

SECRETARIAT

(Formerly)

SUBJECT :

Stanley Roads - Repair of.

CONNECTED FILES.

NUMBER

199/39.	Same Title.
132/42.	Erection of barriers at main crossings in Stanley.
0197.	Condition of road to R.N. w/t. Station
1482.	Construction of Peat Tracks.
0491.	Stanley Water Supply.
0825/I.	P.W.D. - Works out to Contract in the United Kingdom.
0040.	Development Policy.

0825/1

17th June, 54.

Sir,

I am directed to forward to you details of the tasks which you have kindly agreed to undertake on Government's behalf when you are on leave in England:-

- (a) Machinery for Camp tracks. You will be selecting two units of machinery (one for East and one for West Falkland) together with a reasonable quota of spare parts, to implement the scheme for improving Camp land communications which was outlined in His Excellency's Memorandum to the Joint Conference. In addition two operators should be, if possible, engaged on three year contracts - preferably by or through the firm which supplies the machinery.

You will be holding preliminary discussions with the Crown Agents' Engineers who will advise on the problem generally and put you in touch with the appropriate firms. In making your selection you are requested to consider whether the same machine is equally suitable for work on both East and West Falklands or whether the units should differ.

Before placing a firm order for the machinery (which should be done through Crown Agents) it is requested that you will advise this office telegraphically (if convenient through the Crown Agents) of the estimated capital and recurrent costs.

The salary of the operators will however be left to your discretion based on your knowledge of current wages but if you are in doubt, please refer to this office. The Crown Agents would arrange their contracts.

- (b) You will be endeavouring to recruit on a three year contract a competent and experienced road foreman to undertake the

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

/construction

construction of the Stanley Roads.

As a guide his post would rank for salary as scale B (\$540 x \$50 - \$660 plus \$140 p.a. expatriation pay). He would be expected to pay for his board and lodging in Stanley and if any communal labour camp were set up with communal messing etc. he would be liable for deductions.

Because of accommodation difficulties a single man would be preferred but if a first class married candidate presented himself housing could be provided - but only with great difficulty.

The Crown Agents would arrange the contract.

Before engaging the foreman it would be necessary to establish that he or some other agency could recruit a gang of between 20 - 40 men which would include drivers and some artisans. It would be necessary to pay the United Kingdom market price for labourers but in any event while in the Colony they would be paid local rates and receive the balance in bonus form. You are requested to advise this office of the rates it would be necessary to pay - such rates to be hourly with opportunity for overtime. Artisans should be paid at hourly rates and as a guide our present rates are \$450 - \$502 (inclusive of C.O.I.B. and expatriation pay).

If in the interim an Engineer is selected it would be appreciated if you would keep him informed of your actions as he may well be able to assist you.

- (c) A Veterinary Officer has not yet been selected and the Colonial Office have been asked to invite you to sit on the selection board if the post is still vacant when you arrive in England.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

Copies filed in: 1641 - Land Communications in the Camp.
0452/II - Stanley Roads - Repair of
0797/N - Agricultural Department - Staff vacancies.

*Act
had been seen HCS
regarding 105.
17/5
Kiv has on p 105
B.C. 38/6
asked for 105*

(Original filed in 0325 - Broadcasts by H. C. S.).

.....

As regards the Major Works Programme, this covers the repairs to the Town Roads, the extension, improvement and purification of the town water supply and the extension and improvement of the town drainage and sewerage system. Just over a year ago detailed plans were made for putting this programme into effect and the best solution was thought to be to try and interest a firm of contractors in the United Kingdom in taking on the whole work. Unfortunately none were interested, and Government decided that it must therefore tackle the job itself by recruiting its own labour - and, in view of the nature of the tasks and the expenditure involved, by appointing a qualified engineer to supervise the programme. Government accordingly indentured for such an officer nearly a year ago, offering an attractive salary, but the Colonial Office have to-date failed to find a suitable candidate.

It is now felt that we cannot afford to wait any longer and that a start must be made with such resources as we can lay our hands on. As a result Mr. Barton and Mr. K. Laxton members of Executive Council and Legislative Council respectively have been briefed to try and recruit while they are in England a foreman and gang to make a start on the Town Roads, since these roads are deteriorating annually and in consequence will become progressively more expensive to repair.

.....

20th April 19 55

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

Civil Engineer

Hon: Colonial Secretary

Stanley, Falkland Islands.

c.c Supt of Works P.W.D.

SUBJECT:-

Explosives for Quarrying purposes.

In general when used in small charges, which is the most economical method of quarrying - large charges being only about 50% effective - one pound of explosive blasts about $4\frac{1}{2}$ tons of rock which, when crushed, should produce about 4 cubic yards of road metal

2. Concrete roads (e.g Ross Road) require about 2000 cubic yards of road metal per mile and the re-surfacing of macadam roads, re-using as much as possible of the picked-up existing surface, about 1000 cubic yards of new metal per mile, exclusive of the wedged sole or bottoming.

3. To complete the road programme as far as surfacing only is concerned about 17,500 cubic yards of road metal will have to be crushed for Ross Road, other Town roads and 12 miles of District roads. If all this stone has to be quarried, 4375 lbs of explosives will be required.

4. The P.W.D has three crushers in working order - one stationary, and two portables - an additional cannibalized and unserviceable stationary crusher is lying at Eliza Cove and is not included in my calculations. Each of the two portables has a reputed output of 8 cubic yards per day and the Supt. of Works estimates that the stationary crusher in working order at Eliza Cove could maintain an output of $1\frac{1}{2}$ cubic yards per hour (12 cub:yds: per day) if fed from stock-piled rock. By streamlining operations it should be possible to reach and maintain a total output of 30 cubic yards per day with all machines working, but allowing for breakdowns, inclement weather etc. it would be unwise to bank on more than 250 days' output per year or an annual production of 7,500 cubic yards of road metal, which would normally require some 1,875 lbs of explosive each year and preferably "plastic 808" which is the most suitable explosive for quarrying in a climate which is subject to frost during winter. The P.W.D has a book stock of only 85 lbs of this explosive.

5. The P.W.D has a book stock of 602 lbs of guncotton in one pound slabs and sufficient primers and detonators to fire them. Gun cotton is essentially a demolition agent; the slabs being placed on the surface as distinct from insertion in bore-holes as is the case with plastic or gelignite. It can therefore best be used for shattering boulders and has little value against a solid rock face unless very large charges are used; an extravagant method of quarrying.

6. It is a matter for consideration whether the new quarry should be opened up at Sapper's Hill which lends itself to drilling, but for which we have ~~xxx~~ only a negligible quantity of plastic 808, or at the Stone run at Moody Brook which can employ guncotton to advantage.

7. Sapper's Hill has the advantage that it is nearer town and has a downhill haul thus economising in working time (transport of labour) and fuel. The Stone Run on the other hand is less exposed in winter and more suitable for guncotton.

118
Explosives etc(Contnd)
20.4.55

2.

8. Although, as stated, we have portable crushers, the small labour force will be inadequate to run both quarries simultaneously for long in an efficient manner - the stone requirement is too great for anything but an all-out effort.

9. In a casual conversation with Commander Hoare R.N. of H.M. Frigate Burghead Bay he mentioned that he would be quite willing to carry out demolition exercises at Sapper's Hill or elsewhere in the locality and I should be grateful if this suggestion could be pursued at a higher level. I would be glad to point out exactly where on Sapper's Hill demolitions would assist us in the event of our deciding to instal the crushers there.



(A.P. Weir)
Civil Engineer.

A.C.S.

We shall have to take an early decision on this matter, and the recommendations made in this letter are not sufficiently firm for me to make a decision on the information it contains.

Please arrange for me to see Mr. Lewis & S. P. W. at 10.00 on Tuesday 26th April. For that meeting I will want estimates from them as to:

(1) The cost of obtaining the total quantity of plastic 808 required to complete the programme. (approx 4375 lbs).

(2) The economics of quarrying for Sappers Hill as opposed to Mowdy Brook.

(Are there any local difficulties or savings about quarrying at Sappers Hill.?).

B. E.

Wished you kindly
Proceed any.

25/4.

A.C.S.

25/4.

Hon C.S.

The cost of Nobel's Plastic 808 delivered Stanley (but, I believe, carried free on H.M. warship) is 6s.1d per lb.

4,375 lbs would cost £1,337.5.10

2. Distance from Stone run to Cathedral approx 5000 yds
Distance from Sappers Hill to Cathedral app: 3000 yds
Difference in haul 2,000 yds.

Note: Road from Moody Brook to just east of Aircraft Hangar is only stretch where haul from Stone Run is more economical than from Sappers Hill.

3. Cost of hauling stone:-

Allow per ton-mile 1s.0d

0.9 cub yd crushed stone = 1 ton

3 cub yd load = 3s.4d per mile

30 cub yds (output of crushers) ... £1.13.4 per mile
(say) £1.16.0 for 2000 yds per day.

4. Maximum total requirement 17,500 cub yds 583 day/outputs
(say) £1,650

5. Conclusion.

If the quantity of Plastic 808 can be reduced to below about 2,800 lbs. it will be more economical to use Sappers Hill.

Two unknown factors :- (a) Actual haulage cost per ton/mile
(b) Extent to which Guncotton can be economically used at Sappers Hill

[Signature]

C.E.
25.4.55

I saw C.E. & Sup. W. today. It was agreed that:-

(1) We would order 2000 lb. Plastic 808 + detonators. ~~C.E.~~ C.E. to draw up details.

(2). C.E. is to submit, in consultation with Mr C.T. - provisioned revised estimates for the whole scheme.

*A.G.T.
26/4.*

*B.H. 7.5
24/4*

No.

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

0452
MEMORANDUM.

121

4 May 19 55

Hon Colonial Secretary

Civil Engineer

Stanley, Falkland Islands.

SUBJECT:- Estimates 1955/56

122-123
As requested by you I forward an estimate of the cost of constructing (re-surfacing) the Town Roads.

2. The speed of carrying out the work will depend upon the availability of labour - they will also be engaged on water supply - and the output of the crushers at the quarries.

3. Some of the costs (i.e passages & freight charges) are somewhat nebulous, but I have allowed £3000 as contingencies which should be sufficient to meet possible under-estimation and incidentals.

4. A schedule of the Roads with approx lengths is also attached.

5. My estimate indicates that the provision in the Estimates is adequate for the purpose, for this financial year.

6. Estimate for the Water Supply project will follow.

A P Weir

(A P Weir)

Civil Engineer.

Encl: Provisional Estimate £81,000.
Road Schedule. 7½ miles

See 125

B.

For action by C.T.
17.4.76
S/S

STANLEY ROADS

Provisional Estimate April/May 1955.

122

Estimates are based on the following data:-

Explosives 10s.0d per lb including detonators and fuse

Crushed Road metal £2 per cubic yard (P.W.D rate)

Sand or Grit 1s. 0d per cubic foot incl: transport

Tar 2s. 6d. per gallon (1s 3d FOB. 1s.3d freight)

Cement £3.2.4 per 4cwt drum (P.W.D. rate)

Transport 1s 0d per ton/mile

Wages £1 per day average (allowing for overtime rates, travelling time & meal carrying allowance)

Labour and fuel (a) Mixing & depositing Concrete £1 per cub yd
(7s.6d per foot run of road)

(b) Resurfacing Tarmacadam Roads 1s 3d per sq:foot
(1s 1½d labour; 1½d fuel)

Length of Roads (a) Concrete 3,780 ft

(b) Tarmacadam 35,590 ft

39,370 ft (say) 7½ miles

Estimated cost of road surfacing on above data:-

Concrete Road 20 ft between kerbs....£3.0.0 per ft run.

