

NOT TO LEAVE SECRETARIAT

C.S.O.

TRN/AVI/3#4

0270/H/II

0270/H/II CONF.

CONFIDENTIAL

(Formerly)

SUBJECT :

FALKLAND ISLANDS GOVERNMENT AIR SERVICE.
Landing Facilities.

NOT LEAVE THE OFFICE WITHOUT HCS'S AUTHORITY

CONNECTED FILES.

NUMBER AND YEAR.

Copy in 29/43
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Copy

Number	Office of Origin	Words	Handed in at	Date
				21.6.55

To

BONNET, SAN CARLOS

HOA /C

See 4
YOUR LETTER 19th JUNE ADDRESSED HUCKLY ACKNOWLEDGED STOP AM REPLYING BY
LETTER STOP REFERENCE EXECUTIVE COUNCIL MEETING ARRANGEMENTS MADE TO
PICK YOU UP SAN CARLOS WILL STAND BUT BECAUSE OF DANGER TO PASSENGERS
PILOT AND AIRCRAFT ESSENTIAL THAT BUDY BE PROPERLY MOORED STOP GRATEFUL
IF YOU WOULD CONFIRM WHEN THIS HAS BEEN DONE.

COLONIAL SECRETARY

Time

SGT /TR

2

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed In at	Date
				24.6.55
To	BONNER SAN CARLOS			HDA/C

WEEKDAY AIR SERVICE TO SAN CARLOS WILL BE RESUMED IMMEDIATELY BUOY IS
SAFELY MOORED STOP LETTER FOLLOWS.

COLONIAL SECRETARY

Reply at 5

Time

JB/IR

KIV

Pg 20

H.S.

LANDING FACILITIES AT SAN CARLOS.

4

I have received the attached letter from Mr Bonner, the Owner/Manager at San Carlos.

- 2. I have the following comments to make:-
 - (a) It is quite obvious that Mr Bonner does not require Sunday flying, indeed he is always protesting to me about the inconvenience caused by early morning flights, although he appears to be the only farmer out of sympathy with these efforts on F.I.G.A.S. part.
 - (b) Although it is true that this department hoped to assist him renew his moorings, he is in fact the only farmer who expects the Government to do this, all the others providing and maintaining their own.

3. In view of the fact that there is no buoy there, and the fact that the boat operation is apparently only to be spasmodic, I have closed this port to seaplane operation, with the exception of urgent medical cases, since without a buoy it is impossible to pick up or disembark passengers in safety on a lee shore such as San Carlos nearly always is.

4. I have announced this on the local announcements so that the residents at San Carlos should be under no misapprehension, and have informed them that in future Ajax Bay will be their embarkation point.

5. In view of this, unless Mr Bonner is willing to arrange transport for himself from San Carlos to Ajax Bay, there appears to be considerable doubt as to whether he will be able to attend the next Executive Council meeting, and you may therefore wish to make alternative arrangements.

6. Purely for your information in dealing with this matter, I have personally turned out for flying (whether it has been done or not) on 19 out of 25 Sundays this year, and have also been up at 0500 or earlier nearly every day in the hopes of doing some good by flying early. This letter, which is about the most discouraging I have ever received, makes me wonder if this effort is really worth while, and I would seriously suggest that the opinion of the Executive Council members be obtained on this point, since one at least obviously feels it is not.

for Shuck

Pl file with copy of letter from Mr Bonner & return original to H.S.

Original letter returned to H.S. when 25/6/53

COPY.

4

SAN CARLOS SHEEP FARMING CO. LTD.

19th June, 1955.

J. S. R. Huckle, Esq. D. S. C.
Superintendent
F. I. Government Air Service
Stanley.

Dear Sir,

With yet another Sunday and unsuitable flying weather I wish to advise you that I am not prepared to arrange for men to stand by on overtime on Sundays for dinghy work to attend the aircraft, except in the following circumstances -

- 1.) Medical Emergency cases.
- 2.) Necessity to collect passengers for an overseas sailing.

