TRN/AVI/2#10

TRANSPORT – AVIATION - GENERAL

AIRCRAFT SLIPWAY AND MOORING

EXTRACT FROM MEMO. FROM H.M. TO H.C.S. OF 3. ~~10~~ 9. 53.

(Original filed in 0270 - F.I.G.A.S. Organisation).

0270/H/II

2. The oil barge and the wreck near the slipway are to be removed by the R.N. if possible.

8. The extension of the slipway is to be examined by H.E. and S/W as this does not appear to be settled as to the method of extending.

9. The possibility of using a winch to haul aircraft up the slipway is to be borne in mind, and enquiry be made as to suitable type.

EXTRACT FROM MINUTE BY H.E. THE GOVERNOR TO H.C.S. OF 8.9.53.

(Original filed in 0270 - F.I.G.A.S. Organisation).

2. Capt. Hare promises to deal with the oil barge before the "Veryan" leaves.

8. I have discussed with S/W who confirms that the only way his Department can deal with this is by laying down bags filled with cement and ramming them into place with heavy mauls. This will have to be done at extreme low water and bags should be filled and ready some days beforehand so that the full period of the low tide can be taken advantage of. There are still quite a number of rocks to be shifted.

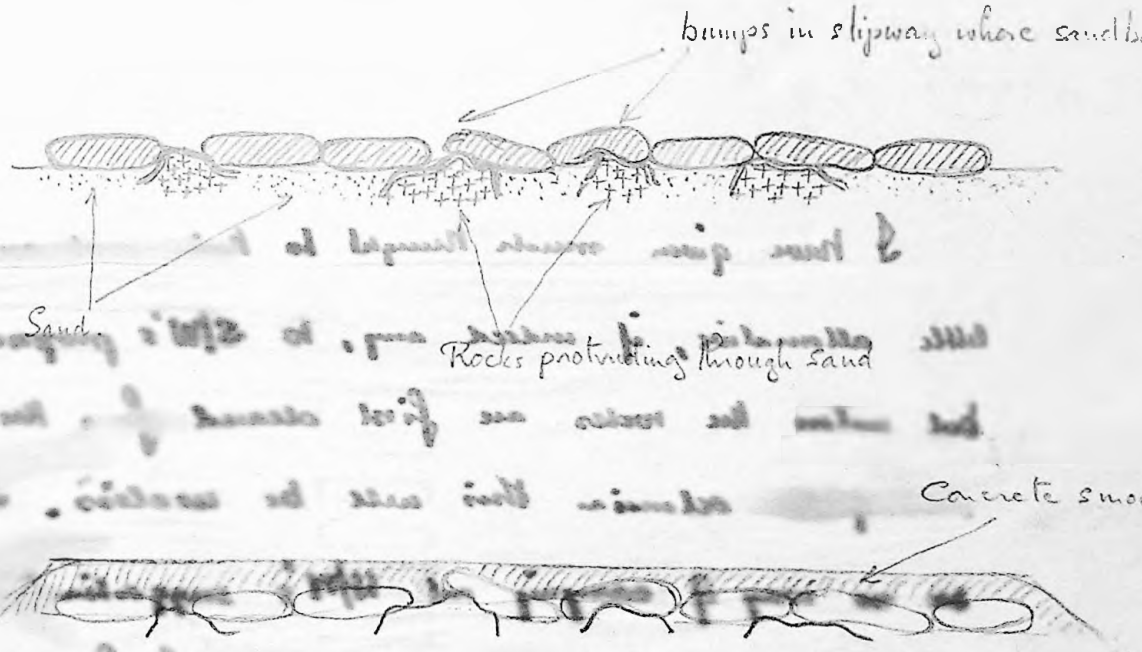
9. I have written about this and am personally of the opinion (and always have been) that an electric winch is the proper solution: Mr. Fowler is equally convinced.

(Intld) M.C.
8/9/53.

H.C.S.

I fear we shall run into difficulties extending the slipway: it was a shock last night to hear that it was intended to do this by means of sandbags, for I do not personally consider that sandbags laid on the bottom will give a sufficiently even surface to make this really worth while. As mentioned last night at the conference, with the shallower draft of the Beaver on the beaching gear there is only a matter of three or four inches between the keel and the ground. In consequence, any bumps of more than three or four inches in height are liable to damage the keel. If the extension is made of sandbags, such bumps appear to me to be almost inevitable. I realise that laying cement under water is a very difficult business, but if the extension is to be really worth-while, could a smooth top surface be given by covering the bags with a layer of cement nd thus obviate any bumps?

SECTION DIAGRAM THROUGH SLIPWAY



BUF

(217)

Lt. Hon. I am rather disappointed that we have had to come back to cement bags but I don't see what is the alternative.

2) If we have precast blocks as suggested by Mr Pepe, we still have the uneven sea bed to contend with & any fancy ideas of a weighted wooden or metal apron or drawbridge would meet the same difficulty.

3) It seems that cement bags is anyway better than nothing — though this must be combined with rock cleaning.

I have given much thought to this and see little alternative, if indeed any, to S/W's proposal but unless the rocks are first cleared from the area of the extension this will be useless. I see no way of carrying out H/M's suggestion short of building a coffer dam which is, I fear out of the question. We might put the problem to CA/Engineering Dept, but the situation must be explained in very precise terms and there should be a profile plan to accompany the letter. I do not see how Mr. Pape proposed to carry out his suggestion: please let me see his ~~recommendation~~ again.

MC 9/IX

x/ above
For see (180) in Vol I attached.
10/9

219

CS.

Please ask H/M how far Mr Pope's figures are affected by lower draught of Beaver? If the area of the extension can be effectually cleared of rocks there is something to be said for Mr. Pope's proposal: the 'sections' will be very heavy and should not move appreciably

MC 10. IX.53

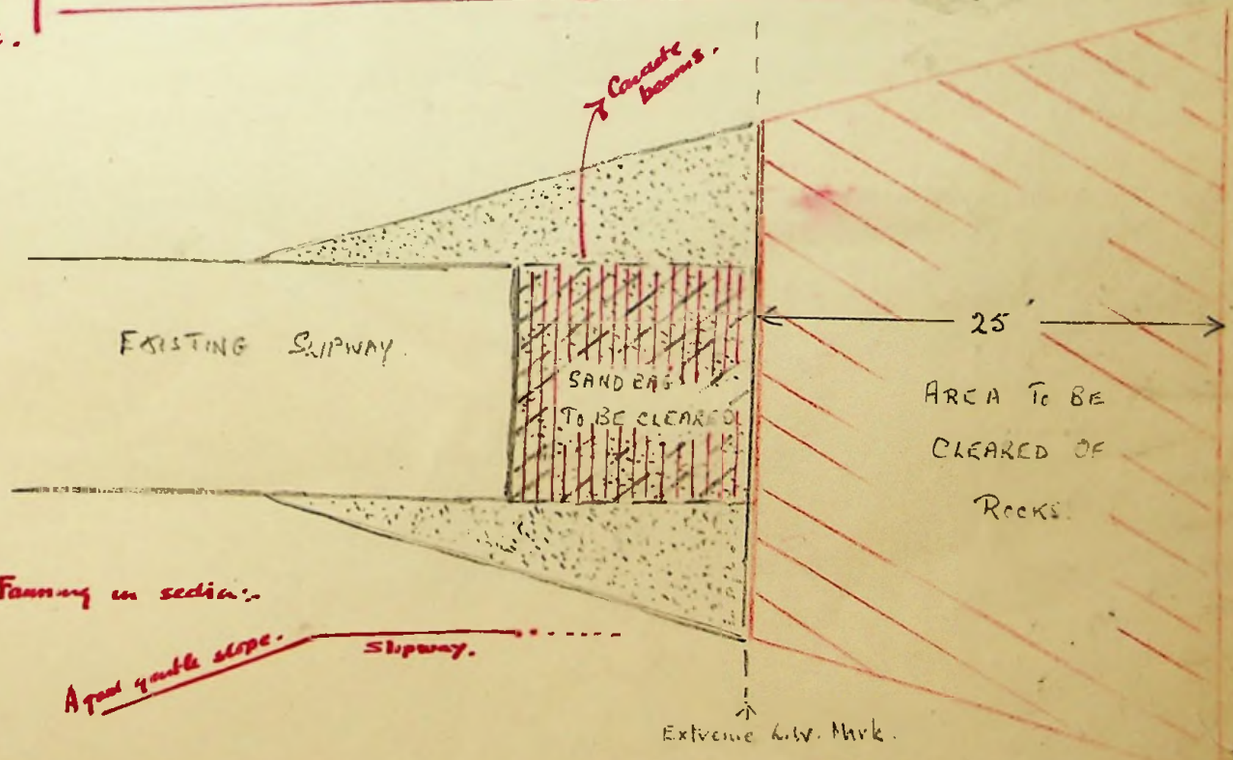
HM. FNA on (219). Mr Pope's proposals are at (180) in Vol I.

