not improve hygiene and added to the smell besides providing an unnecessary harvest for the blowflies which were swarming around the barrels in their hundreds.

Sheep feet were not processed and were, until the latter part of the season, thrown in a heap near the blood sump. With the feet being piled together when warm, it was an ideal place for blowflies to do their work. The blowflies did do their work with the result that the pile of feet became one heaving mass giving off a horrible stench. I approached Mr. Boyd who eventually burnt the feet.

The building of an incinerator should be considered in which intestines, feet and other offensive residue not processed, can be burnt. The situation at present is that all this residue is dumped on to the beach. Apart from the stench, the sight of this on the beach is highly unpleasant, especially to the women and children who live at Ajax Bay.

On my frequent visits to the rooms of the Freezer, the gambrels, which were used for hanging the sheep, were thrown anywhere on the floors. These floors were dusty. I called the men who were responsible and pointed this out to them. They afterwards installed receptacles at various points for receiving the gambrels when taken out of the legs of the sheep.

The erecting of a meat inspector's office is also most desirable. Only one weighing office is provided in the slaughterhouse, and the state of this office was disgraceful. A dirty table with labels, ink, paint, stockinette bags, tools and many other utensils on top of it, made it impossible to carry out my work properly, I therefore had a portable desk made by the joiner, which could be moved to any required position. No facilities were provided enabling men to change out of blood or dirt splashed clothing into clean clothing.

The building of a urinal and wash basins is again

/essential.....

12

essential in my opinion. They had been installed originally but owing to some alterations being carried out previous to my arrival these facilities were taken out of the building and machinery put in their place. The consequence can be left to the imagination and produced a most undesirable and insanitary state of affairs which would not be tolerated elsewhere.

Protective clothing was restricted to a sailcloth apron and a pair of rubber wellingtons, which was quite inadequate. After the apron had been worn for one day it was saturated with water, dung and blood. These aprons were not waterproof and soaked clothing brought complaints from the slaughtermen. This so-called protective clothing was discarded after the first week's operations. With no facilities for changing of clothes and washing, the slaughtermen went to their billets in a most unhygienic state.

Lighting.

Previous to the start of the killing season, domestic heating and lighting was provided by a Gardner 30 kilowatts, 220 volts, single phase generating machine, which machine was incapable of carrying the load put upon it when killing and freezing commenced. A Mirrlees 440 volts, 3 phase generating plant, which had been installed, was then brought into use and solved the load problem. The lighting was still not good enough, however, for meat inspection and temporary lights were installed. The 100 watt bulbs supplying the lighting were set in Coolicon shades. The height at which the lights were set prevented spreading, and on discussing this problem with E. Maydon, electrical engineer, he suggested that 5 electrical points with lamps of 200 watts be installed at various points. If this is done it will be a great improvement and dispel the many dark shadows which now hamper proper inspection.

Ventilation.

When boiling of edible fats, processing of tallow and guano were being carried out, much steam hung around. Ventilators have been installed in the roof of the abattoir, but these were not capable of clearing the building quickly enough. The provision of two extractor fans in the abattoir, and one in the by-products room would be an asset. In the intestine cleaning shed the only ventilation was by the entrance door. When hot water was required, the shed, which was made of corrugated iron sheets, was filled with steam; the steam condensed on the iron sheets and water dripped from the roof on to the workmen carrying out their various duties. Ventilators or extractor fans should be installed before next season. The Mirrlees generating plant is quite capable of carrying the additional load.

Water Supply.

This is carried out by streams running down the hill-sides into a small, earthed enclosed space. No reservoir has yet been built; it was commenced but has not been completed. Leading from the enclosed space is a 3 inch pipe which in turn leads into a storage tank measuring 16 feet by 16 feet by 8 feet. Leading from the storage tank is another pipe of 3 inch bore, which supplies water to all the required points of Ajax Bay. This supply of water was not fully tested during the season, and it is doubtful if the tank will be able to supply all needs. The completion of the reservoir is essential so that a reserve supply of water can

/be maintained.....

be maintained. If the reservoir is not finished then more pumps should be installed to pump sea water which can be used for cleansing purposes. Owing to sufficient rains the water supply was good, but if there should be a prolonged dry spell during killing then difficulties may be encountered.

Drainage.

It is not possible to give a full report on drainage, because this is not yet complete, but some idea can be obtained from the following remarks :-

Around the abattoir and Freezer has been laid a concrete skirting. A piped channel has been laid around approximately a quarter of the concrete skirting. Surface water, including water from springs, is caught by this channel, taken to the abattoir drain and thence out to sea. The remaining concrete skirting has an earth channel which leads to two 9" pipes laid under the ground. These pipes discharge the water on to undrained ground approximately 15 yards from the Freezer. The channels are sometimes blocked with earth which surrounds the channels. The earth is, in places, 4 feet in height above and situated at the side of the channels. Some means whereby this earth can be prevented from falling should be devised otherwise flooding must result. Adjoining the waiting lairage is a so-called "french drain". This drain, which consists of a channel filled with stone boulders, is far from perfect. The faeces and water coming from the waiting pen, together with silt carried by springs, blocks up the orifices between the boulders and, on one occasion, some sheep awaiting slaughter were four inches deep in water and dirt. The openings in the waiting pen wall were not big enough to allow the faeces etc. to be carried to the french drain and men had frequently to be turned to so that clearances could be made. The provision of a drain which will take residue from the waiting pen and cope with the springs of water, should be considered.

Conclusions.

After many and various setbacks the Ajax Freezer has commenced operations. It is my belief that this project can be an asset to the Colony and to the United Kingdom. It can be seen, however, that it will fail if the farmers do not send sheep of the standard of conformation, finish and quality required. Another problem which will make or break the Freezer is manpower. At no part of the season was there a sufficient complement of men to carry out the many duties which must be undertaken if a project such as this is to succeed. [A third "must" is efficient management, by which I mean the employment of a manager with both theoretical and practical experience of a high order.]

The target of 1,000 sheep or 200 cattle to be slaughtered each day, (as per report of July 17th 1951) will be difficult to reach, but is not impossible. The target of 200 cattle per day is very high and in my talks with Mr. J. Gilruth of Darwin he gave his opinion that there are not enough cattle available to supply this figure continually.

The sheep were aged and many of them were emaciated and poor, but the incidence of condemnable diseases was not high. The target of 250 tons of frozen meat was not reached. Had good sheep been sent in the target would have been reached and passed. The number of carcasses frozen for export was 8,541 and I am informed by Mr. Boyd that they weighed 393,690 lbs. Also frozen for export were :-

157 Bags of Livers weighing 9420 lbs.
92 Bags of Hearts weighing 5520 lbs.
54 Bags of Kidneys weighing 3240 lbs.
49 Bags of Tongues weighing 2940 lbs.

Total 21120 lbs.

14
and in addition 142 barrels of tallow and approximately 500 bags of guano.

The target for the number of sheep to be slaughtered during the first season (as per report 17th July, 1951) was 15,000. The number actually slaughtered was 14,226. Considering the many obstacles and inevitable teething troubles, this was very good.

The dressing of the sheep was very poor but this will improve as more experience is gained. Line dressing has been carried out for the first time, and with some of the men never having dressed sheep before and none having had experience in line dressing, a high standard could not be looked for.

If cattle are to be slaughtered in 1954 (see page 2 referring to Mr. Cameron's cattle) a shooting box, and an electrical saw must be provided. Provision should also be made for the cooling, salting and storage of cattle hides which are a valuable by-product.

Lengthening of the jetty would enable ships to come alongside at all times and so facilitate the loading and unloading of cargoes and the transhipment of sheep from the West Falkland and out-lying islands.

Recommendation for Stunning animals.

1. I recommend that all animals slaughtered in Stanley slaughterhouse, Darwin slaughterhouse and Ajax Bay slaughterhouse should be stunned instantaneously by a mechanically operated instrument, which should always be kept in good repair.
2. All persons engaged in stunning of animals to be licensed.
3. All persons licensed to be considered fit to stun.
4. Licence to be revoked at any time if person is considered unfit to carry out this work properly and humanely.
5. Licence to be granted to persons of not less than 18 years old.
6. Licence to be renewed every two years.