Our employees have a full working week irrespective of weather conditions and both appreciate, and have a right to expect, their free time at week-ends.

Aircraft Buoy. It will have been observed from landings here in the past month that our buoy has again become detached from moorings.

Since my original letter to you of 18-12-53 on this matter and your reply of 19-1-54, we have temporarily renewed the buoy to the moorings on four separate occasions in the anticipation of the Harbour Department servicing the buoy and moorings as indicated in your letter.

Although it has, and always will be, our policy to assist the Government Air Service in any way possible we cannot continue to renew and attach the buoy indefinitely with no apparent prospect of service or assistance from Government.

It seems regrettable that these good moorings, which we laid at Government's suggestion and at our expense, should be allowed to lapse into disuse and become silted over through lack of co-operation.

Yours faithfully,

(Sgd.) J. F. Bonner

Managing Director.

Reply at 31.

5

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
1	SAN CARLOS	24	0940	25.6.55
To				
COLONIAL SECRETARY STANLEY				

2 REFERENCE YOUR MESSAGE BUOY SECURED 1630 HOURS YESTERDAY STOP
 GRATEFUL IF YOU WILL BROADCAST RESUMPTION WEEKDAY FLYING ON
 ACCOUNT TUESDAYS MESSAGE

JA YBEE.

*Hum. has arranged for this to go on
 the news tonight, Saturday.*

25/6

Time

F.I.Ref.0449/11.

Personal.

22nd. June 1955.

Dear Mr. Denton-Thompson,

Many thanks for your letter of the 14th. June, and I am very much obliged for your careful consideration of the case under review.

I am perfectly agreeable that the matter should await discussion until I am next in Stanley, and would suggest that in addition to the Senior Medical Officer it might be useful to co-opt the Chairman and/or a committee member of the Sheep Owners Association into our discussions also.

Presumably the statement you require from Ashley is the amount of his personal expenditure during his absence from the Colony and I will do what I can to ascertain this, together with our statement of half wages paid.

Meantime I would emphasise that I had no intention of suggesting a subsidy for the individual of substantial private means or large earned income, and in this respect would suggest fixing a maximum limit of, say, \$500 p.a., when a person would become no longer eligible for assistance.

Nor do I think anyone could demand the "right" to be sent overseas for treatment at Government expense. Surely the decision for this would rest solely with the Medical Department as hitherto?

Air Service. I don't know whether you customarily listen to the local broadcast announcements in the evening, but if so you may have been somewhat mystified by an announcement last night addressed to "The people of San Carlos" to the effect that the aircraft would no longer call at San Carlos on Sundays except for emergency medical cases, and that passengers would therefore be embarked and landed at Ajax Bay.

I can only presume that this extraordinary statement was occasioned by a letter from me on the matter, a copy of which is enclosed, and received yesterday by the Transport Officer.

Since the beginning of January alone we have had to handle six Sunday landings, including three consecutive Sundays, and three other occasions of "standing-by" at week-ends when the aircraft could not fly, nor were any of these Sunday flights "urgent" from our point of view.

This caused certain grumbling from our personnel which was the reason for my letter.

Extracted to 0449/11 - Specialist
Facilities not Available in the Colony

4

Reply at 14

6

The proposal that passengers to and from here should be landed and embarked at Ajax Bay on a Sunday is preposterous and suggests a deliberate causing of greater inconvenience. The ~~MR~~ Transport Officer seems to have lost sight of the fact that Ajax Bay, although leasehold, is still the property of this firm, and as a Director of the Freezer Company I could easily instruct the Engineer-in-charge to refuse the aircraft facilities for our passengers except by special arrangement.

It is not my wish to be on bad or acrimonious terms with any Government Department and I don't think you could call my letter to the Air Service unreasonable, which is why this peremptory announcement on the broadcast caused me both surprise and annoyance.

I have no desire to write to you officially about this matter unless you wish, but I think it is about time that our dashing Muckle should realise that he is a public servant and not an indispensable asset to the Colony, nor is the aircraft his property to run as a private taxi picking up fares as he wishes.