Tarmac Road 15 - 18 ft between kerbs...£1 per ft run.

Pavement, incl: kerb & gutter8s.0d per ft run.

Owing to the high cost of Cement estimate is based on concreting only Ross Road from West Entrance (back entrance) of Government House to Junction with Philomel Street

ESTIMATE

1.	Ross Road	3,780 ft	@ £3	11,340. 0. 0.
2.	Other Town Roads	35,590 ft	@ £1	35,590. 0. 0.
3.	Pavements, kerbs, gutters allow	5000ft	@ 8s.0d	2,000. 0. 0.
4.	Allow for re-grading as necessary			500. 0. 0.
5.	Allow for bottoming where required			500. 0. 0.
6.	No 6 Missen Huts incl erection		@ £500	3,000. 0. 0.
7.	Ablutions, drainage, Water supply for camp			1,000 0. 0.
8.	Furniture, equipment, stoves, for camp.			2,000 0 0
9.	Outward passages for labour force (allow)			5,400 0 0
10.	Return passages for labour force (allow)			5,400. 0 0
11.	Machinery ordered £5,770 plus freight (allow)			7,000 0 0
12.	Tipping trucks and rails for quarry (allow)			2,000 0 0
13.	2 No. Lorries and bodies: (allow)			2,000 0 0
14.	Protection works, watching etc (allow)	2		270. 0 0
15.	Contingencies		allow	3,000 0 0
			Total	£ 81,000 0 0

Note Cost of materials used in construction tar, cement, explosives, petrol, lubricants is included in rates under items 1,2 & 3.

see 125

Road Schedule.

Concrete Road

Ross Road

West Entrance Govt: House to Philomel St Junction 3,780 ft.

Tar-sprayed Macadam Roads

Ross Rd from West Boundary of West Ward to	
West entrance of Government House	2,220 ft.
Ross Rd East from Philomel St Junct to	
trig: station east of Slaughter House	3,860
St Mary's Walk	1,000
John St	1,800
Allerdyce St	750
Drury St	1,050
Fitzroy Road	1,900
Fitzroy Road East	800
James St	800
Moody St	700
Pioneer Row	800
Brandon Road	1,500
West of Dairy Paddock Rd Junction	680
Davis Street from E of D.P.Rd Junct to Snake Hill J	4,000
Callaghan Road West to Water tank	230
Callaghan Road to Hebe St Junction	2,100
Reservoir Road to Brandon Road	1,000
Connection to Moody Road	150
King Street	500
Dairy Paddock Road to Davis St	400
D.P.Rd to South Boundary Slaughter House Lot	1,200
Villiers St to Callaghan Rd	1,400
Dean St to Callaghan Road	1,400
Philomel Street	1,400
Hebe Street to Davis Street	1,000
Davis Street to Callaghan St (connection)	300
Hebe Place	300
Philomel Place	300
Kent Road	300
Glasgow Road	250
Snake Hill from Ross Rd East to Davis St	1,500
	<u>35,590 ft</u>

Summary :

Concrete Road	3,780 feet
Tar macadam Rd	<u>35,590 feet</u>
Approx Total	39,370 feet (say) 7½ miles

b. 1

B m 121. pl.

W. J. B. S.
7/5.

H.C.

(121) et seq.

£40,000 provided in the Estimates for the 15 months period ending 30.6.56. It is not expected that work will commence until towards the end of August, 1955. Funds will therefore be available for a period of ten months work - Sept. 1955 - June 1956.

2. I have been informed by the C.E. that he estimates 288 man days will be required to complete one mile of roads & that he hopes to engage 31 men. Therefore in a week of 5½ days, $\frac{341}{576}$ of a mile of roads will be completed. The programme calls for approximately 7½ miles of roads. Assuming that the workers are engaged full time on the roads (although this will be impossible owing to weather conditions) and that there is no delay occasioned by shortage of stone or other materials the work should be completed in approximately 13 weeks.

3. If it is possible to work only $\frac{1}{3}$ of the time on the roads, the work should be completed, upon the basis of para 2. in 39 weeks, i.e. just before the end of June, 1956.

4. On the face of it, I'm not too happy about the financial side. It appears that the £40,000 provided in the Estimates will be spent long before the end of the financial year.

5. Before writing this minute I asked the C.E. to furnish some additional information. When provided it may throw a different light on the matter and my comments are only provisional. However, on the formula of 288 man days a mile I cannot envisage any major amendment.

H. 10/5

No. _____

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



0452

MEMORANDUM.

125

5th May 1955

Hon Colonial Secretary

Civil Engineer

Stanley, Falkland Islands.

SUBJECT:- Estimates 1955/56

121

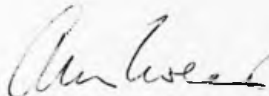
Please refer to my memo of 4.5.55

Under item 13 of the accompanying estimate, the cost of 2 lorries was estimated at £2000.

2. Crown Agents' Invoice has now been received and cost is given as £ 2,110.15.0 FOB. To this must be added freight to Montevideo £340.17.9 plus transhipment to Stanley (cost with Agent's charges not known), also cost of making bodies locally.

3. In circumstances, the cost of this item should be increased to £3,000 from £2000, and total of Estimate amended to £82,000.

H.P. Weir
1/5


(A.P. Weir)
Civil Engineer.

2/11
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

120

Number	Office of Origin	Words	Handed in at	Date
				6.5.55

To

COPY

CROWN LONDON

HOA/C

PLEASE TELEGRAPH EARLIEST DELIVERY PRICE ONE WATER COOLED STATIONARY DIESEL ENGINE PREFERABLY WITH 2/1 REDUCTION GEAR ABOUT 25 BHP PULLEY DRIVE TO REPLACE UNSERVICEABLE BLACKSTONE 22HP TYPE OPH OPERATING 12 INCH HADFIELD CRUSHER.

SECRETARY

Reply at 131

Time

C.R. Regn. No.

ARW/SM

F. Islands 6864

No.

MEMORANDUM.

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

Civil Engineer

Stanley, Falkland Islands.

10th May 1955

Hon Col Treasurer

SUBJECT:- Road Construction 1955/56

Referring to our telephone conversation on 9th inst.

Progress on Road construction will depend primarily on production of crushed stone as no stone has been stock-piled. In normal circumstances it would be desirable to stock-pile sufficient quantity of crushed stone to enable the road-making machinery to operate continuously for considerable stretches of road, thus minimizing idle time, and the wastage involved in switching men from job to job at very short intervals. H.E. the Governor is anxious that actual road construction should start as soon as possible for reasons with which you are fully acquainted and it is on this basis that I have re-cast my time calculations.

2. Using all the available crushers and supplying the P.W.D. with what stone they require, I hope to reach an output of 30 cubic yards of crushed stone per day which is sufficient for 100 feet of road (macadam) or 90 ft concrete road. It may not, however, be possible to lay more than 50 feet of concrete road per day owing to limited capacity of the concrete mixers.

3. One large crusher is lying partly dismantled at Eliza Cove but new parts are in the P.W.D store. If it is possible to re-build this machine and obtain a new engine (the present engine is unserviceable from Ajax Bay or U.K. the problem of providing sufficient crushed stone for the macadam roads will be solved, particularly if stone is also crushed at the Stone Run near Moody Brook.

4. The German labour force should be able to commence active production one month after arrival. The moving of the crusher from Eliza Cove to Sapper's Hill; laying tracks, reducing boulders and other preliminary work will occupy their first month. On the basis of 50 ft per day, it should take them 190 working days to complete Ross Road (say) till end of March; leaving three months (75 days) to complete 1½ miles of tar macadam road this financial year.

5. This indicates an actual expenditure on construction of just less than £20,000 of which £9,000 to £10,000 would be on wages till June 30th 1956. To this must be added machinery and equipment delivered this financial year, camp construction, passages and one month non-effective work (£1,000).

A.P. Weir
(A.P. Weir)
Civil Engineer.

*Please file
4.10.55*

H.C.S.

(127).

The work will not be completed in $12\frac{1}{2}$ weeks (288 man days per mile) which was the basis on which (124) was submitted.

As I see it at present, the financial picture is:-

(see 127)	Construction costs, including wages, to 30/6/56	£20,000
	Risser huts	3,000
	Abutments, drainage, etc	1,000
	Summit & equipment	2,000
	Passages for labour (outwards only)	5,400
	Machinery plus freight	7,000
	Dipping trucks & rails	2,000
	Lorries (2) (at amended price)	3,000
	Protection works, watchmen, etc	150
	Contingencies (for 10-11 months)	1,500

£ 45,050

We shall, therefore, have to approach S.F.C. later in the year for additional funds - we have £40,000 for the year ending 30.6.56, but at this early stage all estimates can only be provisional.

[Signature] 14/8

C.I.

- 1) Noted. Thank you.
- 2) Pl. keep in view and watch expenditure closely. We should go to F.C. early as soon as we can obtain a complete financial picture.

2.4/7/-
19/5.

B.U. 15/7

[Signature]

May 17th. 1955.

The Honourable,
The Colonial Secretary,
Stanley.

A.

Sir,

The Town Council have received a report that a member of the crew of H.M.S. Bigbury Bay broke a leg on the night of Thursday, May 12th, in Philomel Street.

It has been suggested that this accident was due, at least in part, to the fact that the gutter slabs in Philomel Street are being forced on edge by the traffic and have become a source of danger.

I am directed to enquire regarding the possibility of this matter being remedied.

I am,

Sir,

Your obedient servant,

Martin W.H. Biggs.

Town Clerk.

Reply at 132.

B.

- 1). S./W. comments pl.
- 2). We might find out whether or not this man did break his leg as a result of the gutter slabs.

G.H.F.

19/5

C.

S.W.

pl. your comments on above

W.H.F.
12/5

100
HCL

It seems that this man did not break his
leg at the place mentioned
However temporary repairs will be done

Wth

30/5/53

DECODE.

Copy sent C.E.

TELEGRAM.

131

From The Crown Agents

To The Colonial Secretary

Despatched: 27th May,

19 55 Time: 1750

Received: 28th May,

19 55 Time: 0900

126
Your telegram 6th May. Blackstone offer type
OP single cylinder water cooled engine 26 BHP
at 700 RPM with pulley but without reduction
gear cost £340 fob delivery three months.
Lister offer radiator cooled three cylinder
engine giving 25 BHP at 900 RPM from reduction
gear cost £366 fob delivery one month.

CROWN

See
Further correspondence
see I/207/55

2nd June, 55.

Sir,

129. I am directed to refer to your letter of the 17th of May, 1955, regarding gutter slabs in Philomel Street and to state that it is understood that the man in question did not break his leg as a result of the state of the road. The matter will be remedied on the implementation of the road scheme and in the meantime temporary repairs will be carried out.

2. I am to add that the advance party of the German road gang is expected to arrive in the Colony on the June "Pitzroy" and the main party on the following voyage.

I am,

Sir,

Your obedient servant,

(Sd) J. G. Denton-Thompson.

COLONIAL SECRETARY.

The Town Clerk,
Stanley Town Council,
STANLEY.

No.

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

10452/E
133
MEMORANDUM.

3rd June 1955

The Hon: the Colonial Secretary

Civil Engineer

Stanley, Falkland Islands.

c.c. Supt of Works., P.W.D.