H.C.S. We discussed this at the buildings & works conference yesterday afternoon & I believe it was generally agreed that the first move was to get rid of the rocks in front of the slipway. This is essential, whatever form the extension takes. It was also discussed, but I am not sure whether agreed, that the existing sandbag extension should be replaced by concrete. And the fanning out should also be started above L.W. & carried down to the L.W. mark.

Yes

Yes.

Not discussed but I agree.



This diagram is the same as mine at 198 in Vol I, with the extension cut off at the extreme L.W. mark. Thereafter the area to be cleared of rocks & then we [illegible] see whether a no additional [illegible]

Y.E.

(219)

I think that was the final agreement.
Sound bags to be replaced with concrete, if possible. | it is possible. It should be done
& slipway fairned out & 'lips' removed.

12/9

I visited ~~slipway~~ this morning and agree that we should follow the plan in reverse. Please let SPW see early.

HC 12/IX.53.

Sir, Pse see above.

14/9

HCS Noted thank you ASh 14/9.

16/9

~~453~~
221

H.M.S. VERYAN BAY,
at Port Stanley.

12th September, 1953.

No:- 837/1/D.

Sir,

With reference to your letter No.0270/Q of 5th September, work on re-floating the barge has been proceeding during the past week. The holes made when the barge was sunk were quickly patched, but when pumping out commenced numerous small leaks became apparent. The most serious of these are in the seams, since these are the most difficult to control. It has been found that the compartments can be pumped out and the barge floated, but after a period of some 12 hours, the water has all seeped back again.

2. It is therefore clear that the towing operation must immediately follow pumping out. This should be a practicable proposition which I intend to attempt on Monday 28th September. It is requested that the "Philomel" may be available on this day to assist passing the tow and to act as a rudder to the barge as it is being towed out of harbour.

I have the honour to be,

Sir,

Your obedient servant,

(R.G.W. HARE)
CAPTAIN, ROYAL NAVY.

THE COLONIAL SECRETARY,
FALKLAND ISLANDS.

Mr.

I see elsewhere that it is proposed to hand up the old hulk near the ~~to~~ slipway. I think this is privately owned. If it is intended to proceed we shd. make enquiries first.

Yes – thank you. S

She is enquiring 26.7.9.

Owner – do you know who it is? 7.9

222

A

HCS.

Mr. W. Sills (the Contractor) acquired it presumably from the Army & removed a quantity of timber wh. he said as fencing material. As far as I know he still owns where dep.

7.9.

SPD

B

To see above.

9/9

C

HCl Sec. I have consulted Hlb and he is agreeable we blow up the old Hulk. I would suggest the Navy have a go at it

AGL

11/9/53

D

ACS. Pse get it in writing early.

10/9

223

224

0270/11/11.

224

17th September, 53.

Sir,

I am directed to refer to your recent meeting with the Superintendent of Works, regarding the removal of the hulk lying east of the Seaplane Hangar, and to request you to be good enough to confirm, in writing, that you have no objection to the demolition of this hulk which constitutes an obstruction in the harbour.

I am,
Sir,
Your obedient servant,

Reply at 225

(Sgd) C. Campbell

COLONIAL SECRETARY.

ACS
Have you received reply, pl?
24/9/53

BU 24/9/53

.I. Mills,
Esqr.

Yes.
24/9

225

4 Denory St.
Stanley
24th Sept. 1953

Dear Sir,

224 With reference to your letter dated 17th Sept. 1953, No. 0240/H/11. re removal of hulk. I am agreable to the demolition of same, as discussed by myself and the Superintendent of Works.

I Remain,
Your Obedient Servant,
W. P. Hills.

The Hon. Colonial Secretary,
Secretariate,
Stanley.

BWF.

H.M.

Removal of Hill's hulk

Who will do this Sir. or shall we ask the navy?

I suppose we must take the risk of bits floating about the harbour though that seems rather queer after our recent broadcast! Do people ask Tom

226

permission before salvaging wood from the foreshore as required under Harbour Regs?

26/9

H.C.S.,

I suggest as S/W is so busy we try Nancy first: We may be able to get the bulks of timber out of the water with the "Alert".

Re your last point - yes - Mr Fred Allen has been given permission to do so as and when he wishes.

28.10

B.J. 15/10/53

227

H.M.S. VERYAN BAY
at Port Stanley.

28th September 1953.

No 862/1/2

THE MANAGER,
FALKLAND ISLAND COMPANY.
(Copy to :- The Colonial Secretary,
Falkland Islands.)

HIRE OF SCOW.

It is requested that all hire charges for the scow used by H.M.S. VERYAN BAY'S diving party between 7thSeptember and 28th September 1953 may be forwarded for payment to the Colonial Secretary.

RWatson. BU 15/10/53

(CAPTAIN).

329

No. 0270/II/II.

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

MEMORANDUM.

COLONIAL SECRETARY'S OFFICE
29 SEP 1953
FALKLAND ISLANDS

26th September, 1953.

From. The Colonial Secretary.

Stanley, Falkland Islands.

To. The Harbour Master,

STANLEY.

SUBJECT :-

I am directed to state that Pebble Island is one of the places mentioned as being difficult of access by sea-plane.

2. Mr. Barton says that there is a deep pond about ½ mile from the settlement which should be quite sufficient for the Auster and about which he wrote a report some years ago with details of soundings etc.

3. Do you know the pond and have you seen the report?

Campbell

COLONIAL SECRETARY.

H.C.S. Report not seen: I have seen this pond when I stayed at Pebble for a month in 1951. I understand it is about 3' deep, which is ample for the Auster but insufficient for the Beaver. I would be

CGG

230 interested to know whether the pond has any seasonal variation in depth & any shallow patches in it. There is of course an alternative landing place at Pebble where landing is always reasonably possible - this is at Richard Harbour - 2 miles south of the settlement & is fairly easy to reach by boat from Pebble. Spencer & I used it on three occassions when landing was dangerous in Pebble Harbour.

28. 18.

H.C.S.

There is an interesting point about the result of high speed craft moving over shallow water which it may be worth putting in the file together with any reports suggesting that shallow lakes be used as at some future date we may have a pilot here unaware of the difficulty, which is primararily one of seamanship.
It is a physical fact that you can move a ship or boat which draws say one foot less than the depth of the water along slowly, but as soon as speed is increased the ship or boat will ground - this is not due to any change in attitude of craft in the water - in other words sitting back on its heel or anything like that, because it will happen ~~in~~ even if the craft remains in exactly the same attitude at both speeds. Very briefly, the reason lies in the fact that water moving at speed between the keel and the seabed is in fact at a lower pressure to still water and in consequence allows the craft to sink; the greater the speed, the greater the sink, until eventually the vessel grounds. A similar phenomenum is quite likely to be encountered with aircraft taking off from shallow ponds, and without having any evidence to go on I should think a rough guide for seaplanes would be that twice as much depth of water should be present as the float is drawing. Certainly when Halls landed in Pleasant Lagoon he had a good deal of difficulty in getting off with the Auster lightened as much as possible in 20 inches of water - in fact exactly what might be expected did happen the Auster grounded as soon as speed was gathered and then floated off as soon as it was reduced. The Auster on that occasion was drawing about one foot.

28. IX.

Office

Can you trace the report referred to above - written by Dr Barton when he was manager Pebbles?

ACS

I can find no trace of this on file or any record of receipt.

DLM 3/10/53

Office

There was under consideration, for us, the possibility of establishing a seaplane service here - have you traced this? Mr. B's report could possibly be in this connexion?

5/x.

A.C.S.

Still no trace.

5/10.

P.S. I have searched again 19/10 without trace.

232

H.M.S. VERYAN BAY,
at Port Stanley.

30th September 1953.

No. 861/1/D.

Sir,

With reference to your letter No. 0270/Q of 5th September, I have the honour to inform you that the barge was raised on 22nd September, and was towed to sea and sunk in deep water some 5 miles South-East of SEAL ROCKS on 28th September.

I now have the honour to forward detailed statements of the charges made for refloating the oil barge, which were outlined in paragraph 4 of my letter No. 816/1/D of 1st September.

When estimating these charges at £15 on that occasion, I was allowing for the use of steel plates only in making the barge watertight. In the event of the barge having large petalled areas it was necessary to cover them with insertion rubber patches to make watertight joints.

The charges are the minimum I am allowed to make and are in accordance with the Queen's Rules and Admiralty Instructions. They are as follows :-

(a) Extra Pay, i.e., money paid to the divers and attendants at service rates.

