

Land on which the Hangar stands

Suggested that we should acquire it. Presumably it is always intended to keep the Hangar there. In the first instance we could ask D.C.A. whether it is always proposed to keep the Hangar in its present site and if so if he thinks the Government would acquire the land.

(Intld.) DM
20/10

DM/IM.

2.
D.C.A.

As in 1 pt.

John
11.11.60

3.

H.C.S.

The seaplane hangar has been situated at the present site almost since the commencement of seaplaning in the Colony. Slipping and launching can be pretty hazardous at low water during the spring tides, as the slipway is high and dry for approximately three hours each tide, this entails quite a bit of strong arm work pushing the aircraft over a soft sandy sea bed. There are possibly better sites on the South side of the harbour where a slipway could be constructed, whereby the aircraft would still be on concrete at any state of tide. However during my tour of duty in the Colony the question of re-siting has never been discussed and to do so now would in my opinion be a very costly move.

Hangar and slipway amenities have been vastly improved in the last six years, partly by Public Works staff and partly by my own engineers undertaking work which an aircraft engineer would not normally be required to do, under the circumstances I personally would be very reluctant to advising a move now.

I still feel that the owner should be approached as regards willingness to sell and what the cost would be. It is now fairly obvious that the Air Service has been accepted as a 'must' in the Colony and it would be in the Public's interest that the land occupied by the Air Service should be public property.

John

D.C.A. 11-11-60.

4

G.E. at the S.C. meeting it was suggested that we might buy the land. Mr. Bennett the R.S.C. is also the representative of the owner. However I do not think this should present any difficulties. The only trouble is that R.S.C. usually values own land but we could get a Sub Committee of S.C. to advise on valuation in this case in addition to the normal valuation by R.S.C.

John
12/11/60

John
15.11.60

5

J.C.A.

Wd. you please submit a drawing showing the measurements of the land required.

Rather than obtaining the land on which the building now stands, you may wish to consider acquiring sufficient to allow for expansion of the Service.

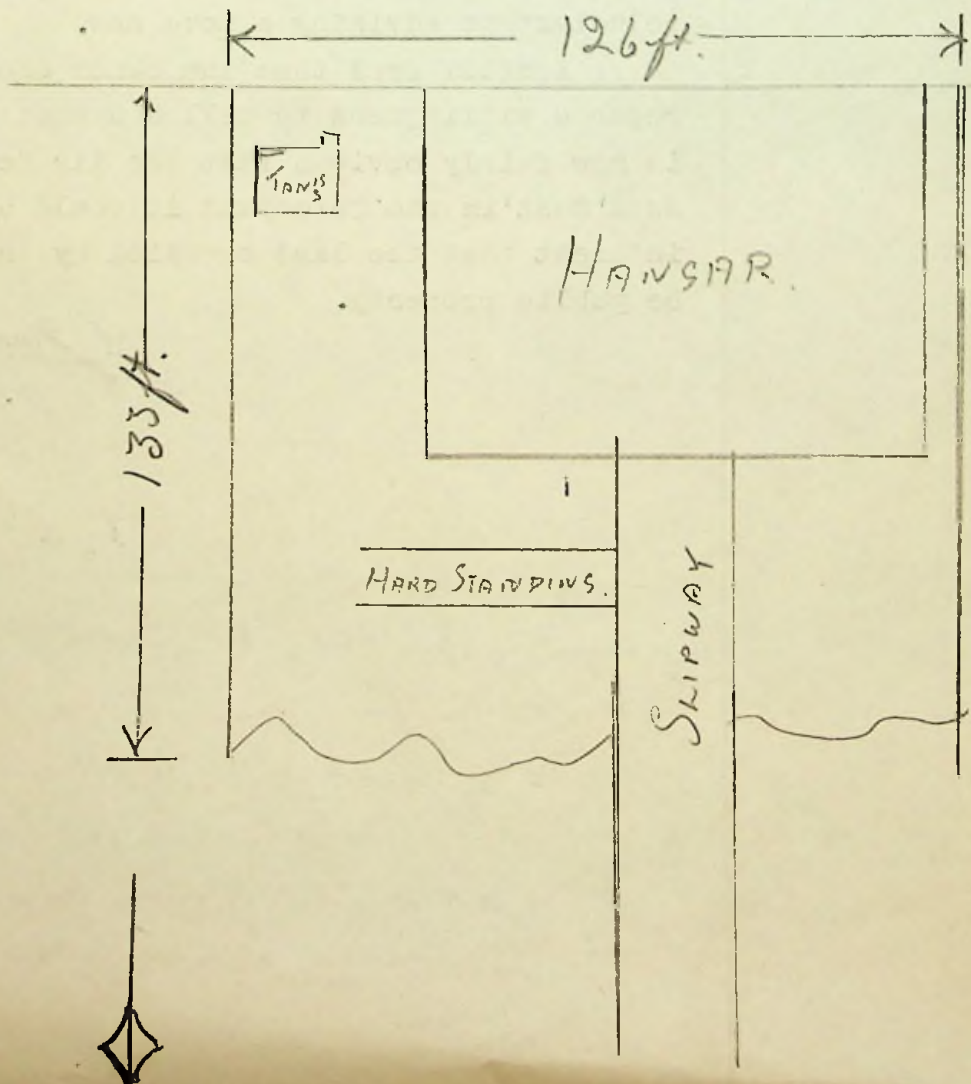
1/8/60

6

A.C.S...