The people who have co-operated with me during my stay in the Falkland Islands are many in number. I would like to thank them all for their co-operation. Kindness and hospitality was abundant and will, I am confident, be extended towards anyone who may succeed me in the duty of inspection.

R. Fletcher, M.R.S.C., M.Inst.M.

A.O.

For your comments on 1-14 pl.

W.H. for B.C.
24/6/53CS.

You note at back cover. Paragraphs marked [] should be omitted.

2. A copy of the full report should go to Mr. Boyd as manager.

H.C. 26 vi

27.6.53 on Charnon both visited my office & I explained the exclusions to him.

28/6

A.O.

(2)

For your early comments, p.s.

H.C.5.

The report is a very fair & unbiased one; except in one respect, namely, in favour of the line system of killing.

2. Mr. Fletcher does not do full credit to himself & the part he played in getting this year's killing organized, or even to work at all. When he gave off his services for more freely than was necessary, in his capacity there as Meat Inspector.

3. The rate of killing even at the highest total reached of 505 sheep in a day is far too low.

4. The number of men there for the killing were too few. They are highly unlikely to return there next killing in toto; the same men for the same jobs, for efficiency to be expected to go on increasing. They were working very long hours each day also tending to detract from efficiency.

5. I would (like to) point out that 2 & 3 hours are the specified times of cooking set out for this machinery.

But in practice to obtain a derivable fat free guano
cooking had to be prolonged to 6 $\frac{1}{2}$ hr.
The derivable residue so obtained will be about 4% fat.
There is another commercial method whereby extraction can be
done, leaving only 2%.

And hygiene' been
done to 'hygiene'!

6. There are certain distinguishing factors relating to hygiene.
Should not these be brought to the notice of the Chairman
of the Board of Health?

7. In his "Conclusions" 2 major points labour &
sleep are touched upon as able to "make or break
the freeze". There are the points that should
be concentrated upon immediately.

8. His recommendation for stunning animals is sound.
His suggestion to make same effective should be investigated.

9. If expurgated copies of report are to be circulated,
they should be so marked to avoid confusion.

John P. Blue
A.O. 29/VI/53.

P.S. The *Echinococcus* referred to on page 9 is communicable to man.

Yrs.

P.O.

Pre see A.O.'s comments above. Shall I ^{now}
circulate to rest of Ex Co.?

197

Please,

I am ^{not} ~~not~~ concerned that the "one system" should be
decided for a "double-shift" organization and
desire of the desired numbers, as elsewhere. The main point is
that it provides a better-finished article.

M.C. 1

File.

CS

A very good report

2-14
by Mr. Fletcher on the operation
of the Frazer during the first
season. I have sent copies

to

CDC (Land Rats)

Harding (via Bonner)

Barker (for excepts, or
circulation, to SDA) &

TP Jones at Punta Arenas

2. Please pass to AO for
comment and I will later
circulate in Ex Co.

ACB file w/ AO for comments
23 Feb

MC. 20
vi

1a

Copy of Mr. Fletcher's
Report sent to SoS
under 3 P.N. dated 20/6/53.

STANLEY HOUSE,
FALKLAND ISLANDS.

22nd June 1953.

Dear Sir Miles,

Many thanks for Fletcher's report, it is very interesting. Can I get it duplicated in full and let every S.O.A. member have a copy?

Under the heading of Conclusions on Page 13, Fletcher implies that Farmers withheld their better sheep. Too true, but how natural! They can never supply anything but surplus stock and until prices paid by the Freezer are more attractive and in keeping with those paid elsewhere there will be no incentive to get that surplus into better condition at the expense of younger animals which are to be carried for another season.

This is one impression I have gained so far from an excellent report and I think it would be a pity if it is not corrected. Farmers are not anti-Freezer, or anti-anything else which will give a fair return for disposal of surplus, but with sheepskins grossing $34\frac{3}{4}d$ per lb (19.6.53) a maximum offer of $4\frac{1}{2}d$ per lb of carcase meat does not fill any farmer's heart with joy.

Yours sincerely,

A.G. Dawson

His Excellency Sir Miles Clifford.,
K.B.E., C.M.G., E.D.,
Government House,
STANLEY.

Reply at 20.

23rd June, 1953.

Dear Barton,

17

20
18

Your letter of 22nd which you mentioned last evening reached me at lunch-time today via Caroline!

I quite agree with the remarks in your final paragraph and any such impression will doubtless be corrected by Harding and Bonner who have a copy. I do not think, however, that Fletcher intended to imply that farms were anti-Freezer (and I myself have no such delusion); it is just a plain statement of what he saw by an experienced man.

For myself I have always contended that the Freezer could not make a profit for the first three years. I suppose that the price has been governed by a Ministry of Food ruling but here again I have no doubt that Harding and Bonner will invite the Corporation's attention to the anomaly. I shall be very surprised if the Ajax sheepskins gross 4 $\frac{1}{2}$ d. per lb !!

I don't think the report should be circulated in toto as parts of it poke a shrewd finger at Boyd. I will mark the passages which had best be left out.

Yours sincerely,

(Sgd) Miles Clifford.

The Honourable

Mr. A.G. Barton, J.P.,
STANLEY.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

V
1

SENT

Number	Office of Origin	Words	Handed in at	Date
				6.7.53

To

TILSBURY PROTECTORATE

RE/C

REFERENCE REPORT YOU ARE SUBMITTING TO GOVERNOR STOP GRATEFUL YOU
 ARRANGE EARLIEST DISPATCH TO STANLEY STOP SUGGEST AJAX BAY MIGHT
 SEND TO PORT SAN CARLOS FOR COLLECTION BY PLANE OR PHILOMEL.

COLONIAL SECRETARY

CONFIRMATORY COPY. 'Phoned to R/T Station 0920/6th. by A.C.S.

Time

Reply at 26

20
3rd. July 1953.

M/V "Protector 111"
at Stanley,
Falkland Islands.



His Excellency Sir G. Miles Clifford, K.B.E., C.M.G., etc.
Government House,
Stanley,
Falkland Islands.

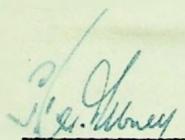
Your Excellency,

21-23

I have the honour to send attached hereto a brief report on the loading of mutton carcasses from the Ajax Bay Freezer onto the M/V "Rippingham Grange", also my observations on the possible disposal of surplus plant at Albemarle to the Freezer Project, both in compliance with your request.

24-25

I have the honour to be,
Your Excellency's obedient servant,

A handwritten signature in blue ink, appearing to read "P.R.H. Tilbury".

P.R.H. Tilbury. Director.
Intercoastal Trading Co. Ltd.

Reply at 30

REPORT ON LOADING MUTTON CARCASSES ONTO M/V "RIPPINGHAM GRANGE"
EX FALKLAND ISLANDS FREEZER - SEASON 1953.

21

2nd July 1953.

Preliminary Arrangements.

Towards the end of the Freezer's first killing season, in May 1953, it was learned that in June of that year the production of frozen mutton, amounting to some 8540 carcasses, or approximately 185 tons frozen weight, would be shipped from the Freezer site at Ajax Bay to the United Kingdom by the Houlder Bros. motorship "Rippingham Grange", a vessel of some 10,000 tons, under the command of Capt. Owen, a senior master of that line.

The Falkland Islands Co. were the local Agents for the vessel, and at the urgent insistence of their Manager discussions were held to determine how the vessel could be loaded and despatched with a minimum of delay.