Perhaps it would be to his benefit if you would drop a word in his ear to this effect?

I must say that if this message broadcast to my employees constitutes a reply to my letter I consider it a piece of gross impertinence on his part.

~~I also enclose a copy of my memorandum to him with regard to this message.~~

Yours sincerely



His Honour
A. G. Denton-Thompson Esq. M.C.
Governor's Deputy.

Sullivan House, Stanley.

** Not sent, kindly bearing further
from you. J.A.B. 23/6/55.*

8

Personal.

23rd. June 1955.

Dear Mr. Denton-Thompson,

I am sorry about that somewhat abortive attempt at conversation this morning on the telephone and will try to contact you as soon as weather conditions improve.

6

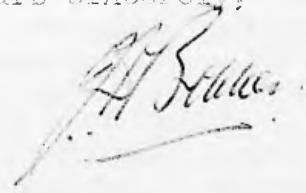
With reference to what I wrote yesterday regarding the Air Service, I am afraid that owing to conversation in the room at the time the announcement on Tuesday evening was not properly heard by us. Further to my letter on the matter of Sunday flights here I naturally thought that Sundays would be referred to, but to my horror and amazement on receiving a verbatim report of the broadcast I find that it is apparently the intention to discontinue flights here entirely.

4

Surely to offer facilities for the aircraft on six days of the week is not unreasonable ?

I trust that you will take steps to rectify the matter accordingly, and shall look forward to hearing further from you.

Yours sincerely,



His Honour

A. G. Denton-Thompson Esq.
M.C.
Stanley.

Governor's Deputy.

Reply at 14

Personal.

24th June 1955.

Dear Mr. Denton-Thompson,

My request to preserve Sunday home life and the freedom of the individual here seems to have ~~maliciously~~ un-looked and un-called for repercussions.

2

The telephone is still unsatisfactory but I received the message from the Secretariat yesterday evening with difficulty. Before securing our buoy again I wish to have an assurance that if this is done normal week-day flying to and from here will be resumed as hitherto. It seems very curious that no mention of the absence of the buoy has been made to us prior to my letter to the Harbour Master of the 19th June.

4

The statement in the message emphasizing the necessity of the buoy as essential "because of danger to passengers, pilot, and aircraft" amazes me. Having done a considerable amount of air travel overseas and here I was always under the impression that the main flying danger was involved in landing and take-off. I am at a loss to understand how a mooring buoy could affect these operations.

More often than not here when the buoy was available it was never used, for as far as possible it is our practice to have the dinghy already in the water to avoid delay, and the aircraft habitually taxis up to the boat direct.

It would also be interesting to know how many buoys are in existence solely for the use of the aircraft at settlements. When I returned from Stanley last month two landings were made en route in Salvador Waters, and at neither place were aircraft buoys evident. Moreover the aircraft has a very service-able aluminium anchor itself. Is it never to be used?

I must state emphatically that unless normal flying here can be resumed I have no intention to be the cause of a special flight to pick me up on the 11th July for the Executive Council Meeting. I would be very loath to accept a method of flight which was not available to my personnel.

My family has been established here for nearly a Century, and I think I may say that in that time have always had the interests of the Colony at heart.

I personally have been here for over 30 years, and had the able support of my wife for 27 years of that period, during which time we have done our best to foster and assist Government projects and offer hospitality to its Officials when called upon. It would have been quite possible for us to retire ten years ago and swell the numbers of absentee land owners, instead of which we remained in the Colony to continue to try and play our part for the betterment of its people.

After this time it seems a poor reward that apparently we should be at the mercy of the whims and vagaries of what I thought to be a minor official.

Yours sincerely,
Reply at 14

24th June, 55.

4
Sir,

I am directed to refer to your letter of the 18th of June, 1955, addressed to the Superintendent, Falkland Islands Government Air Service, Stanley, on the subject of aircraft flights to San Carlos.