SUBJECT :-

Quarries.

You may recall that in our discussion on choice of quarries for the production of road metal I recommended that Sapper's Hill should be used in preference to the Stone Run at Moody Brook because of the shorter distance of haul and the fact that laden lorries would be delivering downhill.

2. I have now witnessed demolition and blasting experiments being carried out by the Royal Navy at Sapper's Hill and from a stone production point of view the results have been most unsatisfactory.

Tamped small charges of explosive - such as would be used in normal civil practice - had virtually no effect on this fissured rock and it was only when very large amounts of explosives were used that the rock outcrops were loosened. Even so, the fragments produced were far too large and heavy to be used without either further blasting or considerable "slogging" to reduce them to a size suitable for the crushers. It appeared to me that it would cost about £100 in explosives to produce 50 to 100 tons of rock of "stone run" size and we would still be faced with the need for expenditure - either on explosives or in labour charges - to reduce the blocks to manageable proportions.

The exercise revealed that the outcrops were layered and fissured which would localise the effect of charges inserted in drill holes.

As we can neither afford the cost nor the quantity of explosives I propose in the first instance to start quarry operations at the stone run from where although the cost of transport will be increased, the cost of production, and the overall cost, should be substantially lower.

At the stone run, 1 lb explosive should blast 4 tons of rock (stone 140 lbs per cub ft) or 6 cub yds approx @ £10/- per lb...cost of explosives 1s.8d per cub yard. Allow 2 miles additional transport @ 1s.0 per ton mile i.e 3/- per cub yard trip...result 4s.8d against probable minimum cost of explosives at Sapper's Hill...£1 per ton or 13s.4d per cubic yard. The effectiveness of explosives at Sapper's Hill would have to be enhanced 5 or six times to bear comparison, and this is most improbable.

Not considered is the fact that there is more stone at the stone run which does not require blasting at all, and that stone is more easily accessible than the scattered small Sapper's Hill

159 12/04/56 A. Ave

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



4, MILLBANK.

LONDON, S.W.1.

EC2/Falkland Islands 6864

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

1st June, 1955.

Sir,

I am directed to confirm having sent to you on 27th May 1955 a telegram, a copy of which is enclosed for easy reference.

2. Also enclosed please find copies of the quotations etc. submitted by Messrs. R.A. Lister & Co. Ltd. and Messrs. Blackstone & Co. Ltd. In making the enquiry for this engine it had been assumed in this Office that the Stonecrusher would operate at about 250 r.p.m. and the firms were asked to quote for engines with reduction gear to suit this drive.

3. Your further instructions in this matter are awaited and should you submit an indent for the engine, will you please quote the reference given at the head of this letter.

I am, Sir,
Your obedient servant,

M. Gwynne

The Colonial Secretary,
FALKLAND ISLANDS.

RJF/SAA

136

Blackstone & Co. Limited

A.B.C. (8TH. ED.) LIEBERS (8 LETTER)
BENTLEY'S COMPLETE PHRASE
BENTLEY'S SECOND PHRASE
WESTERN UNION

SALES DIVISION

DURSLEY
GLOUCESTERSHIRE, ENGLAND

TELEPHONE
DURSLEY 2378
TELEGRAMS & CABLES
BLACKSTONE, DURSLEY

TEL EXTN

YOUR REF. **RJF/SAA**

OUR REF.

5/KGB/MCC/SEDATE **25th May 1955.****EC2/FALKLAND ISLANDS 6864**

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

OUR TENDER NO. 4269ENGINE TO DRIVE 12" HADFIELD CRUSHERQ U O T A T I O N

---oOo---

ONE - 'LISTER BLACKSTONE' mark 'OPI' horizontal, single cylinder, water cooled, totally enclosed, mechanical injection, single acting, four stroke, compression ignition, internal combustion oil engine, normally developing:

26 BHP at 700 RPM

as a 12 hour rating in accordance with BSS649/1949,
and with an overload capacity of 10% for one hour.

The engine would be generally as described in the attached publication PC., and is complete with twin industrial flywheels giving a cyclic irregularity at full load of 1/70, shaft extension for pulley drive, fuel tank with piping to engine, wet sump pressure fed lubricating oil system, exhaust silencer, starting handle, spares and tools.

PRICE £282. 0s. 0d.
(Two hundred and eighty two pounds)

ACCESSORIES - EXTRA

ONE - Set of foundation bolts 16s. 0d.
(Sixteen shillings)

137

The Crown Agents for Oversea Governments
& Administrations.

25th May 1955.

- ONE - Standard pulley, 16" dia.x 12" face .. £5. 8s. 0d.
(Five pounds, eight shillings)
- ONE - Set of water piping in accordance with our standard
plan, for temperate conditions £6. 0s. 0d.
(Six pounds)
- ONE - Set of exhaust piping in accordance with our standard
plan £3. 16s. 0d.
(Three pounds, sixteen shillings)
- ONE - Oil bath air cleaner £2. 15s. 0d.
(Two pounds, fifteen shillings)
- ONE - Set of water tanks for 12 hour operation under tem-
perate conditions £39. 0s. 0d.
(Thirty nine pounds)
- ONE - Witnessed test by yourselves or your appointed
Representative £10. 5. 0d.
(Ten pounds, five shillings)

PACKING {Suitable for export shipment.

DELIVERY {F.O.B. English Port.

DESPATCH {Approximately TWO/THREE MONTHS from receipt of
your order with full and final instructions
enabling us to proceed.

This quotation is valid for THIRTY DAYS ONLY and any
order received will be invoiced at prices ruling at
date of despatch.

p.p. BLACKSTONE & COMPANY LIMITED.

/- Enc:



BY APPOINTMENT MAKERS OF AGRICULTURAL
MACHINERY AND DAIRY APPLIANCES
TO THE LATE KING GEORGE VI

Encl

138

R. A. LISTER & CO. LTD.

DIRECTORS: SIR PERCY LISTER, F. H. LISTER, O.B.E. J.P., R. B. LISTER, G. A. LISTER, A. C. LISTER

TELEPHONE DURSLEY 2371
PRIVATE EXCHANGE
TELEGRAMS & CABLES
MACHINERY, DURSLEY

ESTABLISHED 1867
LONDON OFFICE:
IMPERIAL HOUSE, 15, KINGSWAY W.C.2
TELEPHONE: TEMPLE BAR 0681

DURSLEY
GLOUCESTERSHIRE, ENGLAND

KINDLY REPLY TO DURSLEY, GLOUCESTERSHIRE, ADDRESSING YOUR COMMUNICATION TO THE COMPANY AND NOT TO INDIVIDUALS
YOUR REF **RJF/SAA** OUR REF **3/KEB/RW** DATE

Tel. Ex. No.

13th May, 1955

The Crown Agents for the Colonies,
4, Millbank,
LONDON S.W.1.

Dear Sirs,

EC2/Falkland Islands 6864

We thank you for your letter of the 10th May and note the requirements for the Government of the Falkland Islands, for a replacement Engine for operating a 12" Hadfield Crusher. We would offer one of the following alternatives, either of which we think would be quite suitable:-

ONE - FR3 Diesel Engine as generally described in Catalogue
FR enclosed arranged for radiator cooling with 2:1
reduction gear and clutch developing 27 B.H.P. at
1800 R.P.M., that is to say 900 R.P.M. through the
reduction gear at normal temperature and pressure,
or a nett output of about 25½ h.p. after the
necessary reduction for the radiator fan; complete
with holding down bolts, Burgess oil bath air filter,
and standard pulley
Price.....£354.19s.0d.

f.o.b.U.K.port packed for export.

If required a sheet metal housing for enclosing the
Engine can be supplied at an additional cost of..... £11.12s.6d.

Alternatively, we would offer our 40/4 4 cylinder Diesel
Engine generally as described in 2,3,4 JP enclosed,
arranged for radiator cooling, giving 29 h.p. at
800 R.P.M, complete with holding down bolts, standard
pulley and Burgess oil bath air filter.
PRICE.....£481. 9s.0d.

It is not necessary to offer reduction gear and clutch
for this Engine for the application required.

/Continued.....

R. A. LISTER & CO. LTD.

CONTINUATION NUMBER

139
1.

The Crown Agents for the Colonies, LONDON S.W.1.


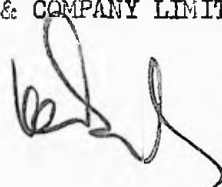
13th May, 1955

Delivery of one of either of these Engines could be made in approximately 4 weeks from receipt of your order to proceed.

You do not state in your letter whether you wish to consider the possibility of replacing the present Blackstone 22 h.p. OPH Engine with a similar current Blackstone model - the OP Engine. Should you be interested in this we will be very happy to ask our Associate Company to submit a quotation.

Yours faithfully,

pp.R.A. LISTER & COMPANY LIMITED.



W/EC2 FALKLAND ISLANDS 6864/1. THE CROWN AGENTS

communications to be addressed to
Crown Agents, the above reference
the date of this letter being quoted.

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS,

4, MILLBANK,

LONDON, S.W.1.

140
79 JUN 1955 19...

No. Col. Sec. tels. of
6.5.55 & 2.6.55

Date

No.

Date

Indent

Department:—



Sir,

I am directed to append a report in connection with the indent
or other communication referred to herein.

I am, Sir,

Your obedient servant,

The Colonial Secretary,
Port Stanley,
Falkland Islands.

ITEM No.	SUBJECT	REMARKS
	Diesel Engine etc.	<p>An order for the item or items indicated has been sent to Messrs. R.A. Lister & Co. Ltd.</p> <p>and subject to their confirmation that they can supply the goods, and to the price and delivery promise being satisfactory, the usual "Advice of Order placed" will follow.</p> <p>The telegraphed price of £366 includes a sheet metal housing for the engine and unless instructed to the contrary, we are cancelling the requirement for the tarpaulin cover.</p>

141

WILSON RESEARCH INSTITUTE

communications to be released to the public...

LONDON 2/11/55
C.E.

To note 135 - 140 pl.

...to be referred to the person...

may we have file back early pl.

14/7/55
WA 14/7/55

Haines

Noted

N.F.A. on (135) in min 7 (140)

an order for the item or items

indicated has been sent to

Western, I.A. 14/7/55

X on 128 - see Bu. any.

and subject to their confirmation that

they can supply the goods, and to the

price and delivery promise being

Order placed" will follow.

The telephone price of 2500 includes a short metal housing for the engine and unless instructed to the contrary we are cancelling the requirement for the tarpaulin cover.

C.E.

16/7

B.W. 128 on

10/9

(25/9
20/10
20/11/6

11/11/7

McATASNEY & SEDGWICK

142

"Falkland Store"

TELEGRAPHIC ADDRESS

McATASNEY
Falkland Islands



Port Stanley, Falkland Islands

The Hon. Colonial Secretary
Secretariat
Stanley

14/11/55

Dear Sir,

In view of the project for Renewal of Roads now in operation, there is a possibility that Traffic Control Signs and Street Name Plates etc. will be required.

We take the liberty of attaching for your attention some literature from Hills(Patents)Limited for whom we are the local representatives.

Having been in trade with these people for some time we can recommend their products as sturdy and reliable.

Street Name Plates are embossed in pure aluminium, fully zinc chromated and stove enamelled, are unbreakable and resistant to damage and corrosion.

We could apply for quotations for the above on receipt of your specimen order, please allow us to render assistance in any way.