At the Freezer site a short jetty extending into some 7 ft. of water at mean low water springs, or about 12⁸/13 ft. water at high water springs, had been in existence for some months, and it was decided that loading should be carried out in the following manner:-

- 1). A landing craft in the Freezer's possession should be decked over and moored securely of the end of the jetty, and parallel to it, to enable "Protector 111", drawing 9'6" light, to move in alongside, or at least bows in, at all states of tide.
- 2). The carcasses should be weighed on leaving the Freezer chamber and loaded onto trailers, three of which were in operation, and each holding some 50/60 carcasses.
- 3). The trailers should be drawn to the inshore end of the jetty by tractor, two of which were in operation.
- 4). The carcasses should then be offloaded onto rubber tyred hand trolleys (two-wheeled affairs that had been used in the freezer chamber) and transported to the seaward end of the jetty extension.
- 5). The Intercoastal Trading Co.'s vessel "Protector 111" of 161 GRT, which would be chartered for the occasion, and the Freezer's vessel "Penelope" of some 55 tons, should then transport the carcasses to the "Rippingham Grange".
- 6). It was thought that "Protector 111" would carry around 1500 carcasses (on deck only) and "Penelope" some 400 in like manner.

22

Narrative.

On 19th.June "Rippingham Grange" gave an ETA of "daylight on 20th. June" and accordingly all hands were called out at 0400 hours on 20th. The vessel, drawing 26 ft., was in fact piloted in by Mr.Rutter from Fanning Head, and brought to anchor at 1000 hours about 1 mile offshore in 11 fathom.

"Protector 111" was to be the first vessel to load, and carcasses began to arrive alongside at 1055. By 1445 a total of 1500 carcasses had been loaded, the last 100 into two slings containing 50 carcasses each, to enable them to be lifted off the deck immediately the "Protector 111" was tied up alongside "Rippingham Grange".

By 1455 "Protector 111" was alongside "Rippingham Grange" and the 1500 carcasses had been put aboard "Rippingham Grange" by 1700 hours.

It was evident that the carcasses arrived at the "Rippingham Grange" at an undesirably high temperature (23 deg.), and accordingly loads were cut down to 600 for "Protector 111" and 300 for "Penelope", in order to decrease the time the carcasses were in the open air.

Work continued that night until 2310 hours, "Protector 111" and "Penelope" working a shuttle service, which however, was somewhat impaired by the disparity in carrying capacity between the two vessels.

Work was resumed at 0500 hours on Sunday 21st.June and went on unbroken save for meal hours, until 0615 on Monday 22nd.June, when the complete cargo of 8540 carcasses and 300 bags of offal had been loaded.

"Rippingham Grange" left Ajax Bay at 0930 hours on Monday 22nd., bound for Montevideo en route to the United Kingdom.

Comments.

It is considered that the work proceeded well having regard to the improvised facilities. All the men engaged in the work appeared to work well and with good heart.

Shippers were very fortunate in that loading took place at the full moon, facilitating night work, and in that the weather was most clement, except for a few hours on the Sunday morning when wind squalls were experienced.

There was fair continuity in loading (having regard to the disparity in carrying capacity of the ~~two~~ ferrying vessels), although the weighing of the carcasses sometimes interrupted the flow; there is, however, little doubt that the "Rippingham Grange" could have accepted carcasses much more quickly had there been better continuity of loading the ferrying vessels.

If in any subsequent year inclement conditions were to be met with, or were the "Protector 111" not available, it is possible that serious delay

to the carrying vessel might ensue. If lighters were to be employed, there would be a tangible risk of carcasses getting wet by spray, unless very smooth conditions obtained, or unless lighters were adequately covered.

It appeared that carcasses were insufficiently cold when delivered on "Protector 111". At various times carcasses:-

were delivered on board "Protector"	at 19 deg.	were delivered on "Ripp!Grange"	at 23 deg.
..	at 22 deg.	..	at 26 deg.

The last lot (about 1000) were, however, in prime condition - these were large sheep from the Islands, and appeared to maintain their temperature better.

The C. Engineer of "Rippingham Grange" advised that he should not accept carcasses on board at a higher temperature than 20 deg., and only did so as he understood this to be 'an experimental project'.

Tentative recommendations.

Leaving aside the question of temperature, which is not within the province of the writer to discuss, it is considered that loading would be expedited by:-

1). The provision of a weighbridge, so that carcasses could be weighed ex Freezer chamber in bulk and on trailers.

2). The permanent extension of the jetty into at least 12' mean low water springs.

One further point may be worth consideration:-

As labour is, and may continue to be, scarce, the following method, or a modification of it, may prove of interest:-

The Freezer chamber is considerably higher than the seaward end of the jetty consequently, if a covered conveyor rail were built from the exit door of the Freezer chamber to the end of the jetty individual carcasses could be sent down by gravity straight onto the ferrying vessel, the conveyor hooks being subsequently returned by trolley. Expense may rule this out, but there is a likelihood that it would save labour & time, and get the carcasses at least onto the ferrying vessel in a dry state in inclement weather.

P.R.H. Tilbury.
P.R.H. Tilbury.
Master. "Protector 111".

2/7/53.

24

From various visits to the Freezer plant at Ajax Bay the following have been observed:-

- 1). The Jetty is inadequate.
- 2). The meatmeal/tallow plant is inadequate.
- 3). There is no storage for fueloil, for use in steam boiler which is presently operating on gasoil/diesel oil.

It is considered doubtful whether any of the Albemarle plant can be operated profitably in the foreseeable future, and almost certain that the meatmeal(byproducts) plant cannot do so. The following tentative recommendations may be of interest. In connection with:-

1). Jetty.

At Albemarle a Bailey type half-floating bridge, 60' long by 10' inside width, is available, together with 9 Braithwaite sectional steel pontoons forming a rectangular pontoon to support the outboard end of the bridge; when joined together the pontoon sections measure some 40' x 30'. Only two sections have been erected, the other seven sections being as delivered to site.

It is thought that this might be a possible inexpensive solution to the problem of extending the Ajax Jetty.

2). By-products Plant.

The type of plant used for meal & oil production at Albemarle is precisely similar to that used at Ajax for the production of meal & tallow from reject carcasses, heads, etc., and consists of:-

One 'Farrematic' Concentrator, having a raw material capacity of 50 cwt.

One 'IWEL' No.4x Fat Extractor.

One 'IWEL' Disintegrator.

One Bucket Elevator and Bagging valve.

The transfer of this equipment to Ajax would provide them with adequate capacity to deal with all rejects, heads, etc., but they would, however, be unable to provide sufficient steam to operate the expanded plant unless the Albemarle boiler were also transferred. The boiler at Albemarle has an evaporation of 2200 lbs/hour on cold feed, and would in all probability provide sufficient steam to operate the complete(expanded) plant. This boiler also has the advantage of operating on boiler(fuel oil).

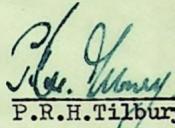
/contd.

25

3). Fueloil Storage Tank.

The fueloil storage tank at Albemarle is constructed of Braithwaite steel sections, and has a capacity of 250 tons.

If the Ajax plant sees fit to burn fueloil(at 11d per gall.) instead of Gasoil/Diesel oil(at around 3/11d. per gall.) in their boiler, the transfer of this storage tank from Albemarle to Ajax may well be worth consideration.


P.R.H. Tilbury.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

26

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
1	PROTECTOR	15	1020	6/7/53

To
COLONIAL SECRETARY STANLEY.

20 MY REPORT WAS POSTED IN STANLEY ON AFTERNOON OF THIRD JULY
TILBURY.

PA.

TILBURY PROTECTOR

Time

Report received 6th Many thanks

45-1020.

7/7

See 27.

SJS.

Governor.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

27

Number	Office of Origin	Words	Handed in at	Date
				7.7.53.
To				
				A/C HQ

21

REPORT RECEIVED 6TH MANY THANKS

GOVERNOR

OS.

Below, Inc.

Time

28
8th July, 1953.

Dear Lord Reith,

0588(IV)

Brook tells me you have been visiting Central Africa and I hope you had a pleasant and instructive tour and returned with some comforting conclusions to compensate a little for your many disappointments.

1-14

I sent you on my last mail a report which I got Fletcher, our Meat Inspector (Ministry of Food) to write on his experience during the Freezer's first year of operation. I will qualify the conclusions he draws by saying that I am quite satisfied that the Farmers will support the venture and that any apparent lack of enthusiasm this year may be ascribed to the rather late start and more particularly to the poor price offered in relation to the present market price of skins.