2. It is noted that you wish Sunday flights to San Carlos to be discontinued, except in the case of emergency medical cases or where it is necessary to collect passengers for an overseas sailing, because you are no longer prepared to arrange for your employees to stand by, at overtime rates, for dinghy work to attend the aircraft.

3. Government appreciates that your employees have a full working week and, therefore, rightly expect their week-ends to be free. This, of course, applies also in the case of Government servants but it cannot always be carried out, particularly in the case of the air service staff. For example, the Harbour Master (Mr. Huckle) has turned out for flying, whether it has been done or not, at 5 a.m. or earlier, on 19 of 25 Sundays this year. With weather conditions such as they are in the Falkland Islands, and with a large waiting list of passengers, every possible opportunity must be taken of calm spells and the staff of the air service do not spare themselves in their endeavours to serve the public.

4. In the circumstances, however, and in view of your request, the Sunday service to San Carlos will be discontinued, except for urgent medical cases, and, when possible, in order to pick up passengers to connect with overseas sailings. In the latter case, however, such flights, if made to San Carlos, must be contingent on the provision of adequate mooring facilities.

5. I refer now to the aircraft buoy which, it is understood, has become detached from its moorings on four occasions, and remains so. Government is advised that without a properly moored buoy it is dangerous, not only to passengers and the pilot, but also to the aircraft, to attempt to pick up or disembark passengers because of the lee shore, a condition which usually

Hon. Mr. J.F. Bonner, J.F.,
SAN CARLOS.

exists at San Carlos. Without a mooring buoy passengers can only be dealt with by keeping the motor of the aircraft running. Such procedure is contrary to all international regulations. Not only does it impose a considerable and unnecessary strain on the pilot but it endangers the lives of passengers as well as hazarding the safety of the aircraft. It was for this reason that the Harbour Master decided that San Carlos must be closed to Air Traffic and that Ajax Bay would be the embarkation and disembarkation port for passengers from and to San Carlos. The decision, the necessity for which is regretted, has the full support of Government.

6. It is understood that the Harbour Master, in an earlier communication to you, stated that the services of the "Philomel" would be made available to assist in the proper mooring of the buoy at San Carlos. It is regretted that this has so far not been possible for a variety of reasons although it was never the intention that the vessel would continue to service the buoy. I am sure you will appreciate that if such service were made available in the case of one Station, other Stations which, without exception, service their moorings, would rightly expect similar facilities, a commitment which Government is unable to undertake without a considerable increase in funds and additional staff.

7. As regards the recent announcement that San Carlos is no longer a port of call for the aircraft, I am to inform you that the decision will be reviewed and the announcement will be withdrawn, in so far as weekday services are concerned, immediately you are able to confirm that the aircraft buoy is suitably and safely moored. The inconvenience caused by the withdrawal of the service is regretted but I can assure you that the Harbour Master took such action only because he was concerned with the safety of passengers, pilot and aircraft. In fact he would be failing in his duty if their safety was not his principal concern.

8. You will by now have received my telegram informing you that the earlier arrangements made for the transportation to Stanley on the 11th of July, 1955, of yourself and Mrs. Bonner will stand, subject of course, to the mooring buoy being in place. You will, no doubt, confirm when this has been done.

9. In conclusion I wish to say that Government is doing its utmost to provide this country with a reasonable air service. There are, however, difficulties caused mainly by the weather which we can never overcome, and it must be appreciated that in the absence of weather briefings, as navigation aids do not exist locally, and as pilot training is an additional commitment of the air service both Mr. Huckle and Mr. Kerr, the first pilot, fly under a considerable strain and frequently work very long hours.

I am,

Sir,

Your obedient servant,



ACTING COLONIAL SECRETARY.

C.S.

~~13~~
13

Do you consider that the attached draft meets the case in reply to Bonnes series of previous letters at p 6, p 8 & p 9?

I am anxious that we should close this incident as soon as possible - but we cannot let him off entirely and some of his remarks are in very poor taste and, in my view, quite unjustified.