(b) The cost of materials used plus a 'percentage charge'.

The cost of materials is taken from the Naval Stores rate book and the 'percentage charge' added is obligatory for all stores supplied to Dominion, Colonial, Dependent and Foreign Governments.

It is requested that settlement be made by Wednesday 7th October as the cash must be taken on charge before H.M.S. VERYAN BAY leaves the colony.

As equipment was not available onboard, it was necessary to incur the following additional charges :-

(a) Hire of scow from the Falkland Island Company
(b) Hire of Government Fire trailer pump.
(c) Hire of Trailer pump whilst barge was at Camber.

It is further requested that the expenses thus incurred may be paid direct to the authorities concerned, if and when called for.

I have the honour to be,

Sir

Your obedient servant,

(R.G.W. HARE)
CAPTAIN, ROYAL NAVY.

Reply at 233

THE COLONIAL SECRETARY
FALKLAND ISLANDS.

0270/H/II

6th October, 53.

Sir,

232

I am directed to refer to your letter No. 861/1/3 of the 30th of September, 1953, and to express His Excellency's thanks for your kindness and co-operation in disposing of this hazard.

2. The Harbour Master has been instructed to pay the charges of £33. 5. 6. by Wednesday the 7th of October, 1953.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

See 239, 242

The Commanding Officer,
H.M.S. Veryan Bay.

Ref: 0270/H/II

234

6th October, 1953.

CONFIDENTIAL

Dear Petrie-Hay,

89 in 0270/H Vol. I.

Can you please refer to Commodore Tosswill's letter to us No. 83 of 11th of March, 1953, on the subject of refloating and resinking the old oil-barge which served as a breakwater for the floatplane slipway.

We pursued the matter with Captain Hare of H.M.S. Veryan Bay who very kindly consented to tackle the job. We varied the original intention slightly and decided that, even when resited, the barge was a potential hazard to aircraft and that it would be better towed out to sea and sunk in target practice.

This operation was subsequently carried out most successfully.

During the negotiations Captain Hare indicated that there would be certain minor charges for divers and materials and in accepting these I reserved the right to apply to higher authority for waiver or refund - my reason being that in the past Government and the Royal Navy have been able to perform a number of minor services for each other on a "quid pro quo" basis without any awkward financial adjustments.

See 215 in 0270/H/Vol. I

In the event however we were billed for and have paid £33. 5. 6. and I was wondering whether the Commander-in-Chief would consider any refund.

However if, as I imagine, this may be difficult since the charges will have passed through the official accounts, I do not wish to press the matter and perhaps risk our normal unofficial arrangements being

Commander (S) A.J. Petrie-Hay, R.N.,
H.M.S. Superb,
c/o F.M.O. Bermuda,
BRITISH WEST INDIES.

VP

Reply at 240, 259

disturbed by awkward questions! Also I do not wish to appear ungrateful for the very great assistance which we received.

It may well be that this recent operation could not have been disguised as "training" and for this reason I thought I would seek your views as we certainly don't want to start retaliating by charging every time H.M. Ships use "Philomel" "Alert" Drill Hall etc. !

Yours sincerely,

(Sgd) C. Campbell

Bel. (231) on 10/00

WITH THE COMPLEMENTS

OF THE

COMMANDING OFFICER

H.M.S. VERYAN BAY,
at Port Stanley.
4th October, 1953.

APPENDIX TWO TO H.M.S. VERYAN BAY's REPORT OF PROCEEDINGS DATED 4th OCTOBER, 1953.

SALVAGE OF OIL BARGE.

DESCRIPTION.

The barge measured some 90 feet long with a beam of 42 feet. It had five compartments, viz. Fore Peak, Forward Tank, Pump Room, After Tank and After Hold. It was lying some 100 yards from the shore in 8 to 12 feet of water, and was awash at high water. H.M.S. SUPERB had reported that two holes were blown in the hull, 15 feet from stem and stern respectively, and that the plating of the forward tank was believed to be tender.

PERSONNEL EMPLOYED.

2. Acting Commissioned Gunner B.C. HOWSON, Royal Navy, was put in charge of the salvage operation. 3 divers, with two hands pumping were employed on the work.

MONDAY 7th SEPTEMBER.

3. Two divers surveyed the forepeak and forward tank. In the forepeak, a section of the plating 8' by 4' approximately below the port hawse-pipe was found corroded, and a hole 2' by 1½' existed 20 feet from the stem on the starboard side. Large metal petals outboard, an rib distortion inboard, made this a difficult hole to patch. One open drain and 2 small holes were found in the forward tank.

TUESDAY 8th SEPTEMBER.

4. The remainder of the barge was surveyed. The pump room and after tank appeared intact except for one open drain. A hole 1½' by 1' existed in the after hold with characteristics similar to the forward hole.

WEDNESDAY 9th SEPTEMBER.

5. A plate 8' by 4' using insertion rubber was bolted with Cox Gun over the corroded section of the fore-peak.

THURSDAY 10th SEPTEMBER.

6. The forward tank was pumped out, and holes, drains and leaking seams plugged as far as possible. Divers square shored leak stopping plate over hole in starboard side of fore-peak and the compartment was pumped out, getting the bows afloat.

FRIDAY 11th SEPTEMBER.

7. The shoring of the leak stopping plate was unsuccessful, owing to the metal distortion, and both fore-peak and forward tank were found half flooded. It was decided to make a 'sausage' onboard to wrap around the metal petals bordering the hole to form a level surface, and then use a strongback and bolt to pull a circular steel plate over the 'sausage'. The ship proceeded to sea the following week.

MONDAY 21st SEPTEMBER.

8. The 'sausage' patch referred to in paragraph 7 was bolted over the hole in the fore-peak. It proved entirely satisfactory. The forward tank was pumped out and on lifting the deck plates it was

/found that on .....

found that on sinking, a rock had made a 4" diameter hole. This was patched and leaking seams caulked and the two forward compartments pumped out. No further water was made.

TUESDAY 22nd SEPTEMBER.

9. The pump room was pumped out without difficulty and work commenced patching the hole in the after hold.

WEDNESDAY 23rd SEPTEMBER.

10. The after tank was found also to have been holed on sinking. This was patched with difficulty owing to the oil fuel sludge. Leaking seams were also numerous: the worst were caulked and the compartment pumped out, and the barge became water borne. It was already anchored with its own ground tackle.

SATURDAY 26th SEPTEMBER.

11. The barge was towed to the Camber in order to remove the winch and brass fittings. The after patch was secured in position and the forward patch tightened up.

SUNDAY 27th SEPTEMBER.

12. All compartments were pumped out, preparatory to proceeding to sea next day, leaving 18" of water in 2 and 12" in the rest.

GENERAL.

13. The weather throughout the operation was very favourable judged by Falkland Island standard, the wind never exceeding Force 5. Pumping out was effected by using a Dennis Trailer pump belonging to the Falkland Island Fire Brigade housed in a scow belonging to the Falkland Island Company. Towage from seaplane slip to Camber and thence to "VERYAN BAY" was done by Falkland Island Company tug "CLIO".

14. In conclusion, the divers thoroughly earned their extra pay. The conditions in the fuel tanks were filthy, and the fore-peak was encumbered with loose gear such as Hawser reels and loose deck plates.

0270/1/II.

8th October, 53.

Sir,

2 33 I am directed to refer to my letterof the 6th October, 1953, on the subject of the raising and demolition of the Government oil barge and to acknowledge receipt of Appendix Two to your
2 37-238 report of proceedings dated 4th October, 1953.

2. With reference to para 11 I am to ask if you will be good enough to confirm that the winch is being installed in the Admiralty oil barge. I am also to enquire what quantity of brass fittings were removed and how they have been disposed of.

I am,
Sir,
Your obedient servant,

(Sgd) C. Campbell.

Colonial Secretary.

Commanding Officer,
H.M.S. Veryan Bay.

Reply at 241
See 242

BU. 12/10/53

CONFIDENTIAL

240

13th October, 1953.

Dear Petrie-Hay,

234. With reference to my letter of the 6th of October, 1953, on the subject of the sinking of the oil barge I forgot to mention that we permitted the Falkland Islands Company to remove the winch from this barge as a free of charge replacement for the existing defective winch on the Admiralty Oil Barge.

Yours sincerely,

(Sgd) C. Campbell

K.W. 229.

Commander (S) A.J. Petrie-Hay, R.N.,
H.M.S. Superb,
c/o F.M.O. Bermuda,
BRITISH WEST INDIES.

VP

Reply at 259

H.M.S. VERYAN BAY
at Port Stanley,

9th October 1953.