21

I now enclose the copy of a report which I asked Tilbury to write on the loading arrangements and on the availability, which I discussed with him, of plant at Albemarle that would increase the efficiency of Ajax and which is liable to rapid deterioration, if left where it is, owing to lack of maintenance

See 33

Lord Reith, P.C., G.C.V.O., G.B.E., etc.,
Chairman,
Colonial Development Corporation,
33, Hill Street,
LONDON, W.1.

/climate

climate and pilferage. I commend this and his comments on extension of the Ajax jetty to your notice.

Extracted to
0588/IV -
F. Is. Freiger.

Regarding Brook's enquiry about radio-telephone facilities the ball lies with Jones who must (if he can) persuade the Chilian 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 Chilian Government.

Yours sincerely,

(Sgd) Miles Clifford.

30

CONFIDENTIAL.

7th July,

53.

Sir,

(-14) I am directed to forward to you for your information a copy of a report submitted on the Freezer Project by Mr. R. Fletcher, Government Meat Inspector.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

Colonial Secretary.

MR.G. A. Boyd,

AJAX BAY.

8th July,

53.

Sir,

20.

I am directed to refer to your letter of the 3rd of July, 1953, and to express His Excellency's thanks for your very interesting report on the recent loading operations at Ajax Bay.

21.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Mr. P. R. H. Tilbury,
m.v. "Protector III",
c/o Hon. Mr. A. L. Hardy, B.E.M., J.P.,
STANLEY.

32

of.

Last set of 18 - was a copy
of marked sets to Mr. B. P.?

877.

Spoke to Mr. - above has
been attached to

877.

8.

Copy of Master Inspector's Report circ. to members
of Ex. Bd. who have not already seen, i.e. Sen.
Hon. Mr. Briscoe and Senator

1
Posted on 11-7-53
8.

BN 309
BN 2778

BN 16753
BN 2877

Extract from letter from Lord Reith, C.D.C., to H.E. the Governor of 7.8.53.

(Original filed in 0588/IV) - Proposed Establishment of a Freezer in the Falkland Islands.

28

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

20-25

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 Albermarle which might be used at Ajax.

1-14

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.

10
8/19

DECODE.

TELEGRAM SENT.

34

From SECRETARY OF STATE to GOVERNOR.

Despatched: 30.10.53 Time: 2120 Received: 31.10.53 Time: 0845

No. 144. Meat Inspection at Slaughter House.

10 Ministry of Food require to be assured of recommendations made by Fletcher in "Hygiene" part of his report have been or are being implemented before the next slaughtering season commences.

Briefly they are

- (1) Installation hot water system and 2 fresh water points
- (2) Building of an incinerator in which intestines, feet and other offensive residue may be burnt
- (3) Erection Meat Inspector's office
- (4) provision of urine and wash basins
- (5) Installation of 5 electrical points with lamps of 200 watts
- (6) Installation extractor fans or ventilators
- (7) Improved water supplies
- (8) Provision of additional drains.

Aspects of their letter follow by Savingram.

Colonial Development Corporation state everything mentioned in report has or is being attended but to prevent any hitch in certifying procedure graftful confirmation by telegraph that this is so. Danger of certificate being revoked if Ministry of Food not satisfied on all points.

Reply at NO

SECER.

Y.E. above.

See 41.

I wonder who is supervisor of C.S.C. - C.O. or M.O.F.

Can Y.E. confirm from next visit?

J.E.B.
31/10/53

→ I cannot, specifically and we should refer to local
Chairman (Mr. Harding) or - if he cannot tell us - ask
C.S. to enquire on the spot.

MC 31/
X

GTC
CGG

0588/E.

2nd November,

53.

Sir,

With reference to the Hygiene Section of the Government Meat Inspectors report I should be grateful if you would be good enough to inform me whether the recommendations (enumerated below) have been or are being implemented before the next slaughtering season commences.

- ✓ (1) Installation of hot water system and 2 fresh water points
- (2) Building of an incinerator in which intestines, feet and other offensive residue may be burnt
- (3) Erection of Meat Inspector's Office
- (4) Provision of urine and wash basins
- (5) Installation of 5 electrical points with lamps of 200 watts
- (6) Installation of extractor fans or ventilators
- (7) Improved water supplies
- (8) Provision of additional drains.

I am,

Sir,

Your obedient servant,

(Sgd) J.E. Briscoe.

COLONIAL SECRETARY.

H.C. Harding, Esq., J.P.,
 Chairman,
 Falkland Islands Freezer Corporation,
 STANLEY.

Reply at 36

0588E

Malvina House,

Stanley.

36

4th November 1953.

Sir,

35 With reference to your letter of the 2nd instant, I regret I am unable to answer your enquiries at the moment. I propose to visit Ajax Bay during the present month, and will inform you on my return if the recommendations of the Government Meat Inspector are being carried out.

I am,

Sir,

Your obedient servant,

H. C. Harding

For The Falkland Islands Freezer Co. Ltd.

The Honourable,

The Colonial Secretary,

Stanley.

BWF

J. E.
To see, we must await Macpherson's
return.
J. E. " "

Q.
Then we should send in
a reply to 34.

*Mc 12
Ri*

NAVAL MESSAGE.

For use in
Signal
Department
only

14

KC 23 wds.

1000

11/11/53

37

Originators Instructions
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups

TO: Secretary Stanley | FROM:

Reference Secretary of State telegram⁵
across number 144 position not yet 10
across entirely satisfactory but unable furnish 15
across full details until I return 20
25

RE To see above. - Campbell 30
WRI refuses to implement of his own 35
recommendation made by Fletcher. 40
45

System	P/L Code or Cypher	Time Receipt	of Despatch	Operator	P.O.O.W.	Date
--------	--------------------	-----------------	----------------	----------	----------	------

GBJ
11/11

AJAX BAY,

14th. November 1953.

The Colonial Secretary,
Hon. Colin Campbell, Esq.,

R.M.S. "Fitzroy"

Dear Sir,-

We have to acknowledge receipt of your letter dated 12th. inst. contents of which have been noted, and as requested reply to the various points raised.

- 1) Installation of a hot water system and 2 fresh water points, these will be carried out in the near future.
- 2) Building of an incinerator, this was discussed with Mr. T. P. Jones, Director of Rio Seco Freezer as also Ajax Bay, and it was decided that this would not be necessary but the residue would be shot out to sea instead.
3. Meat Inspectors office, a small office will be erected in the Abattoir building.
- 4) A complete urinal with W.C.s. and also wash basins with hot and cold water will be erected before the next season. *Plan (upwards)*
- 5) The five electrical points will be effected as soon as possible
- 6) Installation of extractor fans or ventilator, this will not be necessary now, after consultation with Mr. T. P. Jones, it was not necessary to use the open cooking pots for edible fats, thus there should be no steam etc. going into the Abattoir.
- 7) Water supply, this is at present being done under, the existing tank is being enlarged thus ensuring an adequate supply.
- 8) Additional drains these have already been arranged for by contract, and will be completed long before the killing season.

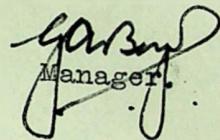
We trust that the above will meet with your requirements for cabling the Ministry of Food.

B) Surplus stores: This matter is right out of my hands, and I have received instructions from the Chairman of the local Board that he will be coming out to Ajax in company with the other directors and they will decide what is to be done with the spare or surplus equipment, naturally they will be advised of the verbal assurance that the Government would have first refusal.

AJAX BAY, 14/11/53

Air compressor, this machine we desire to keep for the time being as we shall require it for some further construction but no doubt we shall be able to let you have it on loan when convenient.

Yours faithfully,


G. A. Boyd
Manager.

Yours This was in reply to my query re
Hydronic & Supplies Stores.

1) I will wire SOS the first of the situation -
though nothing much has yet been done
there is nothing that cannot be constructed
in a short time - they have all the
materials.