A.G.H.
28/6.

Y. H.

I consider that the draft meets the case admirably and am glad that W Bonnes is not getting away with his rather disparaging remarks about the H.M.

I think W B. has better judgement than to raise the matter in Ex Co. If he does, however, we have enough ammunition to shoot him down.

P. 28/6

Government House,
Port Stanley,
Falkland Islands.

30th June, 1955.

PERSONAL AND CONFIDENTIAL

Dear Mr. Bonner,

26
18
19

Thank you for your letters of the 22nd, 23rd and 24th June in connexion with this very unfortunate misunderstanding that has arisen with regard to the air service to San Carlos.

I trust that when you come in to Stanley, and we are looking forward to seeing you and your wife, we shall be able to discuss the matter and perhaps close the incident. In the meantime I am glad that you have written quite frankly and at length on this question and I hope that you will have no objection if I do the same.

Firstly, the message to San Carlos should not have gone over in the way it did and this has been made quite clear to Huckle. The correct procedure would have been for a personal telegram to have been sent to you explaining the Air Service's point of view and its position with regard to the buoy and asking you whether you would be good enough to restore its moorings. I can only express sincere regret that instead a peremptory and discourteous broadcast was issued.

But on the other hand, and to be quite frank, I am not surprised that your first letter to Huckle caused a good deal of resentment. I myself was considerably upset when I read it and I think you will agree that if you put a couple of burrs under the willing horse's saddle it is not surprising, even if it is reprehensible, that the horse lashes out, and Government officials, senior or junior, are only human and most of us possess human failings. I readily believe and accept that you did not intend to give any offence but on re-reading your original letter you might perhaps agree that the implication of collecting passengers for overseas sailing as an exception to the "no Sundays" rule might be that, when it is in the interests of San Carlos passengers, the pilot's "Sunday home life" and the Sunday holiday of the

/Launching Crew ..

The Hon. Mr. J.F. Bonner, J.P.,
SAN CARLOS.

Launching Crew and Maintenance Engineers can go by the board. Moreover, from the wording of the letter, it would seem that there was some lack of appreciation of the immense amount of overtime and early and late hours that are put in by the Air Crews, Maintenance Engineers and F.I.G.A.S. staff in the public service. Government servants also appreciate and value their weekends but the Air Staff have willingly given up theirs in the public interest on occasions too numerous to relate and with the Harbour Department, maintenance, other aircraft duties and pilot training they all have a full working week.

Secondly, and with regard to the aircraft buoy, I feel that your views were expressed in terms that would not be unfairly described as constituting an ultimatum and Government was given no opportunity of explaining that the "Philomel" is out of action and that Government has neither the staff nor facilities, nor the funds for that matter, for servicing all the mooring buoys in the Falklands. In the absence of an expensive servicing staff and facilities the only alternative that I can see is for the farms to undertake the responsibility which, in all other cases where such buoys are necessary, they apparently do. I cannot help feeling that if you had been on the receiving end of such a letter you would have taken exception to its terms.

6

I should like here to refer to the last paragraph of your letter of the 22nd June in which you express the view that "our dashing Mr. Huckle should realise that he is a public servant and not an indispensable asset to the Colony, nor is the aircraft his property to run as a private taxi, picking up fares as he wishes". I agree that Huckle is outspoken at times and has certain personal idiosyncrasies with regard to manner and dress, but I am quite convinced that he has the interests of the public service at heart to a marked degree. I have for some time been in fairly close touch with personnel problems and also with some of the problems facing intermediate air services and charter services and I am very strongly indeed of the opinion that Huckle and his staff give this territory quite outstanding services in very difficult conditions and that they are in fact a very definite asset. With regard to the question of picking up "fares as he wishes" the preparation of flight plans and passenger lists under local conditions is frequently a thankless and difficult task and I have seen no evidence, nor have I heard any other complaints, to the effect that he uses the aircraft, for which he is responsible, as a private taxi picking up fares as he wishes. If, however, you have any evidence to that effect I should be glad if you would let me know and I will take the necessary steps to ensure

/that ..

that it does not happen again.