No. 888/1/D.
THE ADMIRALTY AGENT,
FALKLAND ISLANDS COMPANY LIMITED,
PORT STANLEY
(Copy to :-
The Colonial Secretary,
Falkland Islands.)

Dear Sir,

SALVAGE AND DEMOLITION OF GOVERNMENT OIL BARGE.

239 The Colonial Secretary's letter No. 0270/12/11. dated 8th October 1953 is forwarded.

2. With reference to para. 2 it is requested that you will communicate this information direct to the Colonial Secretary as the winch and fittings were removed by your working party.

Yours faithfully

(R.G. HARE)
CAPTAIN.

242.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

14th October 1953.

COLONIAL SECRETARY'S OFFICE 14 OCT 1953 FALKLAND ISLANDS

The Honourable the Colonial Secretary,
STANLEY.

Sir,

The Commanding Officer, H.M.S."Veryan Bay" has passed to us your letters of 6th. and 8th. October Ref. 0270/H/11 for reply.

233 239

2. We confirm that the anchor windlass from Oil Barge O.C.82 was removed by us for the account of Admiralty, with a view to replacing the windlass on Oil Barge C.505 which was damaged at Deception Island in 1945.

3. The windlass was lifted off the Barge at Camber Jetty, but we do not understand your reference to brass fittings and have not a copy of Captain Hare's Appendix Two.

238

I am, Sir,

Your obedient servant,

A. G. Darlin

MANAGER.

P/A. 16/11

P/A 16/10 Bu 16/x acs

Bu. 23/11 20/11

Mr. S. come for 2/x. see note on front cover & p. 231.

243

File.

CS

I think we must start organising the admission of FKABS slipway which means in effect, taking maximum advantage of the low tides. S/W has no men available so far as I know — can we get the 'Naside' unloaded? Even if they could clear the approaches it would be a great help.

YF

PS — I have written a snarling letter to Harrison about this — also about blowing up the wreck east of the barges & have

MC 23/X.

234

made it clear we would like to know charges beforehand.

29/10

B.

Noted. I think we may have to take up this question of charges with Cen. C.

234

29/x

File

C.

Office

B above - this has been done?

29.x

Q.B1

At 234 pl.

29/x

29.x.

BN 15/11

MA.

17/11

STRICTLY CONFIDENTIAL.

H.C.S.

I took Mr Cooper & Mr Hardy up to see the slipway this morning: It was low water, so they had a good chance to see the problem clearly. I cannot say the visit produced any very tangible results, although Mr Cooper is preparing an estimate of his proposals to give us some idea of what he thinks it would cost.

I append a sketch of Mr Cooper's proposals, which are in some respects very similar to Mr Hardy's ideas. I did not enter into any argument about this at the time as Mr Hardy was in a 'slay the Government, and I told you so' mood! You will see that this scheme involves the laying of railway lines on concrete sleepers out under water below the present slipway, and that these will carry a dolly (or cradle) onto which the aircraft will be transferred as it nears the end of the slipway. I have not yet talked to the S/W regarding the possible constructional difficulties of such a system, but I imagine they will be pretty terrific. My own objections are as follows:

(a) To do this the rocks and sandbags at present off the end of the slipway will have to be removed to give a flat surface for the rails to be laid upon. In my opinion this removal is 75% of the battle, and if done the rails and cradle would become unnecessary.

(b) By utilising a cradle of this nature, one automatically increases the depth required before the aircraft floats by the height of the cradle above the seabed - say 1' 6" at a conservative estimate. Therefore it will be necessary to run the rails out into 1' 6" deeper water than any of the former proposed extensions, with all the attendant constructional difficulties mounting the further out one goes.

J Cause

(c) I do not think that either Mr Cooper or Mr Hardy appreciate how comparatively difficult it would be for the pilot to manoevre the aircraft onto a small cradle in a strong cross wind - this scheme would certainly scotch any thought of a fan, which was previously agreed would be a useful addition.

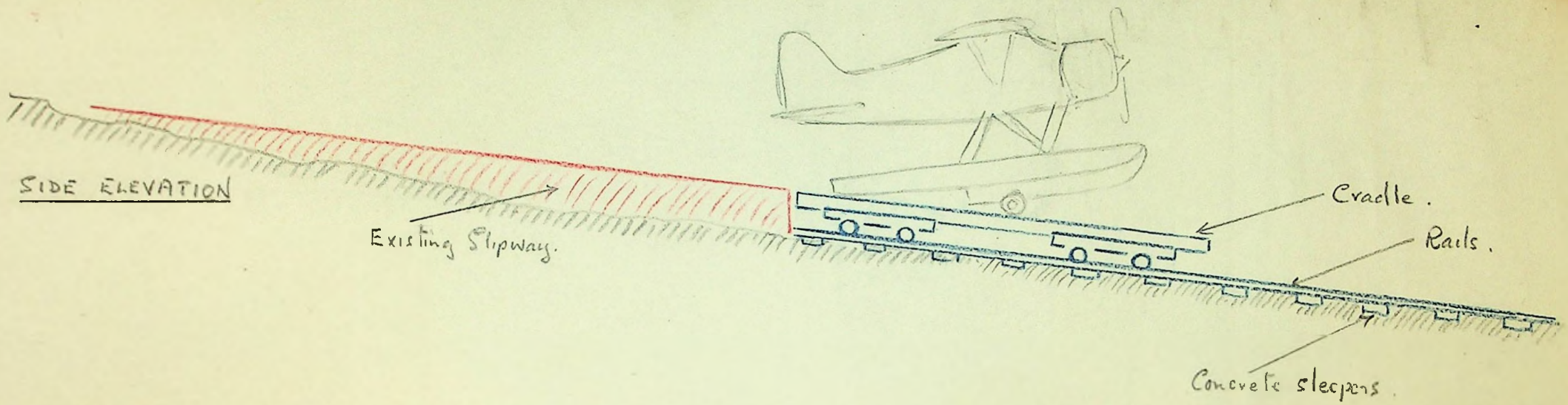
X

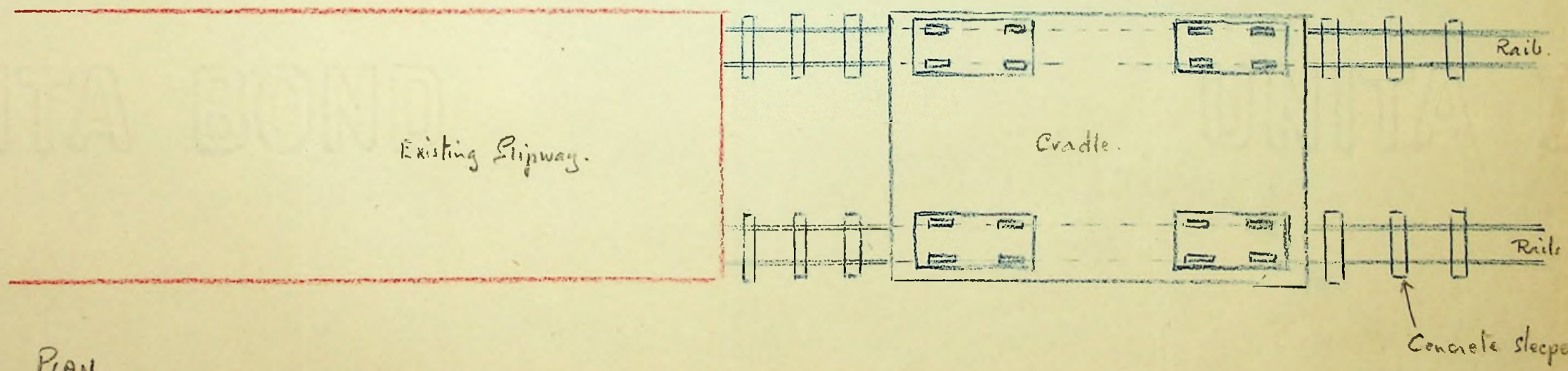
I mentioned the Air Services existing thoughts on the subject (which have become increasingly modest as experience has been gained in using the Beaver) - namely that the rocks and sandbags should be removed, and a small extension made to the existing slipway to smooth off its junction with the seabed, and thereafter using the sandy bottom for taxying over, which, provided it were really clear of rocks could not possibly harm the aircraft. Mr Cooper apparently did not think very much of this idea, on the grounds that the efficient laying of cement below the present slipway length is a difficult operation. He was then treated to a lesson on cement mixing and the construction of coffer dams by Mr Hardy, which I hope but doubt, increased his engineering knowledge!

I am quite willing to be convinced that this system is possible: at present I am not so convinced, and unless the S/W feels that it is a practicable scheme, I cannot recommend its adoption because I do not consider its operating efficiency would be as good as our own. But it may well be that Mr Cooper is correct in saying that any concrete laying beyond the existing end is impossible,* in which case his scheme may be the only way we can carry out this work.