2) Para B - Supplies Stores is anxious -
Boyd's last word on the subject of the compressor
is that F.C. are also borrowing it and
that I should arrange the matter with
Mr Barton. I propose to take the matter
up with some firmness - reminding them
eventually of the 100 ton diesel oil they
borrowed recently.

16/11

Mc. 16
16

action in
0588 IV

DECODE.

TELEGRAM SENT.

140

From GOVERNOR to SECRETARY OF STATE.

Despatched : 17.11.53 Time : 1131 Received : Time :

34. No. 214. Your telegram No. 144. Meat Inspection at Slaughter House.

In absence instructions from London Project Manager has taken little or no action on Fletcher's recommendations. This is being rectified and in view of minor nature of works and fact that all materials are on site it should be possible to complete all improvements well before next killing season. Details are as follows:-

2. (1) Not yet started.
- (2) Company propose dispense with incinerator and shoot offensive residue into the sea.
- (3) Not yet started.
- ✓ (4) Plans have been prepared.
- ✓ (5) Not yet started.
- (6) Unnecessary as closed cooking pots will now be used.
- ✓ (7) Work begun on increasing tank capacity from 12,000 to 30,000 gallons.
- ✓ (8) Contract for work accepted.

3. Further progress report will be sent in due course.

GOVERNOR'S DEPUTY.

30/11/53
B.W. 8/11

Reply at 43

See 55

G.T.C.
CGG

Saving

PMD 226/173/01

41

From the Secretary of State for the Colonies

To the Officer Administering the Government of FALKLAND ISLANDS.

Date 5 November, 1953.

No. 135 Saving



34

My Telegram No. 144.

I enclose herewith copy of letter referred to in my telegram under reference.

Secer.

BWB

COPY



MINISTRY OF FOOD

Telephone: Victoria 8511
M.O.F. Reference: FH/680

FOOD STANDARDS AND HYGIENE DIVISION,

205, GREAT WESTMINSTER HOUSE,
HORSEFERRY ROAD,
LONDON, S.W.1.

27th October, 1953.

Dear Allen,

2 I enclose three copies of Mr. Fletcher's report on meat inspection and hygiene at the slaughterhouse in the Falkland Islands.

I would like to draw your attention to the recommendations which Mr. Fletcher makes in the hygiene part of his report. Briefly they are:-

- (1) The installation of a hot water system and two fresh water points.
- (2) The building of an incinerator in which intestines, feet and other offensive residue can be burnt.
- (3) The erection of a meat inspector's office.
- (4) The provision of a urinal and wash basins.
- (5) The installation of five electrical points with lamps of 200 watts.
- (6) The installation of extractor fans or ventilators.
- (7) Improved water supplies.
- (8) The provision of an additional drain.

All these points as you will appreciate have a direct bearing on the hygienic preparation of meat which is one of the points covered by the official certificate.

The Department of Health for Scotland, who have recognis an official certificate along with that recognised by this Ministry and ourselves take the view that these matters should be attended to and the recommendations implemented before the next slaughter season commences. I trust, therefore, you will take these matters up with the Governor with a view to the work being done and I should be pleased to have a report on the matter well before the next slaughter season commences.

I take the opportunity of drawing your attention to the recommendations for stunning animals on the last page of Mr. Fletcher's report. These, of course, are not covered by the official certificate, but I am sure they are worthy of serious consideration particularly as they are based upon the law and practice in this country.

I see from the file that Grace wrote to the Governor of the Falkland Islands on 3rd September and referred to Fletcher's recommendations. A copy of this letter was sent to Sloman of your office and to Westwood of the Colonial Development Corporation.

/I

L. G. Allen, Esq.,
Colonial Office,
Sanctuary Buildings,
Great Smith Street, S.W.1.

43

1000

RECENT HISTORY OF A SURFACE TO SHIP
ENDER ENTERTAINMENT PARKS CDS
GODFATHER PERSON
LAWRENCE

1000
1000

1000

I enclose a copy of this letter. Yours sincerely,

W. J. B. Hopkinson

W. J. B. HOPKINSON

S.M.D.

A.O. (34) ev sep.

Please let me know whether you consider that the arrangements being made by the Freezer Co & listed at 2 (2) & (6) of (40) will be adequate.

H.C.S. 2(2) Provided the shoot is fly proof, as used is dangerous under water at all states of the tide, I think it would be much safer to have the shoot at the surface.

2(6) I think the arrangement is adequate.

H.C.S. I do not know until I have seen the installation.

John P. Blair A.O. 7/18/53

60 20/12 Q

Bo. 6/1/54

1-

in
177

DECODE.

X

44

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 5.1.54

Time: 1620 Received: 6.1.54 Time: 0845

40

No 2. Your telegram No. 214. Meat Inspection at Slaughter House.

Grateful to receive telegraphic confirmation
that work is well in hand and will be completed before next killing season.

Certificate Ministry of Food and Department of Health for Scotland are in effect in abeyance and will not be renewed until such confirmation is received.

SECRETARY OF STATE

Fair & BU with TODAY tab.

(Intld)C.C.

6/1.

Y.R. (44)
I have discussed with Mr Harding & I
fear he can add little or nothing to add (38).
(40) I suggest that the only way we can
satisfy ourselves, make an honest report to S/S.

45

to fly A.O. out there in the immediate future & he can make a detailed inspection on the spot.

①
T.M.

So do please.

MC X

Y^o
will wish to see (2) (34) (38) (40 + 44)
when interviewing Dr. Boys.

②

(AIR MAIL)

Dirección Telegráfica:
"SOUTHAMEXY"
Teléfono 1268.

Establishment Frigorífico
RIO SECO

Códigos:
A. B. C. 5th. SCOTT'S 10th.
BENTLEYS.
BENTLEY'S SECOND PHRASE.

File 40
See

THE SOUTH AMERICAN EXPORT SYNDICATE LTD.

Oficina Principal en Londres
106, FENCHURCH ST., E. C. 3.

CASILLA 21 D.
PUNTA ARENAS, January 4th de 1954
CHILE

Dear Sir Miles,

I have two of your letters to acknowledge, one dated June 20th and one December 26th.

The former letter arrived here on 22nd December by Safe Hand Bag to Consulate and has been hanging about Santiago and Buenos Aires waiting for a suitable opportunity for despatch.

Many thanks for sending me Fletcher's most interesting report and you must have been thinking me very remiss in not acknowledging it before, you having sent it off six months previously.

As I have already informed my people in London, Fletcher's presence in the half-ready Factory was of great assistance to Boyd, who to do him justice has never pretended to having much practical knowledge.

Boyd should be able to organise the work of the Factory though and above all he is bilingual which is a very necessary attribute if, as understood from the start, a substantial group of Chilean workmen are to be employed.

You mention the difficulty of drying skins last Season owing to the sheds not being ready and certainly before commencing operations last Season proper arrangements should have been made for handling them. Not seeing to this given the climate of the Falklands was like going into action having left all your ammunition on shore.

It is all the more surprising that proper arrangements did not exist because the hot air plant was the first building erected (in the wrong place, of course) but never completed and half of the building was used as a store.

It is no use crying over spilt milk

Sir Miles Clifford, K.B.E., C.M.G. ... Page 2... Jan. 4th/1954

4

and as you say in your letter profit must be taken of the mistakes made and above everything else what is produced at the Freezer next Season must be of the first order and no mediocre work will be tolerated. The future of the Freezer must stand and fall on the results of the coming Season.

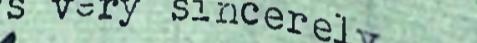
We shall be sending over a bunch of competent workers and I only hope Fitzroy keeps her programme as if not we shan't be able to send the men and this would be disastrous.

I only wish I could go over myself as you suggest but I should be away for two months and at this time when I am preparing our own Season it is impossible for me to be away for this period.

~~From your second letter I see that you will not be leaving now until 9th March. My wife and I will be flying home perhaps in June and we look forward to meeting you and Lady Clifford in London.~~

~~Glad the avocado pears turned out all right; I was rather fearful that owing to the delay in reaching you they might have been over-ripe.~~

With kindest regards and all the best.
Yours very truly

Yours very sincerely,

Tom P. Jones.