Q.471
21/11

Yours faithfully

J. King
p.p. McAtasney & Sedgwick

Reply at 147



(PATENTS) LIMITED

ROAD SIGNS

Specifications

GENERAL. All Hills' Road and Traffic Signs conform with the 1944 Report of the Departmental Committee on Traffic Signs and subsequent Ministry of Transport recommendations.

MATERIAL. Pure rolled sheet Aluminium, strong, resilient, and impervious to corrosion.

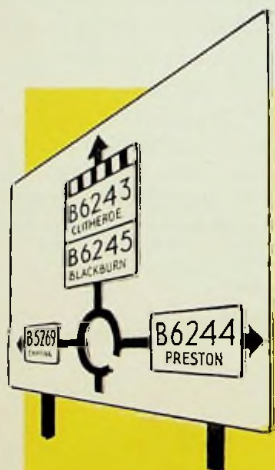
CHARACTERS. Raised die-pressed semi-sheared letters and figures in sizes from $\frac{1}{2}$ " to 6" high. Standard Ministry of Transport letters, "Kindersley," and "Old English" lettering available. (See Street Name Plate illustrations).

FINISH. Plastic bonded enamels, infra-red stoved. Will not lift, chip, or deteriorate. Any colour or combination of colours.

REFLECTORS. Individual cluster or bi-convex reflectors fitted to each character if required. Alternatively, backgrounds treated with Hills "Nitelite" reflective process to give maximum light reflection at night. See separate leaflet ref. S/R/1.

FRAMING. Angle iron if required, securely riveted to reverse of sign and attached to posts with "Uniclips" (see Supplementary Fittings, etc.).

POSTS. 10 swg. solid drawn tubular steel, painted alternate black and white or yellow bands. Complete with caps and baseplates.



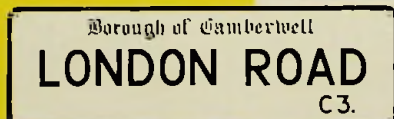
Advance Direction Signs

Backgrounds stove enamelled either white or yellow as required, with die-pressed black bead.

White panels with black die-pressed lettering of recommended sizes, and black bead, securely riveted to background.

Angle iron framing, posts, clips, etc., as required.

Street Name Plates



KINDERSLEY

A complete range of dies is now available for the new "Kindersley" lettering as recommended by the Ministry of Transport. These attractive characters are also ideally suitable for general purpose signs.

Plates are also available with one or more lines of lettering in Standard Ministry of Transport 4" letters, with or without Borough name and Postal District number in red.

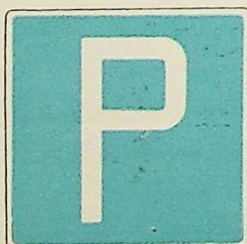
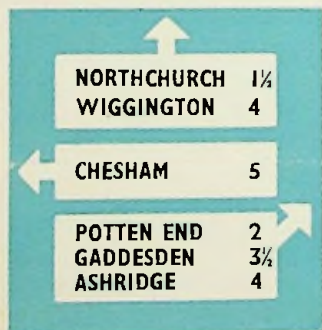
"Old English" lettering available for Borough names.

Bevelled wooden backing boards supplied if required.

NOTE. Street Name Plates can be supplied in any combination of colours, with or without beading and in other size lettering than that shown.

It should be noted however that the designs illustrated and described are those recommended by the Ministry of Transport.

ROAD SIGNS



Place Names

Die-pressed 6" Ministry of Transport Standard letters on white background with black bead. (As illustrated). Angle-iron stiffeners top and bottom on reverse side.

Alternatively supplied with name and distance to next place of importance above, and last place of importance below, in 2" lettering, separated from principal place name by black bead.

No Waiting

1 1/2" wide red ring surrounding 17" diam. blue disc with white die-pressed lettering.

Supplied either singly or in pairs, complete with clips, brackets, posts, etc., as required.

M.O.T. DWG. NO.

WORDING

- B.2022 No Waiting This Side To-day 9 a.m. to 6 p.m.
- B.2042 Mon.—Sat. No Waiting 9 a.m. to 6 p.m.
- B.2066 No Waiting This Side 11 a.m. to 6.30 p.m.
- B.2180 Waiting Limited to 20 mins. in any hour.
- RT.9/906 No Waiting (Arrow).
- B.2001B Unilateral Waiting (Flap Type). Waiting Limited to 20 mins. in any Hour (with flap up); No Waiting This Side To-day (with flap down).

Any other combinations of wording can be supplied if required.

Speed Limit

3" wide red ring surrounding 12" diam. white disc with "30" in black 6" figures die-pressed. All in one-piece aluminium.

Special speed limit signs ("Speed Limit 20 m.p.h. Through Park" etc.) as required.

De-restriction. 18" diameter discs for reverse of above and 8" diameter for attachment to lamp-posts.

Local Approach

Backgrounds stove enamelled traffic blue or black. White panels and arrows with black die-pressed lettering securely riveted to background. Angle-iron framing, posts, clips, etc., as required.

Parking

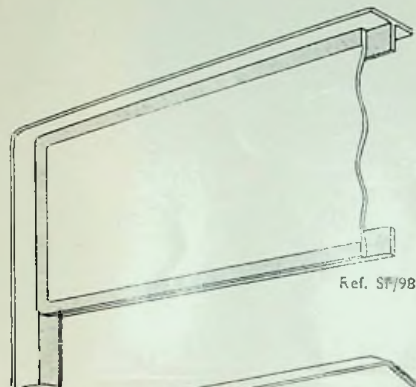
Single or double sided 1' 9" square backgrounds, stove enamelled blue with white bead, and with:

either "P," 16" high and 9" wide, white, securely riveted to backgrounds,

or "To Car Park," in die-pressed 4" Ministry of Transport letters with 16" arrow, to left or right, all in white.

Posts, clips, etc., as required.

ROAD SIGNS (Supplementary Fittings)



Ref. SF/98



Ref. SF/99

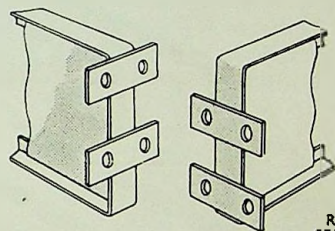
Street Name Plates

To save defacing existing walls, or where no wall is available for their fitting, Hills' new heavy "T" Section Angle-Iron frame is the ideal method of erecting Street name plates.

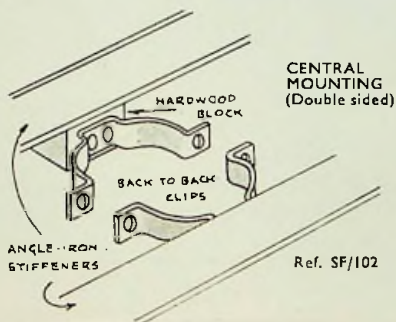
It is constructed from one piece of "T" section, bent and welded to fit any size of plate, and is equally suitable for single or double-sided plates.

Flag Type

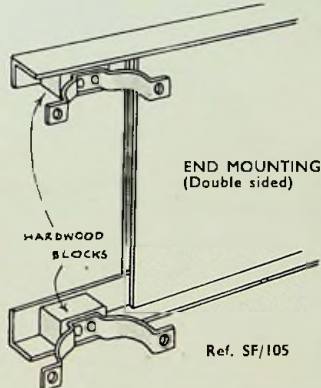
Complete "T" section frame for mounting singly with "Uniclips" (left), or where two signs are required on same level with "staggered" brackets for "Uniclips" (right). Alternatively with angle-iron stiffeners top and bottom (see below).



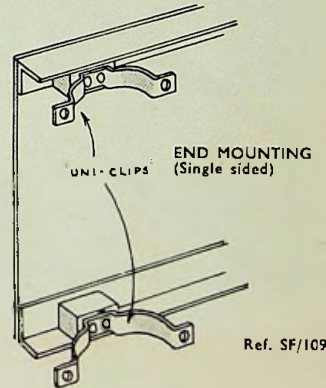
Ref. SF/100



Ref. SF/102



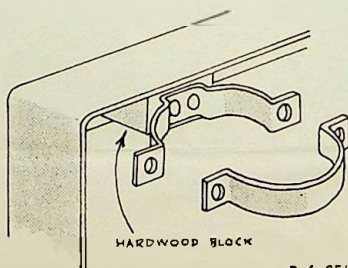
Ref. SF/105



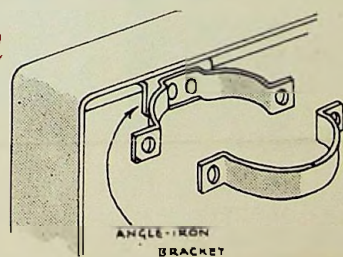
Ref. SF/109

Advance Direction

Four "Uniclip" fittings either bolted to frame with hardwood spacer blocks (left), or where bolting right through from face of sign is not desirable, angle-iron brackets are welded to the frame (right).



Ref. SF/101



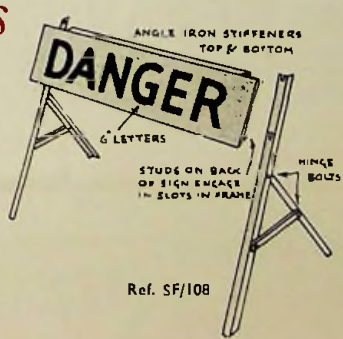
Ref. SF/150

Folding Portable Signs

1. Folding "Road Works Ahead" etc. die-pressed sign riveted to angle-iron frame. Rear half of frame attached with hinge bolt; folds flat for storage.
2. Sectional "Danger" etc. die-pressed sign riveted to angle-iron stiffeners top and bottom. May be readily detached from two legs which can be folded and stored flat with the sign.



Ref. SF/107



Ref. SF/108



(PATENTS) LTD.

SIGNS (Miscellaneous)

Public Convenience



Yellow backgrounds with 3" die-pressed black lettering and black bead in accordance with Ministry of Transport Dwg. No. RT9/879. Arrows, to left or right, as shown.

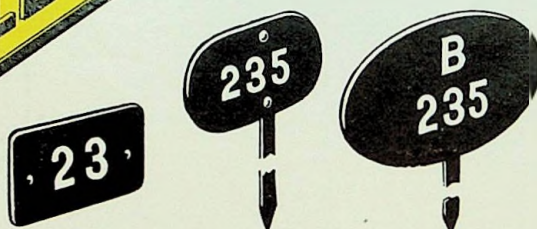
"Ladies" (as illustrated).

"Gentlemen" (as illustrated).

"Public Conveniences."

Special fittings for mounting on lamp-posts, etc., or at right-angles to walls are supplied if required.

House Numbers, etc.



Die-pressed characters on oval or rectangular plates.

Grave or plot numbers also available, with or without fixing spikes.

Stove enamelled in any combination of colours.



Hydrant Plates

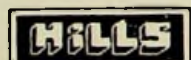
Conforming to Home Office Fire Staff's Specification No. 230/46. Size 7" x 8", finished in yellow with embossed letter "H."

Figures either die-pressed or supplied in the form of "Snaplok" digits which can be clamped simply and permanently flush with the face of the plate.

Sluice Valve Plates Size 7" x 7 $\frac{3}{4}$ " white, with die-pressed 2 $\frac{1}{2}$ " letters (SV, WO, etc.). Figures either die-pressed or "Snaplok" digits as above.

General Signs

All types of die-pressed signs for designated departments, offices, stores, etc., can be supplied in any combination of colours. Sample sections free of charge on request. Letter sizes available from 6" to $\frac{1}{2}$ " high. Ask for separate leaflet.