[signature], 20.XI.

* Under normal local conditions.


SIDE ELEVATION
Existing Slipway.
Cradle.
Rails.
Concrete sleepers.


Existing Slipway.
Cradle.
Rails.
Rails
Concrete sleepers.

PLAN.

Yh

RBAS ~~Coal~~ Slipway

I asked Hm. to see if the Cooper had any bright ideas and also asked him to investigate the Hardy's suggestion. His minute is at (245)

2) Apart from Hm's objections to the idea which I think are valid, we are still up against the fundamental question of rock removal in order before being able to lay the rails.

3) Admittedly we do not ~~to~~ need to clean such a wide area of rocks for this scheme but we will have to clean further out to make up the extra 1ft 6".

4) Commander Harrison is not prepared to use his men on rock clearing but he may be prepared to do some more blowing up. Did he mention to Yh. during your tour?

No

Hm. shd. be pursued.

5) This brings us back to the simplified scheme proposed by Hm. at x/a (245)

MC 8/XII

(P) 26/11

Hm.

(245 – 247)

Can you now pse discuss with S.W. how best to tackle the simplified plan and, taking into account your discussions with Commdr Harrison, advise what work such as blowing up rocks or divers inspection we might reasonably ask the Navy to do — navvy work is out for them.

(P) 2/12

H.C.S.

S/W & I agree that first step will be to get R.N. to assist by blowing up the rocks, so could you please write to them & request their assistance in this. The next spring tides are 20th December, & Monday, Tuesday, Wednesday afterwards would be suitable days. As soon as R.N. state which day they will carry out the work I will arrange for all rocks to be buoyed for them to facilitate operations.

2. Simultaneously a gang can be put to work removing the sandbags & broken pieces of rock, & it is hoped that the smoothing off of the end of the slipway can be done during these tides also.

7. XII.

~~Above = the [illegible] from the stat~~ was, ?

~~for, [illegible]~~

249

12th December, 1953.

Dear Harrison,

You will recall my writing to you recently on the subject of assistance over our problem of extending our seaplane slipway.

I gather from the Harbour Master that you are not prepared to involve yourself with any dragging of rocks with working parties etc., but I would be very glad to know if you could take on merely the blowing up of the larger rocks which the Harbour Master would have ready plotted and buoyed.

I am informed that the most suitable dates with regard to tides would be about 23rd or 24th December.

Yours Sincerely,

(Sgd.) C. Campbell.

Commander P.R.H. Harrison, D.S.O., D.S.C., R.N.,
H.M.S. Nereide,
STANLEY.

Copy to Harbour Master.

Hm. Answer to above was fear unfavourable. Have suggested to C.C. we make official approach to Cmdr Rule C.V. you know, Sir.

H.C.S.

V.H.T.

EXTRACT FROM LETTER FROM SALES DIRECTOR The DE HAVILLAND AIRCRAFT OF CANADA LIMITED of 11. 11. 53.

(Original filed at 47 in 0270/F - Flying Operations).

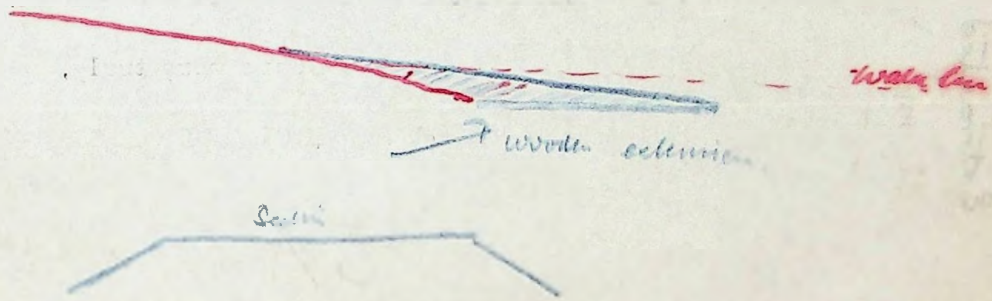
.....

I understand from Fowler that you do not have floating docks and that the main slipway at the base is concrete, which is liable to cause damage to the floats in a rough sea. Most slipways in Canada are constructed of wood, which is not so liable to cause damage to the floats and once the aircraft is brought to the slipway it can be pulled up on the wooden planking clear of the water, without having to put on the beaching wheels. The floats slide well on the wet wood.

This gets us no further - practice may incline the Pilot to take a less conservative view

A

But the reference to 'wooden docks' makes me wonder whether we couldn't continue a wooden apron or extension to present slipway :-



Worth exploring?

MC 14
XII

B

Hm. What are your views on this suggestion above?

2) (47) is pretty non committal! 17.12

C

H.C.S. To implement the suggestion put forward by D.H (C) – i.e. beaching without wheels – we should need the whole slipway & a large section of the hangar floor planked – one cannot change to wheels half way up the slipway. I cannot see much advantage in making the extension of wood – we shall only use this perhaps once a month & then under normal circumstances we shall be using the beaching gear, so wood would be unnecessary.

Ref 47. I expected this – the pilots' union is very strong!!! 17. XII.

H.C.S. Ref remark in DH(C)'s letter, they state wooden docks are usually established in "a reasonably sheltered place". Here we have eleven settlements open to the wind for at least two miles in one direction or another, which cannot be defined as "reasonably sheltered." Of course the construction of these floating docks is much easier in Canada where timber is readily available. I understood from Fowler that these were moored near the shore, with a catwalk to them – impossible here as the water is tidal.

Yr: they usually remain in the water except when under maintenance.

17. XII.

IX ~~51~~253.

Mr, I really wanted your comment on this suggestion, but as far as I can see we come back to the fundamental point that no apron, extension, cradle or similar device will be effective until the rocks are cleared & the bottom even — & when this has been achieved we may not in fact need any further extension.

21/12

H.C.S. Agree: I suppose we shall now have to wait for the tides about Jan 6th as the frigate is away.

21. XII.

251 - 253

~~(49 - 51)~~

254

Yes.

I fear we are back to the fundamental ~~the~~ ~~[illegible]~~ (T) rock problem we now propose to try Cuic Ans! draft.

29/12

Sean. Nov 29

Ans Ans

There is copy of a letter to Cuic Ans to go on this no?

257

4/1

255

H.M.S. "Nereide",
at Stanley, Falkland Islands.

24th December, 1953.

Dear Campbell,

Since receiving your first request for assistance with diver for the removal of rocks from the slipway, our only rating fully qualified in demolition, Marine Green, has been left behind at Deception.

Our demolition party on board, though untrained in the eyes of Their Lordships, would be perfectly capable of carrying out demolitions in an emergency, and indeed I would direct them to do so for the safety of the ship or to further an operation. This case however is rather different and in the event, unlikely I know, of an accident I would have some difficulty in explaining to Their Lordships exactly why an unqualified party undertook work of this nature.

I am sure you will appreciate, therefore, that I must decline to take on this task until Marine Green becomes available.

I believe that Mr. Livermore has been supplied with explosives from Naval sources with the approval of the Commander-in-Chief and has in the past undertaken work of this nature.

Yours Sincerely

Peter Hansen

PS. above is pretty definite. I think that now we should make an official approach to C in C Ag! [illegible]

Z 256

Get him to give a priority directive to the next ship.
We would offer to pay expenses.

2) I think also it would be wisest to ask for blasting only & hope that the Captain may be persuaded to help with the clearing also.

29/12

Yes, we should approach C.in.C but must put it a bit carefully — d/o from me personally?

MC 29/XII

BUF

Yes. Above.
Draft etc. at once.

2/1/54

Fair as amended pl.

MC 2/1.54.

F.I. Ref: 0270/H/II

4th January, 1954.

257

My Dear Admiral,

I am writing to ask for your assistance in a problem which has been troubling us for some time.

As you are no doubt aware this Government operates a small passenger and mail floatplane service between Stanley and the outlying settlements, primarily for medical emergencies but also to supplement the other more primitive methods of transport - horse and steamer.

It has been a godsend but our notorious weather conditions make it impossible to keep to any regular schedules and the maximum benefit can only be derived by making use of all available hours on those days when flying is possible.

In this we are handicapped by the length of our slipway as planes cannot be launched or beached at low tides. Before any extension can be undertaken it will be necessary to remove a number of large rocks which lie underwater at the end of the slipway and as we have no one technically qualified locally to perform the operation I write to ask if you would consider permitting a visiting

/frigate

Vice-Admiral J.F. Stevens, C.B., C.B.E.,
Commander-in-Chief,
America & West Indies Station,
Admiralty House,
BERMUDA.