Sir Miles Clifford, K.B.E., C.M.G., E.D.,
Government House,
Stanley,
Falkland Islands.

5. I find this a little surprising and, as Mr. Fletcher's recommendations have been ~~un~~ ^X about
from that they will be in the immediate future ^{and} ~~in~~ an unusual
"losing season". I wonder if Jones knows this? There will be no
as will be when from?
Mr. 11. 4th Agree
Mr. 11. 4th Agree
Mr. 11. 4th Agree
Mr. 11. 4th Agree

Aug 19

Yours, etc.,
John A. Green

058815
GOVERNMENT TELEGRAPH SERVICE

48
FALKLAND ISLANDS

SENT

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

11.1.54

To

MANAGER AJAX BAY

HOA/C

AGRICULTURAL OFFICER FLYING YOURS FIRST OPPORTUNITY DISCUSS HYGIENE
PROBLEMS.

SECRETARY

Time

55

4
DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 11.1.54 Time: 1115 Received: Time:

44

No 11. Your telegram No 2. Meat Inspection at
Slaughter House. Agricultural Officer flying
Ajax Bay first opportunity to obtain up to date
appreciation and I will report on his return.

GOVERNOR

N.B.
File with A.O.

50
100
C8

I have to day seen Mr Boyd and he has given me an assurance that all Mr Fletcher's recommendations (I will furnish the report with him) affecting hygiene etc have been complied with or are in hand and will be completed before the season commences. A reply to Mr may be sent in these terms.

2. I will take an early opportunity of visiting Ajax Bay myself; I think that CM/FIC would be accompanying me and perhaps you will arrange with him.

Mo 14
1.54.

YH CM/FIC would like to accompany me and be with me any day after next Tuesday. Perhaps Mr Young would also go?

I will suggest this to Mr Young who ^{will} be staying with me on Monday.

Mo 15
1.54.

Q
Pap

588/E

51

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 15. 1. 54 Time : 1330 Received : Time :

44

No. 21. Your telegram No. 2. Meat Inspection at Slaughter House. I confirm works completed or well in hand and will be finally completed before next killing season.

GOVERNOR

G.T.C./LJH
Typed/CGG

See 55

Pa

Report on Agassiz Bay Hygiene.

I visited Agassiz Bay on Tuesday the 2nd. of February 1854, arriving about 4.30 p.m. after gathering the ewe flock with Mr. Bonne in Boreck Point, the surrounding camp.

After tea I went round the works with the Manager, Mr. Boyd; & examined the points brought up from Mr. Fletcher's report.

- ✓ 1. The installation of hot & cold water points, for use on the floor. These are in position & fitted suitably.
- ✓ 2. Building of Incinerator. Nothing has been about this. The Manager explaining that he now had 2 tractors & trailers on the site, either of which was adequate to cart the offensive offal to the nearest core which he intended to do daily throughout the season.
- ✓ 3. At Inspector's office; this was complete inside the by products room to the east of the North entrance by the gut shed. The last coat of paint was being applied. There was as yet no furniture there in.
- ✓ 4. Provision of mineral & wash basins. On the north east end of the main building the concrete base for this had been laid, the drainage points were in position & bagged over.
- ✓ The Manager informed me, had the basins & blocks for the walls, roofing material, & every thing else necessary for the completion on the site; & that same could be achieved in 12-15 days.
- ✓ 5. Electric points on the dressing floor. 6 are now fitted. i.e. 5 extra; but only 100 watt bulbs are fitted. The Manager said 200 watt bulbs were on order & would be fitted when they were to hand.

6 Ventilator fans.

There are 6 in the abattoir roof, part of the original construction.

None have been fitted in the by products room as suggested. The Manager said that most of steam etc. there was from the open clarifying vats, when in use. There would not be used this reason on the advice of Mr. Jones of Rio Seco. And therefore the ventilator installation was unnecessary.

In the fat shed a steam exhaust to the water heater is being fitted & is thought will more effectively meet the need. In addition all the windows are or can be made openable.

7 Water supply. The reservoir on the hill S.W. of the Manager's house has been increased upwards to this end, but has, unfortunately, collapsed. And is now under reconstruction, in a more reinforced design. The feed in pipe is also to be modified.

8 Additional drainage. At the side of the covered sheep holding pen the "French" drain has been replaced by one of concrete 18" wide by 12" deep leading into a 6" glazed pipe to the abattoir's drainage system. The wall slits between this & the pen have not as yet been increased or widened but the matter is in hand.

The drainage on the south & west sides of the freezing chamber is an efficient & workmanlike job, & was completed before Mr. Cooper left.

In addition the Manager pointed out other improvements he had effected.

9 He modeled & improved the drain & exit for blood from the sheep killing pen. And taken out a bad corner in the pens where sheep tended to crush.

2 Put in a bar to stop occasional sheep from jumping out of killing pen into blood trough & on to floor.

3 Built a locker by weighing office for men to keep knives, tools etc. in.

6 the points I noted were:

He ought to have done this before he got his number.

Excavation on the site of the skin shed was still in progress by bulldozer. Carpenter standing by more or less waiting to start erection.

2 At side fence 8 wires laid out under contraction to south & west, all battens having to be recalled & bored to affix with split pins, as they (battens) split on stapling.

3 No. Corral or arrangements erected yet to deal with cattle. Also door for cattle's entrance to abattoir rather narrow. Some cattle have side horns.

4 Trig bridge painted all over, around the line with aluminum paint. Suggest accuracy of this machine should be checked before killing commences.

On Wednesday I left Ajape after breakfast, about 9 a.m. & rode to Darwin arriving about 12. a.m.

John P. Oliver.

S. O.

10/27/54.

Yi (40) (51) + (52)

Draft telegram spc. ab
cover. (1) 2

Send spares as necessary
with hi. Handing please.

re. Telegram to
me. & you
base ton.

10/27/54.

51
DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 17.2.54 Time: 1515 Received: Time:

51
40

No 56. My telegram No 21. Meat Inspection Slaughter House. Please see my telegram No 214.

2. Items 1,3,5, completed. Items 4,7 and 8 under construction and will be completed by killing season.

GOVERNOR

File
File back to you as requested

872

643250 B.W. when Dr. Handley is in
for sale 1952 B.O. meat.

GTC P/L.
SM

11
JES

A

Reverse - Mr. Harding did not
come in to Ga. Ga. he is now
in Stanley.

Q

7.3.

B

ACP As they have started killing there is
no need to pursue at present & we will await
Rippon's report.

28.

B

C

Bu. 15/5

Bu. mouth.

15/7 Bu. 15/8

D

Bu. with Rippon &
near inspection files

H.C.S.

56 D. Files att. pl.

~~Spa. att.~~

17/8.

57

19th August, 5

Gentlemen,

I am directed to request that you will enquire from Mr. S. R. Rippon, the temporary Meat Inspector whose contract expired recently when Government may expect his report on the work which he undertook at Ajax Bay.

I am,
Gentlemen,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

See 59, 70.

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

BU. 319



59

Confidential.

71, Downland Avenue,
Southwick,
near BRIGHTON,
Sussex.

5th July, 1954.

To The Honourable
The Colonial Secretary,
Port Stanley,
Falkland Islands.



Sir,

60-65 I have the honour to submit herewith my report on my work as
Meat Inspector in the Falkland Islands, 1954, as requested.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) S.R. Rippon.

BUF

60

Report of the Government Meat Inspector, Falkland Islands,

for 1954.

I arrived at Port Stanley on the 21st February, and as the killing operations at Ajax Bay were not starting until after the middle of March my headquarters in the meantime was Port Stanley.

While there, at the request of the Honourable the Colonial Secretary and in consultation with the Agricultural Officer, the Chief Constable and the Registrar, I helped to draw up a draft revision of the rules regulating the slaughter of animals and the control of disease, and the same was submitted to Government.

I also visited the Quarantine Station and the Government stables with the Agricultural Officer, and the two local slaughterhouses with the Chief Constable.