I have had no indication from any source that there is likely to be any expansion of the service either internal or International. I suggest that the area of land as shown in the sketch below will be sufficient for our needs for some time to come.

The sketch is not to scale, however the measurements were supplied by the Supt. of Public Works who measured the area in my presence.



Should approval for the purchase of this land be granted, I would advise the erection of a chain-link fence around the boundaries, the reason for this is two fold. Firstly to improve the security of the site at night and secondly to prevent stray animals & children getting on to the manoeuvring area when the aircraft is being moved or ground run. I appreciate a child's natural curiosity for anything mechanical but it is rather nerve racking to look out of the cockpit when doing an engine ground check only to see two or more unsuspecting children, dangerously close to a revolving propellor.

Government could not be held responsible for any injuries received by an unauthorised visitor but they would be wide open to criticism for not having the area fenced off.

[Signature]
D.C.A. 24/11/60.

8

DCA. Please note to put up proposal to fence the land again after the purchase has been completed or no question decided.

Papers can be returned for action on sale to proceed
J
28/4/60

9

H.C.S.

tel 8. noted thank you.

[Signature]
D.C.A. 29/11/60.

10

A.S.C.

1. Could you please find out at what price the owner would be willing to sell & whether they would accept S.F.C.'s figure if reasonable or at any price be prepared to negotiate.

2. 1/20 could for done of a simple transfer.

1/12/60

11.

G.E. Spoken again to Mr Bennett.

The land is held in trust by Mrs.

Mc Gill who is oldish & a little difficult.

Relations are now strained. The land can

not be sold to us or anybody else

until another trustee is appointed which

can only be done on application to Court.

The heir to Mrs Mc. Gill is Mr. Bennett himself. He suggests putting off the purchase

✓ for the present as there can (there) be no danger in the above circumstances of doing so.

X ✓ I can explain to SFC if G.E. agrees.

Meanwhile - see 7 - DLA maybe

✓ get on with his fence

23/12

50 29.12.60

35.12.60

12

J.C.R.

Would you please submit your estimate for fencing.

3.1.61

A.C.S.

I have drawn a sketch of the proposed fence and am obtaining the costs for the various components from S.P.W. The whole will then be submitted as soon as I receive the required information.

9/1/61.

£

12/1/61.

By 25/1/61
30 1.61

S.P.W.

14

Have you a figure yet £?

Think you mentioned some difficulty in ~~forming~~ extending the fence beyond tidal limits. Perhaps you could enlarge on this.

15

30/1/61

HCS

The Estimate goes to Low Water mark
Cost of Chain Links Ferris Gates £ 175-0-0
Post and Crates 50-0-0
Labour 75-0-0

Total £ 300 0 0

7/3/60

16

SCA with 13 returned back to you according to

8/3/61

H.C.S.

I am to request that the suggestion to erect a fence at the Hangar be now referred to S.F.C. for consideration and approval.

J.C.
11/3/61.

18

Hon LT. Please see the form 11 on cover

This should have been put into Special Estimate
~~of the budget~~ Can we still add it?

J.C.
16/3/61

Hon G.P.

19

I have made a note to add to draft estimates when amended.

L.E.

17.3.61

J.C.

Sen. 20

NFA

J.C.
21/3/61

21

H.C.T. is dealing with
it 21/2/61

BU 31.3.61

10.11.61

BU 20.5.61

BU 12.5.61

BU 22.5.61

leg Co

BU 8.6.61

BU 4.7.61

BU 4.8.61

Power

4.8.61

Officer i/c. P.W.D.

Authority for the erection of a chain link around the hangar (Seaplane) has been approved and funds provided under Head XIX Special Expenditure, Sub Head 2.

Treasury Circular 49 of 7/7/61. appoints Supt. of Works controller of this vote.

I would be grateful if the necessary indent could be raised for the purchase of materials for this work.

J. P. E. H.
5/11/61.

23

H.C.S. In hand and will be done when labour is available.

L. Picton. S.P.W.
6/12/62.

J.

16.2.63

S/K *P.* ascertain if an indent issued & if so has the material arrived?

24

18.2.63

25.

S.P.C.