(PATENTS) LTD.

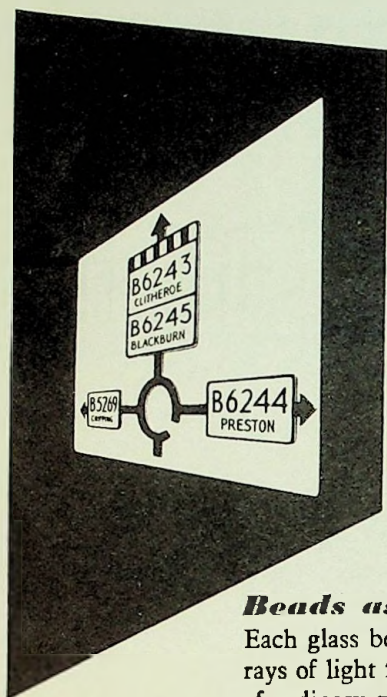
ACTUAL MANUFACTURERS

Hills House, Chenies Mews, London, W.C.1. EUSon 5060 (6 lines) and 8516 (2 lines)
Atalanta Work, London Road, Staines, Middlesex. Staines 5041 (6 lines)

HILLS**Nitelite**

144

REFLECTING SIGNS



Theory

When parallel rays of light fall on a 'Nitelite' sign, they are refracted or bent by the glass beads towards the face of the sign, reflected from the enamelled surface of the sign, refracted again on the way out, and returned mainly along the same path in the form of a cone of light.

The intensity of the reflected light is the same throughout the cone, but varies with the angle of incidence. Maximum intensity and minimum spreading of light are given when the original light rays are falling at right angles to the sign.

Thus it is seen that the maximum reflective intensity of a 'Nitelite' sign will be given when a vehicle first begins to approach the sign but is still some distance away—i.e. just when maximum intensity is needed.

Beads as Lenses

Each glass bead on the sign may be said to act as a convex lens, so that parallel rays of light falling thereon are all gathered at the focus of the lens. In the case of ordinary glass with a refractive index of about 1.5, this focus is situated about $\frac{1}{3}$ of the diameter of the bead behind it.

SPECIFICATIONS

Die-pressed in pure sheet aluminium.

Infra-red stove enamelled.

*Reflecting surfaces covered with 0.034" diam. 'ballotini' by Hills patent 'Nitelite' process.

Characters and beading finished in matt black to avoid extra reflections.

*Any size can be supplied—0.034" being standard.

Importance of Embedding Adhesive

From the preceding paragraph it is obvious that the thickness of the transparent adhesive in which the beads are embedded is critical, so that the maximum amount of light is concentrated on and reflected from the enamelled surface of the sign, and yet there is sufficient adhesive to anchor the glass beads.

Also in order that further refraction shall not take place at the back of the bead, the transparent adhesive should have the same refractive index as the glass.

Hills 'Nitelite' is carefully processed to ensure the maximum adherence to these and other factors.

Finishing

After the first layer of adhesive and the beads have been applied to the sign, a second layer of transparent adhesive is applied to fill the crevices between the beads and then cured by infra-red rays to give a hard undulating surface.

The finished 'Nitelite' sign is then dirt resistant and can be maintained and cleaned as easily as our die-pressed signs.

HILLS
(PATENTS) LIMITED

ACTUAL MANUFACTURERS

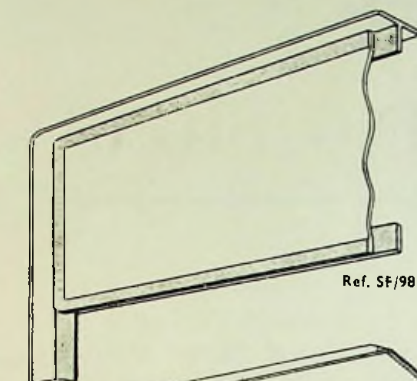
HILLS HOUSE CHENIES MEWS LONDON WCI EUSTON 5060 (6 lines) & 8516 (2 lines)
ATALANTA WORKS LONDON RD. STAINES MDDX. STAINES 5041

ROAD SIGNS (Supplementary Fittings)

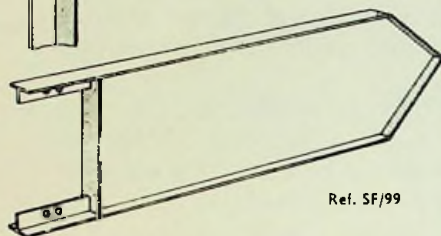
Street Name Plates

To save defacing existing walls, or where no wall is available for their fitting, Hills' new heavy "T" Section Angle-Iron frame is the ideal method of erecting Street name plates.

It is constructed from one piece of "T" section, bent and welded to fit any size of plate, and is equally suitable for single or double-sided plates.



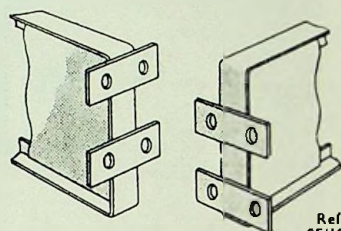
Ref. SF/98



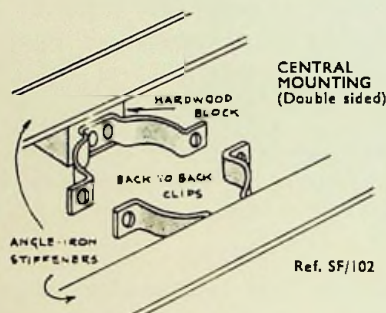
Ref. SF/99

Flag Type

Complete "T" section frame for mounting singly with "Uniclips" (left), or where two signs are required on same level with "staggered" brackets for "Uniclips" (right). Alternatively with angle-iron stiffeners top and bottom (see below).

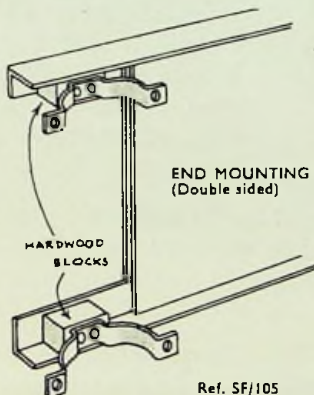


Ref. SF/100



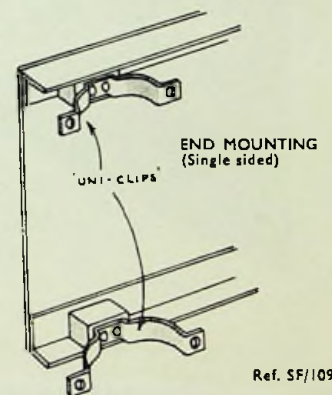
CENTRAL MOUNTING (Double sided)

Ref. SF/102



END MOUNTING (Double sided)

Ref. SF/105

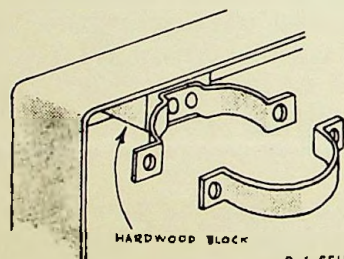


END MOUNTING (Single sided)

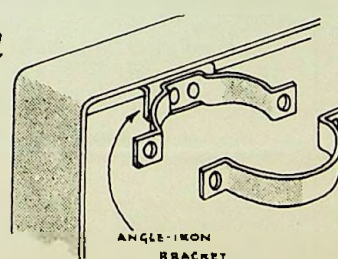
Ref. SF/109

Advance Direction

Four "Uniclip" fittings either bolted to frame with hardwood spacer blocks (left), or where bolting right through from face of sign is not desirable, angle-iron brackets are welded to the frame (right).



Ref. SF/101



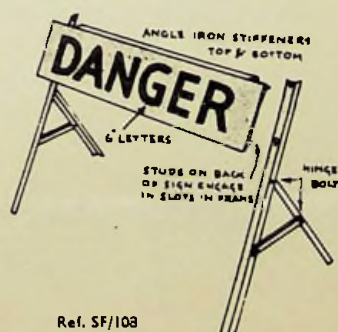
Ref. SF/105

Folding Portable Signs

1. Folding "Road Works Ahead" etc. die-pressed sign riveted to angle-iron frame. Rear half of frame attached with hinge bolt; folds flat for storage.
2. Sectional "Danger" etc. die-pressed sign riveted to angle-iron stiffeners top and bottom. May be readily detached from the two legs which can be folded and stored flat with the sign.



Ref. SF/107



Ref. SF/108

SIGNS PRICE LIST

1944 Report
Dia. No.

	<u>Description</u>	<u>Plain</u>	<u>Reflex Lensed</u>	<u>Reflex Media "NITELITE"</u>
19 & 19A	SCHOOL	19/-	47/-	25/-
20	CHILDREN	19/-	47/-	25/-
23	SINGLE TRACK ROAD etc.,	47/7	162/5	58/3
26	SINGLE LINE TRAFFIC	24/7	85/2	30/-
37	FORD	8/1	23/1	10/4
39	UNFENCED ROAD BEWARE ANIMALS	39/1	129/6	48/3
40	REFLEXED 6" SAFETY DISC	-	9/9	5/-
41	GATE ACROSS ROAD	24/2	75/6	30/4
43	ROAD WORKS AHEAD (Sign only)	54/-	164/-	76/6
44	-do- with 4-leg ANGLE IRON STAND	90/-	200/-	112/6
47	PEDESTRIAN CROSSING AHEAD	41/-	125/10	51/8
48	DISC ONLY	15/7	-	22/4
	NO ENTRY 30" Diameter	57/11	85/11	76/8
	" " 24" "	38/5	61/9	50/5
49	NO ENTRY Plate	12/-	-	15/-
50	NO RIGHT TURN	33/8	85/9	44/4
53	30 M.P.H. SPEED LIMIT	17/7	25/2 44/2	24/4
54	De-restriction 18"	19/6	29/6	26/3
55	" " 8"	3/10	7/-	5/2
58	Prohibitory Sign	60/10	-	72/10
B.2022	NO WAITING 9am - 6pm	25/-	-	-
B.2066	NO WAITING THIS SIDE	-	-	-
	11 am - 6.30 pm	25/-	-	-
B.2042	NO WAITING 9 am - 6 pm	-	-	-
	MON - SAT	25/-	-	-
B.2180	WAITING LIMITED TO	-	-	-
	20 MINS IN ANY HOUR	25/-	-	-
RT.9/906	NO WAITING (Arrow)	25/-	-	-
B.2001.	NO WAITING - Unilateral with flap	65/-	-	-
62	TURN LEFT ONE WAY ONLY	42/8	111/-	54/4
63	TURN LEFT	35/-	70/-	45/8
64	KEEP LEFT ONE WAY ONLY	39/10	105/2	51/6
66	KEEP LEFT DUAL CARRIAGEWAY	43/5	125/2	54/-
67	DUAL CARRIAGEWAY	36/11	86/11	47/7
68	TURN LEFT DUAL CARRIAGEWAY	54/9	139/9	69/9
69	KEEP LEFT 2'0" x 1'6"	28/9	78/9	37/9
	" " 1'0" x 9"	10/11	37/7	13/2
74	'P' Sign, single-sided	28/4	-	37/6
	" " double-sided	35/-	-	53/4
75	TO CAR PARK	31/4	-	40/6
76 & 77	PLACE NAME SIGNS	Prices on application		
78 - 103	ADVANCE DIRECTION SIGNS	"	"	"
106	NO THROUGH ROAD	23/6	66/10	29/8
107	NO THROUGH ROAD FOR MOTOR VEHICLES	55/5	152/1	70/5
108	UNSUITABLE FOR MOTOR VEHICLES	43/3	129/11	53/11
110	CYCLISTS AND SERVICE ROAD	38/8	-	48/8
111	DUAL CARRIAGEWAY AHEAD	37/10	104/6	48/6
114	PASSING PLACE	14/5	-	17/5
115	PASS EITHER SIDE	13/11	-	16/2
116	BUS STOP	10/3	-	12/6
117	STREET NAME PLATES			

4" M.O.T. LETTERS

5 1/2"	deep.....1/10d. per lot.
7"	deep.....2/- d. " "
9"	deep.....2/3 d. " "
11"	deep.....2/6 d. " "

3 1/2" KINDERSLEY LETTERS

5 1/2"	deep.....1/11d. per lot.
9"	deep.....2/4 d. " "

24th November, 55.