On receipt of instructions from Government I proceeded by air to Ajax Bay on the 19th March and was there met by the Manager of the freezer, Mr. Boyd, who showed me round and kindly arranged for my board and lodging.

(2) Last year a very comprehensive report on the first season's operations was compiled by the then meat Inspector, Mr. Fletcher. Most of the recommendations made by him have been put into effect and it is not thought necessary to go into such detail in the report for the present season, particularly as the Chief Engineer will no doubt be dealing in his report with some of the problems tackled last year by Mr. Fletcher.

Drainage and ventilation now appear to be satisfactory, and the skin shed was completed and in use throughout the season, with satisfactory results up to the time I left.

With regard to hygiene, a hot water system has been installed and there are now three fresh water and three salt water points. A new tank, 20' x 16' x 16', has been erected, holding 130 tons of water, with the intake moved higher up and a gravity feed, and this furnishes an adequate supply of fresh water. A new sea-water line for the cooling hall and by-products room is expected to be ready for 1955.

Wooden

Wooden tables are in use for the inspection of offal, and I recommend that metal-topped tables, which would be more easily cleaned and disinfected, be provided instead.

Lungs, heads, large intestines and rejected offal were dumped into the sea at some distance from the living quarters, and were quickly consumed by thousands of gulls. There was no nuisance, and the provision of an incinerator appears unnecessary.

The urinal with wash-basins, recommended by Mr. Fletcher, is completed and was in use. I regret to say, however, that on several occasions I saw some of the workers urinating on the walls and floor of the cooling hall in immediate proximity to carcases hanging from the rails. The offenders in each case were Chileans who had been imported from Panta Arenas for the killing season. Each time I saw this I reported it to the Manager, who warned the foreman of the Chileans, but seemingly without effect. The Manager, who has much experience of Chilean labour, had told me that these men are very touchy and will sulk if severely reprimanded, and this may account for their inattention or indifference to orders. In a matter such as that referred to above, however, it does seem to me that a firm attitude on the part of authority is called for.

Lighting in the cooling hall, where the inspection of all carcases and offal is carried out, remains inadequate, even to the point of rendering inspection a matter sometimes of great difficulty, especially in dull weather and in the late afternoon when the only light is that furnished by electric bulbs. The lamps of 200 watts recommended last year have not been supplied, though the Manager informed me they had been ordered. The 100 watt bulbs in use throw a very poor light, and the position was worsened when over a long period carcases rejected for poverty were so numerous that they had to be accommodated on rails in the cooling hall prior to being put into the digester and rendered down. These formed a continuous canopy overhead and served to block out what little light came through the windows, which are situated at the highest part of the wall. The Manager regretted that nothing could be done about this.

/Chilling

Chilling rooms operating at 26° to 28° Fah. were brought into use for the first time. Carcasses after inspection were usually left in the cooling bay overnight and taken to the chilling rooms the next morning, but sometimes they were put into the chilling rooms on the evening of the day of slaughter, at the discretion of the Manager.

Weighing and grading was done by the Manager prior to the carcasses being taken to the chilling rooms, and as no new instructions on the lines recommended by Mr. Fletcher had been received, the procedure as regards grading was the same as that adopted last year.

Moulds were available this year for edible offal, and kidneys, livers, hearts and tongues were frozen in these and then bagged.

Rejected carcasses, fat, and offal not exported were processed to make first and second class tallow, the latter having a greenish tinge, the residue from this operation being pulverised into guano, for which latter there is a good local market.

Small intestines were treated in the same way as last year, for shipment to Chile.

Stunning of Animals.

A Cash captive bolt pistol was used to stun the animals prior to bleeding, and was satisfactory when properly used. Mr. Fletcher pointed out last year that if cattle were to be slaughtered a shooting box would be necessary, and he also mentioned that the doorway through which cattle would have to enter the hall was too narrow. No shooting box has been provided and the need for one was made very evident this year, while although all the cattle were got through the doorway this was in many cases achieved only as the result of much prodding and beating with heavy bars of iron or wood, tail-twisting, horn-hitting and hosing of water up the nostrils. A wider doorway would have prevented some of the resultant bruising and much of the unnecessary brutality. During the latter part of the season an electric goad was available but its use did not seem to be very popular and there was a noticeable tendency to discard it in favour of the more brutal methods referred to above. The cattle had a rope round the neck and by means of this they were hauled along the outside "Crush", through the doorway into the slaughtering

hall, and then more or less restrained by the loose end of the rope being passed through an iron ring in the floor and the animal's head drawn down as near as possible to it. Frequently this was only accomplished after much plunging and slipping on the floor or over the bodies of animals shot just previously. Usually four or five were lying together being bled and skinned, the floor slippery with their blood. The shooting was usually carried out by the foreman of the Chileans, but he allowed others to practice from time to time. I have on several occasions seen the foreman himself shoot an animal three times before it fell, due to his standing at the side of a terrified beast instead of in front of it, with the result that the bolt has entered at the wrong angle. When this has happened at the first shot the cheering and shouting of the delighted Chileans has only served to increase the excitability of the unfortunate animal and made subsequent aiming still more difficult. I cannot urge too strongly that if cattle are to be slaughtered in future a shooting box be provided for the purpose.

In the case of the sheep about twenty were crammed into the shooting pen and as many as could be suspended at one time over the bleeding trough were then shot one after another. The Manager informed me that it was not practicable for the sheep to be slaughtered individually out of sight of the waiting animals, however desirable this might be.

Dressing of Carcasses.

This was not always carried out very efficiently and I frequently had to complain about rectums, bladders and faecal pellets being left in the carcasses. The Chilean labour appeared to be the worst offenders in this respect, many being apprentices who were out to gain experience and tried their hand in turn at all the various slaughterhouse operations, but even the gland cutter who remained at the same job throughout was a clumsy worker right up to the end.

Mr. Fletcher had pointed out last year that for cattle an electrical saw would be necessary. This was not provided and the spinal column was divided in its length by sawing through with a handsaw and finishing off with blows from an axe. This proved to be a very crude and time-wasting method, and the provision of an electrical saw is clearly indicated.

Programme of Work.

Killing began on the 22nd March, a start being made with 133 cattle from Cape Dolphin, and this batch was disposed of by the 26th March.

The main operations with sheep were then commenced, and between the 30th March and the 12th May, 16,901 were killed.

The killing season finished with the slaughtering of a further 249 cattle between the 15th and 22nd May, these coming from San Carlos.

Out of the 16,901 sheep, 4,645 were rejected, leaving 12,256 frozen for export, the cold dressed weight of which amounted to 279 tons, 5 cwt. 15 lbs.

Of the total of 382 cattle slaughtered, 359 were frozen, the cold dressed weight being 72 tons, 19 cwt. 3 quarters, 13 lbs. Of the remaining 23 two were used for victualling and the other 21 rejected.

Hides were adequately cooled, salted and stored.

Summary of Condemned Sheep Carcasses:- *out of 16,901 killed*

Reason for Condemnation	Wethers	Ewes	Total
Caseous lymphadenitis	32	50	82
Jaundice	41	16	57
Pleurisy	2	-	2
Abscess	1	-	1
Tumour	1	-	1
Contamination	-	11	11
Bruising	251	161	412
Poverty	866	3,213	4,079
	1,194	3,451	4,645

It will be seen that the number of carcasses condemned for poverty is very large. Most of these were sent in by the Falkland Islands Company. The Manager informed me that in Patagonia such animals would never be accepted at an abattoir, but that he had no option but to take them at Ajax Bay. Many were practically skin and bone and I believe not a few others which started out from the farms died on the road.

/Summary

Summary of Condemned Cattle Carcasses:-

Reason for Condemnation	Oxen	Cows	Heifers	Calves	Total
Pleurisy	1				1
Bruising	$2\frac{3}{4}$		$\frac{1}{4}$		3
Jaundice	2				2
Poverty	2	1	2	10	15
	$7\frac{3}{4}$	1	$2\frac{1}{4}$	10	21

Offal.