Finally, I should like to say again how much I regret that this incident should have arisen and to express the hope that it might be closed and forgotten. It would be extremely unfortunate, to say the least, if it were to spoil the good relationship that exists between you and Government or if it were to make you feel that your well known hospitality and generosity have not been appreciated, as indeed they have.

Yours sincerely,

A.G. Denton-Thompson

10/1/71

SAN CARLOS SHEEP FARMING CO. LTD.

(Successors to JOHN BONNER. GEORGE BONNER & CO. LTD.)

FOUNDED 1861

SAN CARLOS.

FALKLAND ISLANDS. (VIA MONTEVIDEO)

The Hon. Mr. S. G. Trees, M. V. O. 1st. July 19 55.
 Ag. Colonial Secretary.

Colonial Secretary's Office, Stanley. Your Ref. No. 0270/H.

Sir,

I have to acknowledge your letter of the 24th. June in reply to my letter to the Harbour Master of the 19th. June, and it is noted that my request for the discontinuance of Sunday flying here has been acceded, except for urgent medical cases, and when possible, to pick up passengers to connect with overseas sailings. On either of which occasion by mutual agreement all normal facilities here will be given to the aircraft irrespective of the day of the week.

With particular reference to your paragraph 3, we are fully appreciative of the endeavours of the Air Service staff to serve the public; this issue has never been in doubt here, nor the fact that local weather conditions make adherence to flight schedule difficult. Moreover, from a personal standpoint, when one is over fifty air transport is more than welcome with the existing and appalling lack of local communications, and difficulties of travel overland.

Nevertheless, in fairness to our staff, one "dies non" in the week is essential. I note that the Harbour Master has turned out for flying on 19 of 25 Sundays this year, and would remark that on 9 of those occasions flights were either made here or expected, with men on hand, including 3 consecutive Sundays in February.

Moorings Buoy. With regard to your R.T. message of the 25th. June you will have received my reply of the same date confirming that our aircraft buoy was secured at 1630 hrs. on the 24th. June.

I am surprised regarding the observation of lee shore conditions here, and in this connection would remark that in October 1952 the Norseman aircraft lay at our buoy for 5 days during some high winds waiting for spare electrical equipment and the aircraft engineer to come out overland from Stanley for servicing. It is evident our moorings must be quite adequate.

Reply at 21.

But not
Government
apparently.

Yes, but the
trouble starts
when the buoy
is NOT moved.

18

It is also surprising that during the six weeks or so that our buoy was non-existent with several flights here, no mention of its absence was made to us by either pilot prior to my letter of the 19th. June.

As far as possible it is our practice to have the dinghy already launched, and the aircraft habitually taxis up to the boat direct and cuts the engine.

I am sure that both Messrs. Kerr and Huckle will confirm that the minimum delay is involved in landings here.

With regard to your paragraph 6, no doubt the correspondence referred to has been made available to you.

It is hoped that opportunity may be given for "Philomena" to do the work suggested in the Harbour Master's letter to me. In fact if it was possible within the next month we could offer a certain amount of outward freight, and inward freight in the shape of baled hay urgently required by the Stanley dairymen.

The Harbour Master's letter of 19-1-54 specifically states that (quote) the Government's policy regarding these buoys is to establish and maintain buoys at all settlements free of charge to the settlement concerned (unquote).

This statement seems to be directly contradicted by your letter, and will explain why I was under the impression that the aircraft buoys were in fact the Government's responsibility.

Moorings and buoys solely for the use of the aircraft were laid entirely at our expense here almost 4 years ago, and have been maintained by us subsequently. From personal observation it has been seen that aircraft buoys are not yet evident at all settlements. Oil drums are all we have available for use as buoys and require frequent renewal. The provision and installation of adequate buoys, which I understand the Harbour Department possesses, would be most welcome, and I assure you that if such installation was made we would do our best to maintain it subsequently as hitherto.