VP

258

frigate to undertake the underwater demolition of these rocks for us; the Government would, of course, meet any costs incurred. Not only would this be of great benefit to the Colony, as a whole, but it might also have some strategic value since the floatplanes would play some small part in the defence of the Colony.

Yours sincerely,

(Sgd) Miles Clifford.

Incorporate in main file with reply.

C
6/1

File returned from HM as temporary unincorporated.
Pl see from 249.

28/2/56 (Jamieson)

259

ADMIRALTY HOUSE,

BERMUDA.

14th December, 1953.

Dear Campbell,

234 & 240

Many thanks for your letters dated 6th October and 13th October concerning the charges raised against the Falkland Islands Government for the refloating and subsequent resinking of the oil barge by H.M.S. VERYAN BAY in September.

Much as I would like to be able to help, I'm afraid there is nothing we can do at this stage. The charges made by Captain Hare are obligatory by our regulations and the transaction is now part of the ship's official accounts. It is therefore too late to write the operation off as "training". We could of course apply to the Admiralty, but I am convinced that they would not play and that it would merely be a waste of time.

I have been taken on by the new Commander-in-Chief so I shall probably find myself in the Falkland Islands again some time. I imagine that Jackie and you will have left by then though, so I cannot look forward to some more tennis. I hope you are all flourishing and I much hope we shall meet again somewhere.

Your new Governor left here the other day in great form.

Yours sincerely,

Colin Campbell, Esq.,
Colonial Secretariat,
Port Stanley,
Falkland Islands.

Bu 12/2/54 mail

No mail
WP. 15/2/54

Bu 257 on 23/2
(mail)

258
Bu 20/3

Bu. for next mail

260

BU 2/4/54 Normal to date 25/4/54. No mark 3/4/54

A

H.C.S.

We still await a reply to (257).
File submitted for instructions, pl.

9.4.

B

H.C.S. NAN as St Austell Bay were informed should have taken action. Pse ask them for report on work done & how effective it was.

12/4

C

Acny. pl.

12/4.

D

H.C.S.

Blasting of rocks took place on two days (5th & 6th April) & so far as I have been able to see, all the rocks in line with the slipway end have been eliminated. A more thorough examination will not be possible until the next spring tides when it will also be possible to remove the broken pieces from the seabed. The blasting parties from "St Austell" were most helpful & continued working in most inclement conditions: they have offered to assist later if more clearing is necessary.

13.IV.

0270/H/II

261

17th April, 5

Sir,

I am directed to express His Excellency's thanks and appreciation of the most useful work carried out by your blasting party on the rocks at the Government slipway and to state that His Excellency was particularly impressed by the Harbour Master's report regarding the energy displayed and their willingness to work under most unpleasant weather conditions.

260)

I am to request that you will be kind enough to convey His Excellency's thanks to the Commander-in-Chief also.

The operation will prove a great boon to the Colony.

I am,
Sir,
Your obedient servant,

(Sgd.) C. Campbell.
Colonial Secretary.

The Commanding Officer,
H.M.S. St. Austell Bay,
STANLEY.

H.

0270/H

From: Harbour Master.

To: The Hon. Col. STANLEY.

18th October,

EXTENSION TO F.I.G.A.S. SLIPWAY.

180 Vol.

Approximately two and a half years ago a consultant engineer employed by Government made recommendations as to how the slipway for the Air Service could be improved so as to avoid damage to the floats of the aircraft when slipping and launching at low water. His recommendations were accepted, and after considerable modification by me to make the work easier for the P.W.D. it was agreed that the work should proceed as soon as possible.

2. As was pointed out with the origihal request for this work, under the present conditions launching and slipping at low water is putting a considerable wear and tear on the floats and undercarriage attachments. It also involves waiting for the tide at very low water before the aircraft can be handled.

3. Recently it was necessary for me to abandon an afternoon flight for a medical case because I was unable to launch the aircraft in time. Also recently the wear and tear mentioned above has showed effect on the first Beaver aircraft, whose port float is now leaking badly. Float repairs are extremely difficult, and it may be found necessary to send this one away for servicing during the annual overhaul. This will naturally be very expensive and will also lengthen the time required for the overhaul by at least one month.

* 4. I would be grateful if you can inform me when work granted priority two and a half years ago may be expected to be carried and also, if in view of the damage that is being done to the floats and undercarriage, whether the Government wish low water operations to be continued. Naturally the staff do their best to minimise any damage, but of course the manhandling of an aircraft weighing over two tons on rocks is not easy.

for Harbour Master.

Harbour Master.

S.P.W.

for your observations on * in para 4.

B

HCS

I have recently laid the apron at the hanger and built on sides of slipway plus fixing ring bolts for hanger. I was informed by the H. Master some time ago all rocks were removed. The small extension end of slipway will have to wait for favourable tides as we are unable to work under water. It looks as if could do with another 30 men [illegible]

18/10

A

H.M.

2693 f.i.

The rocks are still there?

When are low tides expected so that S.P.W. can extend the slipway?

21/x

B

H.C.S.

The rocks referred to in my minute are those among, & in the immediate vicinity of the sandbags at the end of the slipway. They could not be blown up by the R.N. without also blowing up part of the slipway.

2. Low tides should occur between Oct 30th – Nov 4th.

3. I am afraid S.P.W.D has misread my memo. We do not require an extension: we only want the end finished off with concrete instead of sandbags.

21. X.

C

S. P.W.

Quote.

You will be able to do this, given favourable winds, when the tide is low?

D

HCl Noted and carefull world is being kept.

ACL
28/10.

H.M.

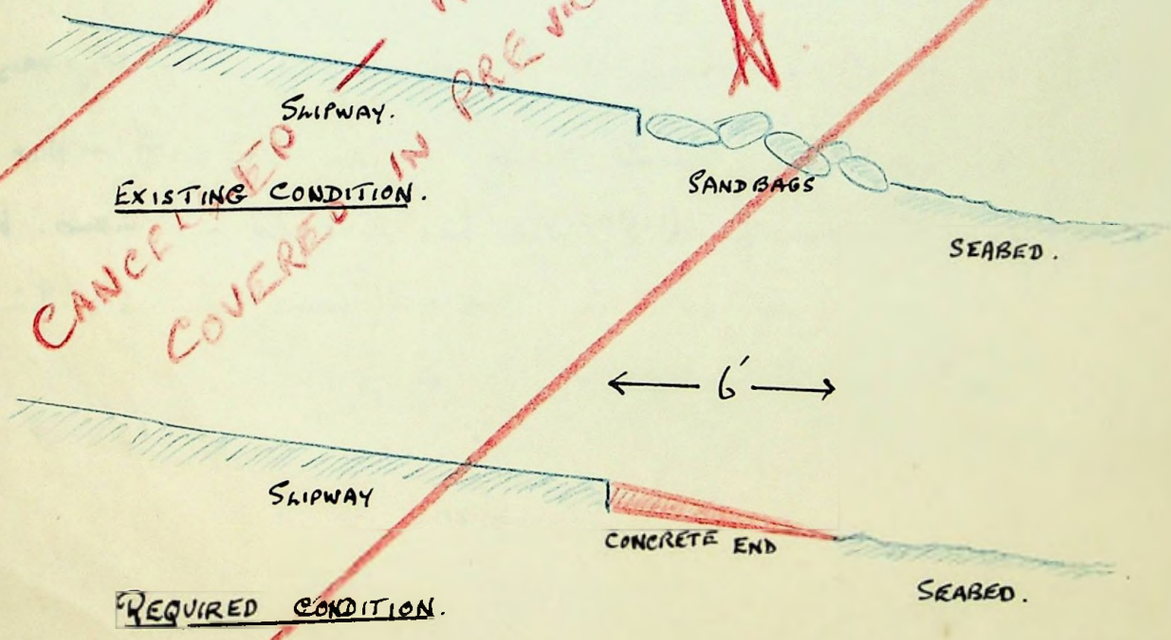
Pl. report when the remy work has been completed.

C.F.J.T.
2/x1

H.C.S.

In case there is still some misunderstanding I have redrawn the actual F.I.G.A.S. requirements below :-

CANCELLED / ALREADY COVERED IN PREVIOUS MEMOS :



Harbour Department,
PORT STANLEY.

29th December, 1955.

Sir,

I have the honour to request you to arrange for me a personal interview with His Excellency the Governor to discuss the possibility of having the improvements to the end of the F.I.G.A.S. slipway speeded up.

2. The attached file contains the relevant data on this work. The original approach was made by me over two and a half years ago in an earlier file still, but as this suggestion has been repeatedly amended by me in an effort to ease the amount of work required from P.W.D. as I understand their labour committments are considerable, there is little point in going back as far as this.