At the time I left Ajax Bay the weight of offal for export was not known, so must be omitted from this report. Detailed figures for condemned offal could not be maintained without unduly holding up the work of inspection and consequently of the whole slaughtering programme.

In sheep many cases of *Cysticercus tenuicollis* were seen in the liver, lungs, peritoneum and pleura, and *Echinococcus* cysts (hydatids) were common in the liver and lungs. Hydronephrosis, pulmonary strongylosis, calcification, melanosis, and *Sarcocystis tenella* were also observed. Also it was by no means rare to find accumulations of a black friable substance in the pelvis of the kidney, very similar in its appearance to peat, which is of course common in most parts of the Falklands.

In cattle *Cysticercus tenuicollis* and *Echinococcus* cysts were not uncommonly encountered in the same tissues as in sheep. No *Cysticercus bovis* was seen, and no tuberculosis, but many livers appeared melanotic. The cause of this latter condition, both in cattle and sheep, remains obscure. The liver substance appears black or blue-black throughout, but apart from the colour there does not seem to be any other naked eye abnormality, and in the absence of a microscope and accessories no further investigation into the condition could be carried out.

Loading of Carcasses.

I left Ajax Bay before the loading of carcasses took place, but I note that none of the recommendations made last year by Mr. Tilbury has been carried out. These were based on the necessity for expediting the loading operations and were as follows:-

1. Provision of a weighbridge, so that carcases could be weighed ex-freezer in bulk and on trailers.
2. Permanent extension of jetty into at least 12 feet mean low water springs.

N.B. Mr. Fletcher in his report also mentioned that the lengthening of the jetty would enable ships to come alongside at all times, and so facilitate the loading of cargoes and the transhipment of sheep from West Falkland and outlying islands.

3. If a covered conveyor rail were built from the door of the freezer to the seaward end of the jetty the carcases could be sent down by gravity on to the ferrying vessel, the conveyor hooks being subsequently returned by trolley.

I think there can be little doubt that if these recommendations were carried out the loading of carcases at a suitable low temperature on to the exporting vessel would be greatly facilitated.

Conclusion.

I left Ajax Bay on the 25th May and returned to Port Stanley prior to leaving for U.K. I would like to express my appreciation of the courtesy shown by Government officials and others during my stay at Port Stanley, the hospitality extended by Messrs. Bonner and Cameron of San Carlos and Port San Carlos respectively, and last but not least of the unfailing kindness and consideration shown by Mr. Boyd, the Manager at Ajax Bay, which contributed in no small measure to the pleasure of my stay there.

(Signed) S. R. Rippon,
M.R.C.V.S.

Meat Inspector.

Yd (59) - (65) Write a formal report
I suggest distribution as follows
1 Copy S/S under 3pm.
* 3 Copies Chairman AFCA for comments on copy
1 Copy Chairman S.A. F.C.
1 Copy Jones - SHEC Punta

* one for London Board
One for Project Manager.

1890
yes
DRA
1

4th October,

54.

Sir,

60-66

I am directed to acknowledge receipt of your report on the operations of the Ajax Bay Freezer during the 1954 season and to express His Excellency's appreciation of the clear and concise manner in which it was presented.

I am,

Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Mr. S. R. Rippon,
71, Downland Avenue,
Southwick,
near Brighton,
SUSSEX.

66

0588/E

4th October,

54.

Sir,

60

I am directed to forward to you for your information ~~a copy of the report of the Meat Inspector on the 1954 killing season at Ajax Bay.~~

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Chairman,
Sheep Owners' Association,
STANLEY.

CC/VP

4th October

54.

Sir,

60-65

I am directed to forward to you seven copies of the report of the Meat Inspector on the 1954 killing season at Ajax Bay and to request your comments on the operational and constructional criticisms contained therein.

2. The additional copies are enclosed as it is thought that you may wish to distribute them to the London Board, other members of the Local Board and the Freezer Manager. A copy has already been sent to Mr. T.P. Jones at Punta Arenas.

I am,

Sir,
Your obedient servant,

(Sgd) C. Campbell

Reply at 71

COLONIAL SECRETARY.

The Chairman,
Falkland Islands Freezer Company,
STANLEY.

68

0538/E

4th October,

54.

Sir,

60-65
I am directed to forward to you for your information a copy of the report of the Meat Inspector on the ~~1954~~ killing season at Ajax Bay.

I am,

Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Mr. T.P. Jones,
British Consulate,
PUNTA ARENAS.

to be signed

CC/VP

FALKLAND ISLANDS.

The Governor's Deputy of the Falkland Islands presents his compliments to the Right Honourable the Secretary of State for the Colonies and has the honour to forward 3 copies of the report by Mr. S.R. Rippon on the operations of the Ajax Bay Freezer during the 1954 season.

Government House,
STANLEY.

6th October, 1954.

BU 25/10
BU 5/12

Communications to be addressed to
THE CROWN AGENTS
FOR OVERSEAS GOVERNMENTS AND ADMINISTRATIONS
the following reference and the date
of this letter being quoted.



70
4, MILLBANK,
LONDON, S.W.1.

M5/38449.

TELEGRAMS: INLAND: "CROWN, SOWEST, LONDON."
OVERSEAS: "CROWN, LONDON."
TELEPHONE: ABBEY 7730.

12th October, 1954.



Sir,

58
I am directed to refer to your letter No.0588/E of the 19th August, concerning Mr. S. R. Rippon, formerly Temporary Meat Inspector and to append a copy of a letter dated 27th September, received from Mr. Rippon about his report on the work which he undertook at Ajax Bay.

See
60-
65
"In reply to your letter No. M5/38097 dated the 22nd September, 1954, I beg to inform you that my Report on the work at Ajax Bay, performed in my capacity as Meat Inspector, was typed on my behalf at the Colonial Office by courtesy of the Adviser on Animal Health, and his Secretary has informed me that the Report was sent to the Government of the Falkland Islands on the 10th August."

I am, Sir,
Your obedient servant,

Swan

0

The Colonial Secretary,
Falkland Islands.

GJG/CC

Stanley.

71

2nd November, 1954.

Sir,

67.

With reference to your letter dated 4th October, I enclose some comments on the report of the Government Meat Inspector for the 1954 killing season at Ajax Bay.

72

I am,

Sir,

Your obedient servant,

H. C. Harding

The Honourable,

The Colonial Secretary,

Stanley.

By

Reply at 73.

Comments on report of the Government Meat Inspector for killing season
1954 at Ajax Bay.

1. I agree that metal-topped tables for inspection of offal could be more easily cleaned than those with wooden tops.
2. I should have thought that the offence of Chilean labourers urinating on the walls and floor of the cooling hall could have been more firmly dealt with by the Works Manager.
3. 200 watt bulbs should certainly have been supplied for the cooling hall.
4. Some improvement in the grading of carcasses would appear to be necessary.
5. Better methods in the handling and slaughtering of cattle should be aimed at for future killings. A wider entrance door and the stoning of the cattle yards is now being dealt with.
6. The dressing of carcasses, especially cattle, still appears to leave room for improvement.
7. The number of carcasses rejected for poverty is high, although not so large as last year. It might help if it were possible for an appraiser to see some of the larger mobs of sheep before they were driven over to Ajax Bay.
8. The main cause of delay in loading is caused by insufficient depth of water at the jetty at low tides. It would be a great improvement if the jetty was extended so that ships up to the size of the 'Protector' could lay alongside at all states of the tide.

H. C. Hardinge
Chairman, (Local Board)

Falkland Islands Freezer Co Ltd.

B.W. 1 month
87 *Bu 8/12*

10th December 54.

Sir,

71 I am directed to refer to your letter of the 2nd of November, 1954, enclosing comments on the Meat Inspector's report for 1954, and to enquire what improvements have been effected or will be effected before the 1955 killing season.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Chairman,
Local Board,
Falkland Islands Freezer Company,
STANLEY.

B.M.

108.

Reverse.

In view of same developments do
you wish to pursue?

No.

2

Q.
3/1.

Pa.
Q.P.

Pa.