With reference to your penultimate paragraph I thank you for booking Mrs. Bonner with myself to Stanley on the 14th. instant, and trust that Mr. H. Allen, a Stanley carpenter, is also booked for that flight as his work concerns this house and could not continue in our absence.

In conclusion I wish to say that I entirely concur with your final paragraph, the implication of which has never been questioned, nor any criticism intended regarding the flying operations of the first pilot or Harbour Master.

The Air Service is the only practical advance towards improved local communications, and as such is very greatly appreciated by all here.

I am,
Sir,
your obedient servant,

J. B. Miller
Managing Director.

This should have been done.

on whose authority was this said.

?

Y.H.

19

I was hoping that this book was closed.

I can't get Huckle this morning to ask for a copy of his letter dated 19.1.54 & to enquire the authority for the alleged statement. If it is one of Huckle's unauthorised statements, it leaves us battling on a sticky wicket.

I'm sending the letter to Y.H. now in case Bonner broaches the subject early.

H. 11/7

C.S.

- 1). I don't think that this is too bad.
- 2). Will you make arrangements for a discussion with Bonner. I should like to have the paper when the time comes - including data on x

2.9.54

Y. H.

17 et seq.

At l.c. is a copy of H.M.'s letter to W. Bonner. I have discussed with H.M. & he informs me that it was Government's intention at that time to provide & maintain buoys at certain settlements although nothing has been done about it.

There are no funds available this year and I think it would be wise to let sleeping dogs lie except in the case of San Carlos. H.M. can make available a buoy which W. Bonner is prepared to maintain. The buoy can be taken out in the Philouel and properly secured by the crew.

The repairs to the Philouel will not now be completed until about the end of the month which is longer than was expected. After a trial run she will be ready to make the San Carlos trip for which, in addition to the buoy, a certain amount of paper is offered.

As it was agreed with W. Bonner that this correspondence should be closed, I assume Y.H. has no objection to my informing him orally that Govt will provide a buoy & send it out in the Philouel at the earliest opportunity?

S. 11/17

C.S.

As you propose - as we happen to have a spare buoy. I hope you can faithfully convey to Bonner that we hope he will cooperate as hitherto with regard to maintenance - we for our part doing what we can with our limited resources.

6.9.17
21/7.

W. Bonner informed as above. He will cooperate in maintenance as hitherto.

S. 22/7

22nd July, 55.

Sir,

I am directed to acknowledge the receipt of your letter dated the 1st of July, 1955, and to refer to our conversation this morning on the subject of the mooring buoy at San Carlos.

2. It is confirmed that after a trial run on completion of repairs, the "Philomel" will make a Camp trip and the itinerary will include a visit to San Carlos. The aircraft buoy will be carried and the crew of the vessel will assist in its mooring.

3. The other matters raised in your letter under reference were discussed informally at a recent meeting at Government House and no further action appears necessary.

I am,

Sir,
Your obedient servant,

(Sgd) S. G. Trees

ACTING COLONIAL SECRETARY.

Hon. Mr. J. F. Bonner, J. P.,
SAN CARLOS.

SGT/VP

Copy to Harbour Master.



P/367/H
0270/H

Just copy in
P/367/H

22 ~~29~~

27th August, 55.

To: The Harbour Master,

From: The Colonial Secretary, Stanley.

Aircraft buoy for San Carlos.

I am directed to refer to our conversation of the 25th August on the subject of the buoy for San Carlos and to request that you will instruct your clerk to furnish me with a report as to why he failed to carry out your instructions.

2. I am to point out that although your clerk failed to have the buoy placed on board the "Philomel", the captain of the vessel was unaware on arriving at San Carlos that any mooring work was required. It is considered that it was your duty to give the necessary instructions to the captain and not leave it to be done by your clerk.

(Sgd.) S. G. Trees.

Acting Colonial Secretary.

SGT/DM

Q.C.S.:
This shd be filed with other San
Carlos ppt?

Yes
20/8

Re
21/8