3. Before I see His Excellency I would be grateful if you could bring to his notice the following pages in the attached file, together with my comments made in this letter.

File Page.

219. My memo and description of the work required, together with rough drawing. (Dated 11. IX. 53).

220. Directive by Sir Miles Clifford (12. IX. 53) that this plan should be adopted.

On the same page this directive is noted by S/W. (14. IX. 53)

245. X/ in my minute of 20. XI. 53. This is the present requirement. You will see that the requirement was modified so that it involved a considerable reduction in the labour required after experience with the Beaver aircraft.

247. Marginal note by Sir Miles Clifford (1. XII. 53), approving the adoption of the modified plan at X/ on 245

260. At D on this page I report that the necessary rock clearance was completed on 6. IV. 54. From this date onwards we have been waiting for work to progress upon the end of the slipway proper.

269. A further memorandum from me to you on this subject, emphasising the necessity for this work to prevent damage to the floats. (13. X. 55)

At B on the same page are observations by S/W. In particular in this I wish to draw attention to S/W's comment re an extra 50 men

270. The implications of the various minutes on this page gave me the impression that S/W would in fact proceed with this work as soon as possible.

271. Your minute dated 2. XI. 55 requiring a report when the necessary work has been completed.

4. At present no progress whatever has been made with this work. During the period 30th October - 4th November the sandbags were uncovered on several occasions, but despite the assurance given by S/W in his minute on 270 that a careful watch was being kept, so far as the hangar

staff are aware no P.W.D. personnel approached the slipway during this period. Since that date there have been a further four tides during wh conditions have been suitable, yesterday being a particularly good opportunity.

5. Since the S/W in his minute on 270 implied that the work would be undertaken as soon as possible I have not pressed this matter further, particularly as I realise that he has a great deal of work requiring attention. His comment re the extra 50 men confirms that he also feels the pressure of works. But when the tide was suitable yesterday I discovered that the mason (Perry) and his mate were engaged in assistin the Postmaster as messengers. If skilled labour can be spared for these trivial duties, I fail to see how the pressure of work can be as great the S/W implies - certainly to me a delay of over two years in tackling a task which may one day save the Air Service having to write off an undercarriage appears inexcusable.

6. I respectfully suggest that the sensible method of undertaking th improvement to the slipway would be to store the necessary materials at the hangar now; and then to divert the masons to the site as and wh the tide is suitable. At present, with no materials even on the site, even if the tide is suitable and the labour is available, at least one suitable tide will be lost to us while the materials are being brought up. In caching materials at the site care will obviously have to be taken to prevent their deterioration before use, and I suggest that the cement could be stowed in the hangar, while the sand, which otherwise might blow away, should be covered with sheets of old corrugated iron or an old tarpaulin.

I have the honour to be,

Sir,

Your obedient servant,

Harbour Master.

To: The Honourable the Colonial Secretary,
Stanley.

Y.E.

272-273.

H.M. has requested an interview with Y.E. on the question of improvements to the slipway.

2. While I appreciate H.M's. concern regarding the safety of the aircraft S/W's. labour position must also be taken into account - he has but two masons one of which is due to retire in March.

3. I have discussed with S/W - in particular X on para. 5 of 273 - it is true that he helped the Post Office out on the day in question as the weather was not suitable for working with cement - hence he loaned the mason and his mate.

4. S/W however assures me that the job will be done as soon as tides and weather permit.

5. Other jobs outstanding for the masons are as follows:-

(a) Nurses' Home

(b) Pull down & renew chimney at the School

(c) Pull down & renew chimney on T.B. wing

(d) Sewer connections for Town Council

(e) New office accommodation for F.I.D.S.

6. Will H.E. see H.M. pl?

Ag. C.S.
31/12/55.

S/W says one day. C.M.

It doesn't appear how long it will take the masons. I assume the job is a small one. The aircraft are valuable, & only one is now functioning. It would be serious if it were to go out of service because minor work has been postponed. Let the matter be clarified as HM suggests & the masons go down next time the weather permits. PC. find out from HM when next there will be a low enough tide & check that action is being taken. No need for me to see HM

From 9th Jan.

X

PRA

When you see Mr. Livermore please explain that I sympathize about minor diversions of this sort but we can't rush £30,000 aircraft in order to keep up to schedule on the nurses' home

Explained to S/LS accy.

3/1.

0270/H/III.

3rd January, 55.

To: Superintendent of Works,

From: Acting Colonial Secretary, STANLEY.

Improvements in F.I.G.A.S. Slipway.

I am directed by the Governor to confirm our conversation this morning as follows:-

(a) materials for the work should be transferred to the hangar now

(b) the masons should then proceed with the work immediately tide and weather permit. In this connection the next suitable tide is understood to be about the 9th January.

(Sgd) J. Bound

Acting Colonial Secretary.

TB/LJH

B.W. 30/1

277

Require the position from S/A - by phone

278

H.C.S

Spoke S.W. Work completed 28/1/56

W.A. 31/1

Y.B.

279

274-275

The job was completed on Saturday 28th Jan.

280

Thankyou

1/2

Pr 3/2

281

DCA.

The question of initiation of minutes was referred to at the recent meeting of the SFC. I suppose there is always a possibility that an enterprise might be compelled ~~by bad weather~~ to ~~stay at~~ lie at a moorings ~~[illegible]~~ in the sands but might prefer and I wonder whether there is any regular / regulation to ensure that the moorings are secure.

S 26/6/61.

282 – 283 minute!

re FIGRS moorings

FOS DCA. 19th June

BCE 30.6.61

BU 5.761

282

Mrs DCA

promises to try to get from the Ministry
specifications for memorials.

BU in 2 months.

[illegible] 18/7/61

There was a misunderstanding
DCA is working on it

[illegible] 20/9/61

BU 12.7.61
for DCA/YH

BU 19.9.61

The Sun
will discuss with us
please
BU when
we were
next
[illegible] 22/11/61

BU Tuesday 5.12.61

B.U 20/12
[illegible] 20/12/61

BU 19.11.61

DCA will ask
Brown.

BU 2 weeks [illegible] 6/12/61

BU Tuesday 19.12.61

~~28.11.61~~

0270 ~~C/IX.~~ A/III

~~1489~~ 283.

23rd December, 61.

Gentlemen,

Aircraft Moorings

I am directed to request that you be good enough to obtain for this Government's Air Service, advice on the type of mooring required for a single engine seaplane, forty eight feet wing span and maximum all up weight of 5,090 lbs. In particular, the weight of anchor, chain, strops etc. required for this type of aircraft. Also advice on laying and inspection of moorings.

2. It is suggested that the information required may be obtained from the Technical Branch of the Royal Air Force in the form of an Air Publication or a similar type of publication obtained from H.M. Stationery Office.

3. Should the information be obtainable in book form it would be appreciated if a copy be purchased for this Government and the Colony account debited in the usual manner.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Bound
for COLONIAL SECRETARY.

Reply at 284

~~Bu 23.1.62 (mail)~~

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

JK/IM.

Copy to D.C.A.

Bu 23.2.62 (mail)

Bu 7.3.62 (mail)

Bu 7.4.62 (mail)

: FOLLOWING REFERENCE AND THE
DATE OF THIS LETTER SHOULD BE
QUOTED IN COMMUNICATIONS.

[redacted]EM3/M3/Falkland Is. 9056.

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

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

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON SW1"

TELEPHONE: ABBEY 7730

TELEX No. 24209

BUF

22nd February, 1962.

Sir,

Aircraft Moorings

I am directed to refer to your letter 0270/C/IX dated 23rd December and to enclose a copy of The De Havilland Aircraft of Canada Ltd. letter dated 15th February and sketch diagram of a mooring dock for your information.

Neither the Air Ministry or The De Havilland Aircraft Co. in this country were able to furnish the information required which necessitated approaching De Havillands of Canada.

It is hoped that the information contained in their letter will prove of interest although without details of site conditions they have only been able to generalise.

If you require more detailed information including costs will you please advise this office of the following particulars:-

(a) Location of mooring

(b) whether sheltered or exposed position

(c) maximum depth of water

(d) rise and fall of spring tide

(e) type of bottom i.e. sand, mud, shale etc.

(f) Speed of tide (maximum)

(g) prevailing wind and strength

With the above particulars it should be possible to obtain proposals and costs for a suitable mooring system from specialist firms in the U.K. If concrete sinkers (anchor weights) are to be used please confirm that you can manufacture these at site and that steel staples only for embedding in the concrete for attaching the mooring pendant will be required. Please also confirm or otherwise that nylon rope for tethering the aircraft to the buoy will be made available from local stocks.