Gentlemen,

142 I am directed to refer and thank you for your letter of 14th November, 1955, on the subject of traffic signs etc. and to inform you with regret that should an order be necessary Government would be committed to place such an order through the Crown Agents.

I am,
Gentlemen,
Your obedient servant,

(Sgd) J. Bound

for COLONIAL SECRETARY.

Messrs. McAtasney & Sedgwick,
STANLEY.

0825/1

0452/10

147

22nd November,

55.

To: The Civil Engineer,

From: The Colonial Secretary,

Stanley.

Stanley Roads.

I understand that no detailed arrangements have been made with regard to the laying of cables and the renewal and repairs and laying of new sewerage drains and pipes in conformity with the Stanley road construction programme.

2. It is clear that this will require detailed consideration and planning and I would be glad if you would arrange to discuss the matter with the Superintendent of Works, the Superintendent of Posts and Telegraphs and the Town Council in order to assess the extent and scope of what is required and draw up recommendations for any action that may be required.

(Sgd.) A. G. Denton-Thompson

Recd 151

Copy to: Supt. Works
Supt. Posts & Tels.
Chairman. Town Council.

Colonial Secretary.

0825/1

104



CIVIL ENGINEERING DEPARTMENT,

STANLEY, FALKLAND ISLANDS.

24th November 55
.....19.....

Supt. of Works P.W.D.
Supt. Posts & Tel.
Chairman, Town Council

STANLEY ROADS

148
Reference the Hon: the Colonial Secretary's letter of 22nd November 1955 to me - copied to you - I should be glad if you would be good enough to discuss the matter with me on Monday 28th November at 2 p.m. I suggest the meeting be held in the Council Chamber as there is insufficient room in my office.

2. My proposals for sewer extensions are as follows:-

- (a) South of Dairy Paddock Road
- (b) Villiers St (between Davis St & Callaghan Rd)
- (c) Callaghan Road (High Level Tank to Dean St Junct)
- (d) Dean St (Callaghan Road to Davis St)
- (e) Davis St (Dean St Junct eastwards for 60 yds)

sgd A.P.W

Civil Engineer

c.c. Hon The Colonial Secretary

✓
adg

Be 148 on 7/1
20



151

CIVIL ENGINEERING DEPARTMENT,
STANLEY, FALKLAND ISLANDS.

6th December 1955

Hon: Colonial Secretary

Works Programme

148 In reply to your letter dated 22nd November, 1955
I convened a meeting on 28th November attended by the Chairman,
Town Council, the Supt: Posts and Tel: and the Supt: P.W.D.

This report has been circulated to the above officers
who have all agreed with its contents.

(a) It is recommended that wherever practicable the
electric power cables, telephones and rediffusion lines should be
carried in underground cable ducts, or that ducts should be provided
so that as and when new cables and extensions are required
cable laying could be carried out at a minimum of cost and without
disrupting traffic or road surfaces. In this connection it is
recalled by the Supts Posts & Tel and P.W.D. that at a meeting
at the Secretariat some two to three years ago the then Colonial
Secretary directed that insulated cables should be laid underground
without ducts and advised that sufficient stocks of cable be
obtained to ensure that when laid it would be unnecessary to
disturb the roads for the next twenty five years. This advice
was not acted upon because there was no provision in the Estimates
and doubt was felt that cable so laid would not last such a
considerable time.

CA 1/1
7/2 (b) It is recommended that four-section cable ducts be used
so that telephone, rediffusion, high and low tension electric
power cables could each be isolated. It is admitted that four-
section ducting will be initially more expensive than single or
double section (though not proportionately so) but there will be
considerable saving in labour, it being practically no more costly
to lay four-section than single section ducting. Duplicating
single or double-section ducting at a later date for those services
not initially provided with ducts (and the advantages of ducts are
so obvious that it is only a matter of time before this method of
protection is adopted) would double the cost of installation.

The cost of ducting is difficult to assess but the f.o.b.
cost of 4-section cable duct is probably in the neighbourhood of
2s 6d per ft run, the sections being in standard two foot lengths.

Some 20,400 feet of ducting would be required for

the following roads:-

Schedule

Ross Rd & Ross Rd East (from Secretariat to Cemetery)	4,200 ft
John Street	1,800
Barrack St & St. Mary's Walk	1,500
Fitzroy Road	1,900
Allerdyce St & Drury St	1,700
Moody St. & Pioneer Row	1,500
Brandon St	1,500
Davis St from Brisbane St to Glasgow Road	2,600
Philomel Street (North of Davis St)	1,100
Dean Street -do-	1,100
Villiers Street -do-	1,100
Brisbane Street -do-	600

A very rough estimate of probable cost would be :-	£.
20,400 lin.ft. 4-sect.cable duct @ 2s.6d. per ft	2,550.
Allow for breakages in transit 15%	£377.10.0
Freight charges 30%	878. 5.0
25 Number Junction Boxes @ £20	500
Labour in laying Ducts @ 1s.0d.per ft. run	1,020
Allow for rock excavation, dewatering etc	250
Contingencies	424. 5
<u>Total</u>	£. 6,000. 0

or (say) SIX SHILLINGS PER FOOT, based on a prime cost of
2s. 6d per foot for 4-section Cable ducting f.o.b. U.K. Port.

(c) It is recommended that, except along Ross Road, the ducting be laid under the pavement. This is advisable because (a) the work can be done without extensive disruption of road traffic, (b) on peaty sub-soil there is less liability to movement and consequent fracture of the ducts under pavements than under road surfaces carrying much heavier loads, and (c) in rocky sections less cover is required and the cost of excavation is minimized.

Along Ross Road, in those sections where there is no pavement, the ducting would be laid on the North side grass verge.

The matter of Sewer extensions was then considered.

It was agreed that extensions would be required as follows:

(a) South of Dairy Paddock Road	600 ft
(b) Villiers St (Davis St to Callaghan Rd)	300
(c) Callaghan Rd (H.L.Tank to Dean St.Junct)	600
(d) Dean St. (Callaghan Rd to Davis St)	300
(e) Davis St. (East of Dean St Junction)	200
<u>Total</u>	2,000 feet

A very rough estimate of probable cost would be :-

ESTIMATE

2,000 feet 9" glazed earthenware pipe ex P.W.D Store	
@ 6/- per ft	600. 0. 0
2,000 feet laying and jointing including concrete	
haunching where necessary @ 4/- per ft	400. 0. 0
Excavation, including back-fill	allow 200.
Bends, Junctions, gulleys manholes	400
Allow for service connections to property boundaries	300
Contingencies	<u>100</u>
Total	£ 2,000. 0. 0

or (say) TWENTY SHILLINGS per FOOT RUN.

A. J. Jones

Civil Engineer

A

17CS.

C.E. } to discuss with me Saturday morning 10th.
Sept. 10th J

C. E. Jones

22/12.

Arranged for
10 am. BU 23/12/14.

B

6/8. ~~stones~~ Noted spaced to S/W for necessary action
S/W

C. E. Jones
CE 28/12

Discussed & agreed as follows:

- Have ducting etc. necessary for Rose Rd. stones be purchased through Unadorned Stones now, and
- provision should be made in 1956/57 Estimates for ducting, piping etc. required for road south of Rose Rd.

2. Could you proceed accy. R.

C.

C. E. Jones
28/12.

HCP I will order as directed at A. but I consider C.E. should provide in Estimates for B.

A. J. Jones
28/12

154

C/E.

153 B (b). Wd you be good enough
to furnish an estimate pl.

W/ed.
4.1/56

Hm CS

The Estimate of £ 6000



appears on (152)

2. I have included in Draft
Estimate forwarded to
Col Treasurer today
vide Circular Memo of 3/56
dated 11.1.56

Am Treas
CC



13.2.56

155

CIVIL ENGINEERING DEPARTMENT,
STANLEY, FALKLAND ISLANDS.

31st December 1955
.....19.....

The Hon the Colonial Secretary
Stanley.

Ross Road - sand haulage for pothole filling

Ref to Mr Hardy

I have received the attached account (receipt)
from Mr Hardy in respect of transport of sand for filling in
potholes in Ross Road in the week prior to the Christmas holidays.

2. The work was not ordered on my instructions, although
it was a welcome gesture on the part of local residents.

3. If the service is authorized against my Votes
please so inform me. The reasonableness of the account for
haulage is not disputed.

encl Receipt for £12.

Reply at 156
A. H. Scott
Civil Engineer

Drugs to B/E authorising part.

2
3/11

4th January,

156
55.

To: Civil Engineer,

From: Acting Colonial Secretary,

STANLEY.

Transport of sand - payment in respect of.

155
I am directed to refer to your memorandum of 31st December, 1955, and to authorise payment of the sum of £12 in respect of the transport of sand for Ross Road. Debit Head XVIII Subhead 3.

(Sgd) J. Bound.

Acting Colonial Secretary.

Copies to: Treasury
Audit

0452/II First Copy filed in 0040/III

GOVERNMENT HOUSE,
STANLEY, FAULKLAND ISLANDS.Copy filed in 0040/II Educational Staff 22nd December, 1955.
0491/II Stanley Water SupplyFAULKLAND ISLANDS.No. 186. COLONY.

Sir,

I have the honour to refer to your Circular Despatch No. 411/55 of the 26th April, 1955, on the subject of the Colonial Development and Welfare Act, 1955, and to forward for your consideration the enclosed applications for Colonial Development and Welfare assistance towards the cost of a number of schemes and projects in the Falkland Islands.

2. I appreciate the very generous scale of assistance which has been given in the past to this Colony from Colonial Development and Welfare funds, and have done all I can to impress on Executive and Legislative Councils and on the public in general the generous treatment they have received from the United Kingdom Government. I fully agree with the principles set out in your despatch that Colonies should, so far as their means allow, contribute to their own development and should in the long run bear all residual costs. It was with this in mind that the 1955/56 Estimates were prepared which provided for extraordinary expenditure of £127,000 nearly all of which was expenditure on capital development. This resulted in a deficit of £104,000 which was met from the General Reserve. The amount remaining in the General Reserve is still substantial but in considering how much more of it should be spent on capital development I must take into account the following considerations:-

- (i) The economy of this Colony depends entirely on wool and there is virtually no other source of wealth. The price of wool has recently been good but in view of the increasing manufacture of artificial wools it is by no means certain that the long-term prospects are bright. During the past few months there has been a decline in the price of wool and although the market has recently steadied there is no reason to suppose there will be any substantial recovery. The decline was reflected in a fall of £9,000 in revenue (which was anticipated in the Estimates) consequent upon a reduction in the rate of duty on wool. If the price deteriorates further it will become necessary to afford relief from taxation in other ways, and there will be substantial reductions in revenue from such sources as Income Tax and Customs Duties. In fact the Colony will become very hard-up indeed.