I have looked through the indent book as far back as November 1961 and the only indent I can find for chain link fencing is for the cemetery. I.C. P.W.D. has no knowledge of an indent either

J. P.

18.2.63

26

H.C.S.

There is £300 provided for this purpose under XX Special Expenditure - Aviation - item 7 of the current Estimates

J.M.

27

S.P.W.

What is to be done further please?

R. 19/2/64.

28

H.C.S.

Chain link fencing is being ordered and the posts will be made as labour is available. The boxes for casting posts are already made.

L. Pickett. S.P.W.

21/2/63.

29

DCA

for information
R 26/2/64.

30

H.C.S.

Noted thank you but I must admit I am more than surprised to see that the chain linking has still not been ordered, after all it is as near as does not matter to two years since funds were made available for this fence.

30 3 marks

R 28/2/64

R. 27/2/63.

B W 27.563

28

Butchers who has to repair
the fence between the road and the
barn to hangar which they say was
pulled down by PWD and not replaced.
They say it was pulled down when they were
making a well. At 0 my hands
saw them. We can check too.

Meanwhile I will ring up S/C PWD
who at a T.C meeting.

Whether we have to bother about the
meeting of the well? It must have
been in first half of 1961

gn.

Miss B. 32

Any file?

then
E. 4. 63

Atch

33

Sorry cannot find a file.

T.B. 17/4/63.

then

~~27~~ 34

20 April, 63.

To: Superintendent of Works,

cc: The Colonial Secretary,

STANLEY.

It appears that when Mr. Livermore was Superintendent of Works certain work was done beyond the hangar in constructing a wall which necessitated removal of a fence. It also appears that whereas parts were put in for the replacement of the fence, the replacement was never completed. In the circumstances given above it appears that the Public Works Department should replace the fence and if facts are correct I should be glad if you would do so.

R

(Sgd) R.H.D. Manders.

COLONIAL SECRETARY

RHDM/FH

R.H.D. Manders

A question has arisen as to whether the fencing should go down to low water mark. SPW points out, rightly I think, that it is best if in such cases it is specified from the beginning exactly what the work should consist of. In this case the fencing should go right down into the sea so that there is no way round it. SPW thinks this will make maintenance difficult as kelp will tend to accumulate. DCA has promised to keep an eye on this and that his staff will clear away the kelp.

SPW also doesn't want to be saddled with a lot of extra maintenance work caused by a fence going into the water. I don't think this need cause a problem for some time.

Copies to DCA and SPW.

m

8th May, 1963

BW 13.6.63

RHDM/FH

0270/z

3
10 6th June, 63.

To: ~~Director of Civil Aviation~~,
Superintendent of Works,
STANLEY.

From: The Colonial Secretary,

Hangar Fences

I have been discussing with the DCA again the question of the hangar fence, the DCA is now a little bit apprehensive about the desirability of extending the fence into the water, in case it might interfere with launching and landing of the aircraft. He suggests that a fence with a gate across the slipway could be made by making a hole in the middle into which a removeable standard could be placed. It is however undesirable to do anything which would prejudice the position if a larger aircraft were eventually to be bought. If the DCA does not wish the fence to be extended into the water would it not be better to leave it for the present going as far as high water mark and decide the question of its extension finally after the question of what aircraft would replace Alfa Echo had been decided.

RHDM/LH

Copy to DCA for information,
please discuss further with S/PW

(Sgd.) R.H.D. Manders

COLONIAL SECRETARY. 6/16 18.6.63

No. _____

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



11th June, 1963.

To: The Honourable,
The Colonial Secretary,
STANLEY.

From: Superintendent of Works,
P. W. D.
States, Tokelau Islands.

SUBJECT Hangar Fence.

36

In reference to Memo O270/Z, 10th June, 1963.

A gate is not practicable across the slipway, the only alternative is to make a fence up in sections easy to handle, to be removed and erected every day.

Perhaps the D.C.A. would produce a drawing of what is wanted when minds are made up.

I objected in the first instance as regards putting the fence down to low water mark and was overruled by D.C.A. in conversation with you.

R. Rubin
Supt. of Works.

Pro a weeks
fr.
BA 1966

38

DCA.

I think further progress is required
in the hope of the possibility of getting an
offer. Please consider what you think it
would be best to do now

5th 14/6/63

39

H.E.S.

Minutes 14 & 15 clearly show that provision was made for
this fence to go to low water mark, objections were raised
by S.P.W. on grounds of maintenance. An alternative suggestion
was made, that is, to bring the fence along the North bank and
provide gates across the slipway but this is apparently
not practical, but why not?

I suggest we approach Mr Cahill, F.L.C. for
his views.

J. 20/6/63

40
PU after notice to discuss

with SPW & DCA

5th 24/6/63

Bd 1.7.63

Extract from a Minute by H.C.S. of 5th July, 1963. Original
filed in 0270/GG.