I am, Sir,
Your obedient servant,

The Colonial Secretary,
Colonial Secretary's Office,
Stanley, British Antarctic Survey,
Falkland Islands.

SG WHC

~~514~~
285

COPY

February 15, 1962.

Crown Agents,
4, Millbank,
London, S.W.1.,
England.

Attention: Chief Mechanical Engineer.

Dear Sirs:

With reference to your letter Q/EM3/M3/Falkland Is. 9056 of 23 January 1962.

With regard to the type of mooring required on DHC-2 Beaver aircraft. It is difficult to make any general rules as to the type of mooring required, as this is largely dependent on the type of anchorage available and on such factors as tidal range, type of bottom and the severity of wind and waves usually experienced. However, for the purpose of mooring a Beaver type aircraft in a reasonably sheltered anchorage, as opposed to open sea, we would advise an anchor weight of not less than 1,500 lb. to be used in waters up to 30 ft. depth. This anchor weight is normally constructed in the form of a concrete block. The chain to the buoy should be at least 1 in. chain. The aircraft should be tethered to the buoy in the normal manner with rope, preferably nylon, of 3/4 in. gauge. The anchor is laid on the bottom and does not require imbedding. Normal inspection of the mooring will consist of a periodic check for corrosion and replacement or repainting as necessary.

Instructions for mooring the Beaver aircraft to either a buoy or dockside is contained in Beaver Maintenance Manual part 1, paras 1.18 and 1.19.

We enclose also a sketch diagram of a mooring dock for use in areas where considerable tidal ranges are encountered.

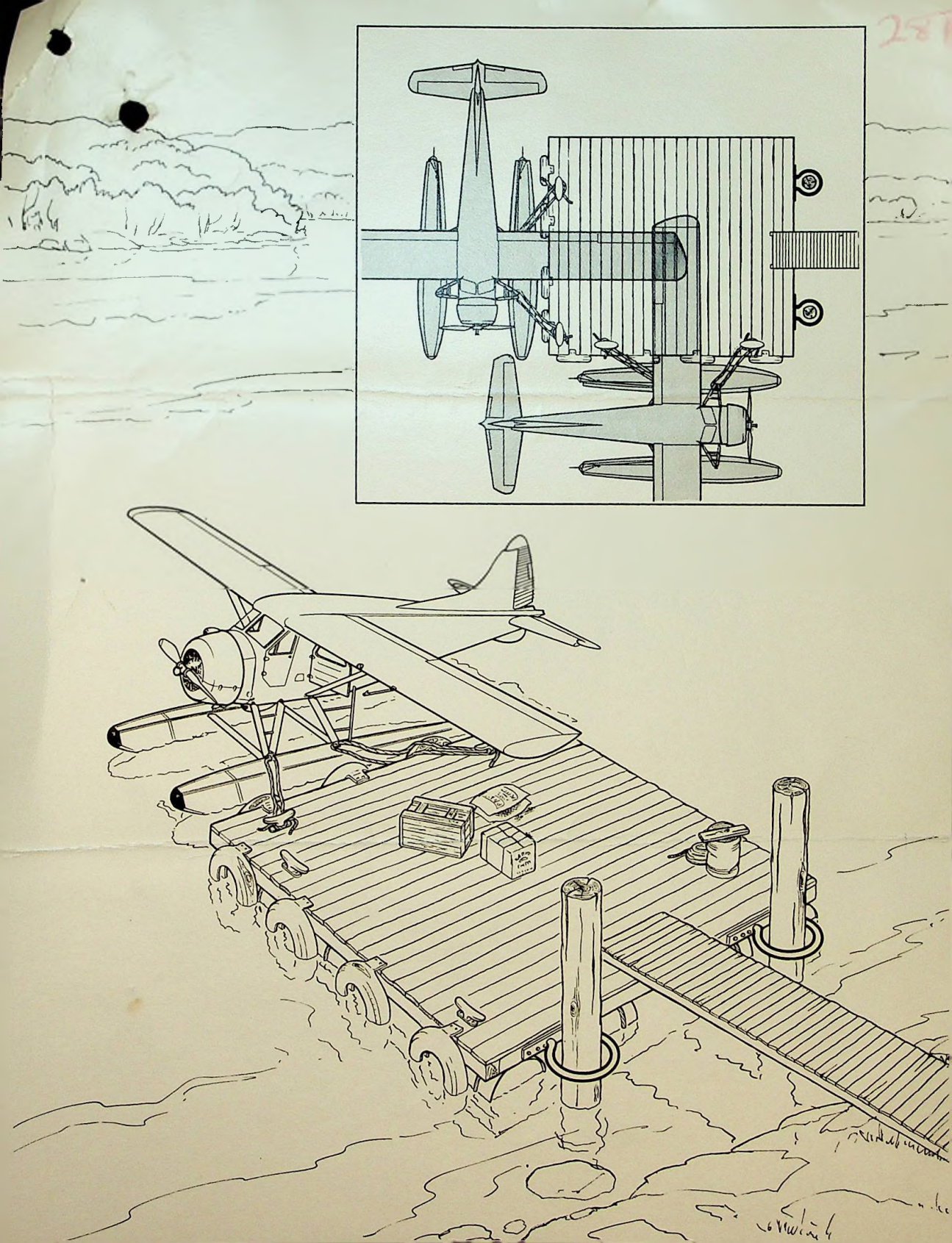
We hope that the foregoing will provide a satisfactory answer to your query, but in the event that you should require further information please do not hesitate to write.

Yours very truly,

THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED

J.F.B. Shaw,
Sales Department.

JFBS/hd



DCA.

288

See 284 & 285

Please consider & make recommendations

S

18/4/62.

H.C.S.

289

I really dont know what to say on this point, because the reason for this enquiry is not known to me.

The sinker and chain advised by D.H. is no doubt ideal for the job, but I do not consider - bearing in mind probable cost - such an elaborate mooring necessary for the purpose of transferring passengers.

It may be argued that the aircraft may have lay at a mooring storm bound, in this event I can assure you that every assistance in the way of materials would be provided by the farm concerned without quest

290.

if the safety of the aircraft was likely to be at stake, this statement I make from experience and not just wishful thinking.

P.E.H.
24/4/62.

291. DCA.

The question was raised at a S.C.F meeting dealing one of the question of insurance. I would like to discuss it again with Mr Clement when he is in in May. In the meantime perhaps I could discuss further with you. The position I believe is that 99 times out of 100 the aircraft is not left unattended on the mooring or if it did break away it would not much matter. The question is whether we should have moorings suitable for the 100th time or if 20 times we have been everywhere or could they be improved. R 28/4/62

H.C.S.

With reference to your 291, thank you for the information regarding the origin of this question. Scrutiny of the Insurance Policies in respect of our aircraft will reveal that we are no longer covered for mooring risks, we are therefor answerable to ourselves only in the event of a mooring mishap, since this is the case do you honestly consider the expense involved warranted?.

As you are aware Mr Clement served in the Royal Air Force during the war as, I beleive a Coxswain - Marine Craft, the duties of this trade were many and varied, from manning aircraft tenders to considerably larger weather ships, and mooring inspection ships.

I am told that Mr Clement has a publication dealing with moorings and their inspection schedules but whether this is marine-craft or aircraft moorings I am not sure. It may be an advantage to approach him on this subject.

My opinion regarding the moorings at present used at the farms visited still remains that they are adequate for the purpose for which they are used, that is the transfer of passengers. On the odd occasion when I have had to stay overnight on camp and a mooring was in doubt, the manager at the farms concerned was only to willing to provide materials to ensure the aircrafts safety whilst unattended. One must also bear in mind that a number of the moorings in use on the camp are used by the farms for mooring there boats, surely this in itself is insurance enough that the mooring is sound.

D.C.A. 10/5/62.

BU 10/5/62

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DCA-

I discussed with Mr. Clement. He says that any station possessing a motor boat will invariably have moorings above twice as strong as his anchors so the aircraft could if necessary be moored to the motor boat.

The questions which seems to arise are as follows

(a) Do you know which stations have

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Heavy mooring 2

2. If you found that you had to stay out at night would there be you have a reasonable certainty of being able to get to one of them?

R
14/5/62

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H.C.S.

I agree with Mr Clement, stations with boats probably do have heavier mooring than his own, after all the mooring at FITZROY is almost completely landlocked.

15/5/62.

2.0. Thomas
for

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Discussed with DCA

There are only certain stations which are sheltered enough to stay a night.

Most of these have boat moorings which are stronger than anything we need.

In any case by ~~[illegible]~~ carrying down enough chain they can almost all be made safe.

There is no need to change this at any moment.

This arose largely as we were afraid the insurance would not hold unless we satisfied themselves but now we are not anything disturbed regarding mooring risks. File R 28/8/62