/(11).

THE HONOURABLE
ALAN ROY-ROYD, F.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

See 175

Reply at 303

- (ii) It is almost certain that the Colony's necessary expenditure will rise in consequence of a general rise in wages and cost of living. Everything is being done at present to prevent this happening and in general, scales of wages and salaries are still lower here than in the United Kingdom. This is offset locally by the lower cost of living but the consequence is that it is becoming more and more difficult to recruit staff on the salaries we are offering even though these salaries may in fact be adequate locally. Other importers of labour and senior staff are experiencing the same difficulties and I have little doubt that in spite of everything that is being done to prevent this taking place there will be a slow increase in wages and cost of living. In consequence, so far from seeing any prospect of economising in Government recurrent expenditure it seems almost inevitable that it will slowly increase.
- (iii) I must also take into account commitments of Government which cannot be ignored but which cannot properly be met from Colonial Development and Welfare funds. In paragraph 5 of my despatch No. 45 of the 24th February, 1955, I informed you that there were serious arrears of maintenance of public works, which would have to be met by spending from the General Reserve. These arrears have now partly been wiped off but there still remains a very great deal to be done. In addition there is much minor Government building necessary the main items of which are (a) an extension to the Post Office, which is at present in very cramped and inefficient accommodation, (b) provision of housing for Government employees, (c) the construction of a Schoolmaster's house on West Falkland capable of accommodating a few boarders and of expansion to accommodate more if required, and (d) the construction of new offices.

In these circumstances I cannot dip into the General Reserve in a way which would be possible if the Colony had many sources of wealth instead of one only, and that a precarious one.

3. As regards the possibility of increasing revenue, the principal sources of revenue are Income and Companies' Tax, Import Duties and the export tax on wool and the by-products of the sheep industry. None of these is susceptible of any marked increase. A comparative analysis of the United Kingdom rates of Income Tax and those in the Falkland Islands shows that the basic rates in the United Kingdom are higher than those in the Falkland Islands, but allowances are less generous, and in some cases, particularly in respect of families in the lower income groups and families with several children in the medium income groups, a higher rate of income tax is payable in the Falkland Islands than is paid in the United Kingdom. (The question is being considered of increasing the personal and children's allowances here but even if this is done equivalent increases

in the basic rate would have to be made). The question of the Companies' Tax is closely related to the wool price and to the export duty on wool, and in view of the present prospects for the wool market I do not believe that it would be in the best interests of the Colony to impose higher taxation on the industry. The time may well be approaching when it will require capital reserves, and most farms are still suffering from the consequences of the lean years. There is room for an increase in certain customs duties but even a 25% increase on goods at present taxed would only result in an additional £5,000 per annum. Any substantial extension in the range of goods subject to import duty might in the present circumstances of wages and cost of living here upset the existing precarious balance and precipitate a landslide in wages and salaries which would result in increases in expenditure far beyond the increase in revenue which would be obtained.

4. After consideration I conclude that

(i) the present General Reserve is fully committed in meeting items of capital expenditure for which I cannot properly ask for assistance from Colonial Development and Welfare funds and in maintaining a reserve sufficient to cushion the consequence of a fall in the price of wool.

(ii) that substantial increases of revenue are impossible and that any minor increases are likely to be absorbed by a slow inevitable rise in the cost of essential services.

I therefore believe myself justified in asking for further assistance from Colonial Development and Welfare funds.

5. Detailed applications, which are summarised below, accompany this despatch and involve new or additional provision as follows:-

	Scheme	1955/56	1956/57	1957/58	1958/59	1959/60	Total
		£	£	£	£	£	£
I.	Camp Education (D970)	-	789	2650	2720	1390	7549
II.	Stanley Water Supply (D2325)	4910	21,325	5365	-	-	31,600
III.	Stanley Roads	7190	17,795	16,015	-	-	41,000
							<u>80,149</u>

6. So far as the individual applications are concerned, I comment first on existing schemes and the progress made since they started. Under Camp Education, Scheme No. D970 an initial grant of £12,000 was approved (your telegram No. 227 of the 24th July, 1948 refers) and this was increased by

100-0040/8 a supplementary grant of \$5,250 (your Savingsgram No. 22 of the 9th February, 1954 refers). The original conception of this scheme was set out in the enclosure to my predecessor's despatch No. 2 of 1948. The idea then was to engage additional staff from overseas in order to facilitate a training programme for locally appointed teachers. In his despatch No. 128 of 15th July, Sir Miles Clifford pointed out that the scheme had not gone as smoothly as was expected and in fact the principle of the scheme has, through force of circumstances, undergone a change. There are two main reasons for this. Firstly the Colony has been very short of teachers and in the past, although the situation has now materially improved, the "teaching beats" of the travelling teachers have been far too extensive. Consequently, as the only alternative to leaving a substantial number of children without education, it has been necessary to utilise the services of every teacher available and it has not been possible to release them for teacher training courses. The second factor is the reluctance of locally appointed teachers to accept postings away from their home areas and such postings have in the past precipitated resignations. As a result the necessary flexibility has been lacking. In other respects, however, the scheme has shown very definite and important results. The Colony has recently been fortunate in the calibre of teachers recruited and in my view the enthusiasm they have shown towards their somewhat unusual type of work and the manner in which they have fitted in with "Camp" life and conditions have contributed substantially to a marked improvement in the general attitude towards education in the Camp and to the improved results that are now being obtained. Until enough boarding schools are established, and for some time afterwards, however, Camp education must continue and without teachers recruited from overseas there would be insufficient staff to cover the Colony.

7. There is enough money available in the grant to meet expenditure during the twelve months ending 31st March, 1956. Estimated expenditure during the following twelve months will exceed the allocation by \$789 and application is now made for a supplementary grant of this sum to enable the scheme to continue up to the 31st March, 1957, together with a further amount of \$6,760 to continue the scheme until the 31st March, 1960

239-0040/III 8. Application was made on the 9th June, 1954, (my Savingsgram No. 101 refers) for assistance from Colonial Development and Welfare Funds in respect of the Stanley Water Supply, Scheme No. B2325, which was estimated to cost \$50,000. A grant of \$40,000 was made (your Savingsgram No. 126 of the 22nd September, 1954 refers) but as the balance remaining in this Colony's allocation amounted at that time to \$37,400, this latter amount was authorised and the question of making available the balance of \$2,600 was deferred pending the extension of the existing Colonial Development and Welfare Acts. The Civil Engineer appointed to carry out this project has now estimated that it will cost \$75,000 of which \$6,000 has been found this year from Colony funds. Application is now made for a supplementary grant during the year

/ending

ending 31st March, 1956, of £4,910 which includes the balance of £2,600 from the initial grant of £40,000 together with a further supplementary grant during the year ending 31st March, 1957, of £21,325 and £5,365 in the financial year ending 31st March, 1958. The water supply to Stanley is becoming increasingly precarious and has recently given cause for some anxiety. The completion of this project is of considerable importance from both social and general health aspects. It is expected that the major part of the project will be completed by September, 1956.

9. Work on the jetties (scheme No. D1772) and the new Power Station (Scheme D1130) have now been satisfactorily completed. The new Power Station in particular is a credit to the Colony and has made a substantial difference to the standard of electricity services in Stanley.

10. A start has been made with the reconstruction of the Stanley roads which, as you are aware, are in a terrible condition of disrepair. Labour difficulties, which for so long prevented any progress, have now been overcome. The project is estimated to cost a total of £82,000 of which the Colony has provided the sum of £40,000 from reserves in order to enable work to proceed. It is now estimated that during the current financial year expenditure will amount to £7,190 in excess of the funds provided, to be followed by expenditure in the year ending 31st March, 1957 of £17,795 with £17,015 being required during the year ending 31st March, 1958. Application is made for a grant from Colonial Development and Welfare funds of £41,000 to meet estimated expenditure to the 31st March, 1958, by which time it is expected that the programme will be completed.

11. The existing Senior School in Stanley, a wooden structure about 50 years old, is in such a bad state of repair that further work and maintenance on the fabric will, in the long term, have very little effect. The school is far too small to accommodate the number of pupils now attending it, and there are no facilities for the staff. A new building, to conform if possible with the standard set by the new Infant's School, is essential. The Public Works Department is fully committed with other urgent work at the present time and it is unlikely that the labour required to erect a new school will be available until some time in 1956 or 1957. The approximate cost of a new school has been estimated at £20,000 but I am seeking further advice as to a more exact estimate and with regard to the design and plans of a new building before submitting for your consideration an application for some Colonial Development and Welfare assistance towards the cost of the proposed new school.

12. As regards contribution from the Colony's funds towards development it is proposed to provide in all £6,000 towards the Stanley Water scheme and £41,000 towards the Stanley Roads scheme. £35,000 has been provided for a scheme for improving land communications (by despatch No. 106 of the 17th June, 1954 refers) for which no assistance is being asked from Colonial Development and Welfare funds and it is also proposed to

/start

start a boarding school in the West Falklands without assistance. It will also be necessary to make substantial Government contribution to the Darwin boarding school. By spending the Colony's money on providing houses for Government workmen it is hoped to escape the necessity of asking for Colonial Development and Welfare funds to deal with the housing shortage in Stanley. On these projects Colony money will be spent which may be expressed in a round sum of £115,000. This amount is as much as the finances of the Colony can safely stand.

13. With particular regard to the applications made for financial assistance during the period of the current United Kingdom financial year, I fully appreciate that it may not be possible, assuming the applications receive your approval, to ensure the provision of the necessary funds before the end of March, 1957 on account of the late date at which they have been forwarded. The delay in submitting these applications has been occasioned by the fact that the Civil Engineer employed for the two projects principally concerned, the Stanley Water and Roads Schemes, has only recently found it possible to prepare detailed and final estimates of costs. If therefore the applications are approved but it is not found possible, within the limited time available, to provide the funds within the current financial period, I should be grateful if they may be made available in the following financial period and if possible before the expiry in June, 1956, of the current Falkland Islands financial year.

I have the honour to be,
Sir,
Your most obedient
humble servant,

(Sgd) O.R. Arthur

GOVERNOR.

FALKLAND ISLANDS.

APPLICATION FOR COLONIAL DEVELOPMENT AND WELFARE GRANT
TO MEET THE COST OF REBUILDING STANLEY ROADS.

The seven and a half miles of road in and around Stanley have progressively deteriorated during the past five years. Before the war they were in good condition but they were seriously damaged by the heavy military vehicles used by the garrison and since that time the shortage of labour has precluded any serious attempt to restore them.

The shortage of labour has been overcome by the engagement, on contract terms, of a group of workers recruited in Germany who are now employed on the same basis and rates as local hourly paid labourers. A Civil Engineer has been appointed to supervise the two main projects now in hand - the Stanley Roads Scheme and the Water Filtration and Pumping Project.

The preliminary work involved in the Roads project is now well advanced. A complete labour camp for German personnel has been built, a road into the stone run quarries constructed, and the necessary foundation for the stone crushing equipment built.

It is the intention that repairs should first be undertaken to Moss Road, the main road running through Stanley. The road will be concreted for a distance of 3,780 feet with a width of 20 feet between kerbs. This will be followed by the relaying of tar sprayed macadam roads, varying in width between 15 and 18 feet for a total distance of 35,550 feet throughout the town and its environments.