Fence for Hangar

DCA contends that a fence and gate across the north of the premises is a possibility and he is prepared to submit a plan. It is however advisable to await certain particulars which we have now called for about the dimensions of an Otter in case we ever wanted to get one, before submitting such a plan. For the present therefore the fence can go to high water mark.

5th July, 1963

RHDM/FH

fo

No. 0270/Z.

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



MEMORANDUM

44

21st May, 19.64.

To: The Honourable,
The Colonial Secretary,
STANLEY.

From: Superintendent of Works,
P.W.D.
Stanley, Falkland Islands.

SUBJECT :- Fence around Hangar.

Breakdown of expenses:-

Materials & Labour.

42/11ft long reinforced concrete posts	£105.	10.	8d.
Plastic chain link fencing	131.	14.	2d.
Labour	83.	11.	7d.
Total	£320.	16.	5d.

=====

A. P. Wilson
Supt. of Works.

Reply to 48

Extract from letter from Hon. S. Miller, Roy Cove, of 27th May, 1964.
(Original in 1519)

Hangar Fence

Many thanks for these details. The cost for the work done quite appals me. The posts I had previously imagined had been made locally; they could well have been and for considerably less than £105.

The Plastic fencing is fantastic. We import No. 8 gauge link fencing 5' high for dog kennel enclosures at a fraction of the plastic price.

The wages figure is just plain nonsense. A farm manager could have put that short fence line up inside two days with two men at a cost of £5 for labour.

See 52.

SPW

Please comment on folio 49.

W1

O.A.G.

3rd June, 1964

WHT/FH

SI

H.H. O.A.G.

The estimate was approved four years ago and I think it is a bit late for the present Council to quibble over.

Plastic fencing was used as a safeguard against salt water corrosion.

The posts were made here by unskilled labour, and the store charges for materials cannot be altered.

The labour charges on all work is a bit high, but could only be reduced if we had a full labour market where we could hire and fire as we pleased.

R. Pickett
Supt. of Works.
5th June, 1964.

W1

8.6.64

56

Extract from a letter to the Honourable S. Miller, J.P., Roy Cove from the Colonial Secretary dated the 3rd of June, 1964. Original filed in 1519 f.11

I am in agreement with you on the cost of the hangar fence and I am asking for further details. However what has been done and paid for cannot be corrected; but it brings to light the need for very much more accurate costings than we have been provided with in the past. I am going into this.

9th June, 1964.

Dear Mr. Miller,

I have discussed the hangar fence again with the Superintendent of Public Works who is in general agreement.

He points out that the estimate was before his time here, four years ago in fact, and neither he nor I can be held responsible for that. The planning, ordering, and the work of a defunct Standing Finance Committee and Council cannot be laid on our door-step.

Plastic fencing was ordered to combat salt-water erosion, and the posts were made by unskilled and expensive labour.

Labour costs are always much greater than on a farm where they often go uncostered, and without inter-related costings I cannot comment.

I am afraid you will have to be content with this, but the present Superintendent of Public Works is doing a good job and he cannot be held responsible for something which was not of his absolute doing.

Yours sincerely,

(W.H. THOMPSON)

The Honourable,
S. Miller, J.P.,
ROY COVE.

WHT/IE

Copy to S.P.W. for information.

[Handwritten signature]
9.6.64

BU 15.9.64 (42)

No reply has yet
been recd.

[Handwritten initials]

0270/Z

54

11th May, 65

To: The Superintendent of Works,
From: The Colonial Secretary,
STANLEY.

Hangar Fence.

Last year the Legislative Council complained about this fence because it had not been done. They now complain that it does not go far enough into the water and stops neither child nor beast in getting around the edge.

Would you please have a look at this and let me know what can be done if anything.

W H. THOMPSON
COLONIAL SECRETARY.

Bu 21/5/65 (-)

No. _____

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



MEMORANDUM

12th May, _____ 19 65.

To: The Colonial Secretary,

STANLEY.

From: Ag. Supt. of Works, P.W.D.

Stanley, Falkland Islands.

SUBJECT :- Hangar Fence.

Originally, I think the reason that the fence was not extended was because of differences of opinion, between S.P.W. & Air Staff, my own observation was, that not sufficient fencing was ordered, to completely isolate the slip area.

Extra Strong concrete posts into the water are needed, Mr. Picton at the time, would not allow me to go past the bank edge, even though I had pegged out for a further 3 posts on each side.

The fencing, rightly, if carried down would soon deteriorate, I think myself, concrete posts and rails are the answer, with the fencing mesh above High Level Water mark.

Sheardmor

Ag. Supt, of Works.

P-10

anc

Slow. Thank you I agree
with you we had better
cost & put up for extra funds
at the Time S.C.

no work without the funds
though. help house pay up
funds.

S. I. 15/5

PAA
Noted.
17/5/65