It is estimated that the whole project will take approximately three years, preliminary work having begun in July, 1955.

The estimated total cost of the roads project is £82,000, and application is made for 50% of this amount to be made available in the form of a Colonial Development and Welfare Grant. If the grant is approved it is proposed that funds should be allocated on the following basis.

	From Colony Funds	From C.D. & W. Funds
1955/56	£40,000	£7,130
1956/57	-	£17,755
1957/58	£41,000	£16,015
	£41,000	£41,000

Revised Estimates, based on expenditure in the United Kingdom financial years, are attached to this memorandum.

FINANCIAL SUMMARY.

1. Administering Authority Government of the Falkland Islands.
2. Allocation Falkland Islands.
3. Classification Public Works.
4. Description of Scheme Stanley Roads Project.
5. Total cost £82,000
6. Colonial Development & Welfare assistance required £41,000
7. Basis of Administration for accounting purposes

Capital	£23,100
Personal Expenditure	£32,670
Other Charges	<u>£26,230</u>
	£82,000
8. Basis of calculation of claims where the grant or loan does not provide for one hundred per cent of cost.

Colonial Development and Welfare	50
Colony Funds	50
9. Not Applicable.

COLONIAL DEVELOPMENT AND WILDLIFE BOARD - STANLEY HOOD.

Application for a grant of £41,000.

	<u>ESTIMATE</u>	<u>Expenditure</u>	<u>Expenditure</u>	<u>Expenditure</u>
	<u>Total Cost</u>	<u>1955/56</u>	<u>1956/57</u>	<u>1957/58</u>
I. <u>CAPITAL EXPENDITURE.</u> (£23,100)				
i. Constructional Plant & Equipment	£15,000	£10,000	£1,000	-
ii. Wicken Hut Camp (75% of total expenditure)	£6,000	£6,000	-	-
iii. Contingencies (10%)	£2,100	£2,000	£100	-
TOTAL CAPITAL	£23,100	£22,000	£1,100	-
II. <u>PERSONAL EXPENDITURE</u> (£32,670)				
i. Civil Engineer (75% of total expenditure)	£4,950	£4,650	£4,650	£4,650
ii. Clerical Assistance (-do-)	£750	£200	£275	£275
iii. Wages	£24,000	£8,000	£9,000	£9,000
iv. Contingencies (10%)	£2,770	£755	£1,025	£1,290
TOTAL PERSONAL EXPENDITURE	£32,670	£13,655	£14,950	£15,215
III. <u>OTHER CHARGES.</u> (£26,230)				
i. Passages (75% of total expenditure)	£7,900	£3,600	£300	£3,600
ii. Freight	£6,500	£5,000	£1,500	-
iii. Cement	£3,000	£2,500	£500	-
iv. Tar & Bitumen	£4,000	£750	£750	-
v. Quarry Development	£1,000	£1,000	-	-
vi. Fuel and lubricants	£2,400	£800	£800	£800
vii. Explosives	£1,000	£1,000	-	-
viii. Timber profiles & expansion joints	£950	£400	£400	£150
ix. Contingencies (10%)	£2,380	£1,505	£425	£450
TOTAL OTHER CHARGES	£26,230	£16,555	£4,675	£5,000
<u>TOTAL</u>	<u>£82,000</u>	<u>£47,100</u>	<u>£17,725</u>	<u>£17,015</u>

GOVERNMENT TELEGRAM

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

16.1.56

To

C.A. Regn. No: F. Islands

CHRON

LONDON

7111

40. A/C.

PLEASE TELEGRAPH COST EARLIEST DELIVERY HYDRAULIC STARTER

MANUFACTURER BRYON BERGER STAINES FOR LISTER F.R. 3 27

BHP SUPPLIED IDENT 207/55 RE POSITION 6 64.

Reply at 176

SECRETARY

Inds.

Enquire posn.?

W 43.11

See

See

170

*See 20/1/56
No reply yet
3/1/56*

Time

Ask R/E if this is necessary & etc. Reply at 176

14

Date

Number

Word

Office of Origin

Number

C.R.

12. Is it necessary to enquire regarding
reply? when
for aq c.s. 1/2/56

Hon C.S.

Please wait till 9/2/56

de
cc 1/2

Let 9/2/56

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

10/2/56

To

CHRON LONDON

R.O.A/C

166 MY TELEGRAM 16TH JAN ANY HYDRAULIC STARTER STOP GRATEFUL YOUR
EXP-ITM REPLY.

SECRETARY

See
R-170

R.U. 15/2/56

Time



CIVIL ENGINEERING DEPARTMENT,
STANLEY, FALKLAND ISLANDS.

27th January.....19.56..

The Secretary,
F.I.D.S.
STANLEY.

Mr. R.A. Foster

Mr Foster reported to me for duty on December 15th 1955 and I should like to place on record my appreciation of the assistance he has been to me during the six weeks that he has worked in my office.

He has taken out the quantities of materials in the building which will house the filtration plant and pumping station at Moody Valley for the Water Supply Scheme.

He has checked the length and gradients of the pumping Main connected with this project.

He has assisted in the survey of the Murrell River to determine the river gradient in connection with a possible Hydro-Electric pilot scheme.

He has prepared plans for the re-construction of Crozier Place.

In the event that Mr. Foster's services again become available I should be very pleased for him to be re-attached to this office whilst he is in Stanley,

A.P.Weir., I.S.O., M.I.C.E., M.I.A.E.
Civil Engineer -

G.C. Hon Col Sec ✓

KIV 154

25 2 56
166 BUL 20/2/56 engine

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

169

Number

Office of Origin

Words

Handed in at

Date

To

MACSTAPLE

MONTEVIDEO

20/2/56
H.O. A/G

PLEASE	OBTAIN	FROM	FORD AGENTS	AND
DESPATCH	FITZROY	VOYAGE	Y 4	ONE
SHAFT	(REAR AXLE DRIVE) ASSEMBLY 79E - 4605			
FOR	FORD	THAMES	SIX WHEELER	1953 MODEL STOP
CONFIRM	BY	TELEGRAM	SHAFT	OBTAINED

SECRETARY

11 23/2/56

See 171 & 173, 174

DECODE.

TELEGRAM.

From CROWN AGENTS

To COLONIAL SECRETARY

Despatched : 21st February, 19 56 Time : 1722

Received : 22nd February, 19 56 Time : 1100

166 Your telegram 16th January, Bryce Berger. Have transferred
question to Lister who are being pressed to quote.

CROWN

P/L:IMR

Copy in.

0588/v/c.

171

DECODE.

TELEGRAM.

From Macstaple, Montevideo

To Colonial Secretary

Despatched: 21st February, 19 56 Time :1600

Received: 22nd February, 19 56 Time :1100

A

169 Your telegram today. Please inform if Ford Thames has single or double chassis.

0588/v/Conf. For Trees. Tractor Agents cannot trace your specifications spare parts. Telegraph complete details.

MACSTAPLE

B
Civil Engineer

Reply 172

P/L:IMR

See 170.

Para 1 of above. Will you supply.

C.

W.R.M.
for a/c.
22/2/56

D.
Issue of 1st copy

Handl reply herewith

172

SENT

Date _____

22/2/56

MONTVIDEO

H.O. A/c.

[illegible]

DECODE.

173

TELEGRAM.

From Macstaple, Montevideo

To Colonial Secretary

Despatched : 24th February, 19 56 Time : 1610

Received : 25th February, 19 56 Time : 0900

Shaft Ford Thames not available.

MACSTAPLE.

See 174

P/L:IMR

C.K.

20 as above pl

Drum
frag. cl
27/2/56

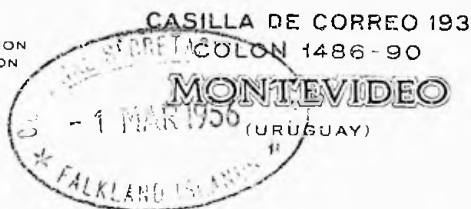
Handwritten signature/initials

BU 170
20/3/56

174

MACLEAN & STAPLEDON S.A.

CODES USED
A I A B C 5TH EDITION
SCOTT'S 10TH EDITION
BENTLEY'S



TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES 85382
85042
82940

February 24th. 1956

Sir:-

169 & 172 We refer to your telegrams dated the 21st and 23rd inst. concerning Ford Thames spare parts, and in reply beg to inform you that these are not available locally, owing to the fact that very few parts of that type of model have been received and Agents are unable to obtain permits for the import of spares.

173 We will add that as per your request, we replied re the above by telegram today as follows:

"SHAFT FORD THAMES NOT AVAILABLE".

Yours faithfully,
MACLEAN & STAPLEDON, S. A.

fa [signature]

Colonial Secretary,
PORT STANLEY

JG/vd

2/3

DECODE.

8 61

TELEGRAM SENT.

175

From SECRETARY OF STATE to GOVERNOR

Despatched: 15.3.56. Time: 17.50 Received: 16.3.56. Time: 09.00

See 157 No. 38. Following from Denton-Thompson begins:-

Colonial Development and Welfare.

I have had a series of discussions with Geographical and Finance Departments and latter advise me that decision may be expected this week or next. I am very hopeful of generous allocation but not of full amount. Ends.

SECRETARY OF STATE.

O.T.C. IR
Typed: VM

04 22 | 11
176
DECODE.

TELEGRAM.

No. 37.

From CROWN AGENTS

To COLONIAL SECRETARY

Despatched: 20th March, 19 56 Time: 1602

Received: 21st March, 19 Time: 0945

166 Your telegram 16th January. Bryce Berger "hydraulic starter £70 f.o.b. lister" additional essential parts £11 f.o.b. delivery 4 weeks.

CROWN

C.K.

Do see above pl
22/3/56

See 177

Hmcs

Shankya
indent sent

P/L:IMR

d/c 22/3/56

22/5/56
mail

177

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



4, MILLBANK,

LONDON, S.W.1.

W/EC2/Falkland Is. 7111

TELEGRAMS { INLAND: "Crown, Sowest, London."
OVERSEA: "Crown, London."

TELEPHONE: ABBEY 7730.



21st March, 1956.

Sir,

176 I am directed to confirm having sent to you on the
20th March a telegram reading as follows:-

"SECRETARY PORTSTANLEY
YOUR TELEGRAM 16 JANUARY BRYCE BERGER QUOTE HYDRAULIC
STARTER £ 70 FOB LISTER QUOTE ADDITIONAL ESSENTIAL PARTS
£ 11 FOB DELIVERY 4 WEEKS - CROWN"

166 It is regretted that it has taken so long to obtain the
necessary information to reply to your telegram of the 16th
January 1956 in which you requested details of cost of the
Bryce Berger Hydraulic Starter for Lister FR3 engine supplied
against indent 207/55. Attempt was made to obtain the
information from Messrs. Bryce Berger Limited who stated that
they have passed the enquiry to Messrs. R.A. Lister in order
that they might quote direct, as the engine was of a previous
supply. After some delay Messrs. R.A. Lister submitted a quo-
tation for the necessary accessory parts normally supplied by
them and a copy of their letter of the 7th March is enclosed
for your information. In addition a copy of the resulting
quotation submitted by Messrs. Bryce Berger Ltd. on the 16th
March is also enclosed.

179
178 Your further instructions in this matter are awaited.

Indent sent.

I am, Sir,
Your obedient servant

See 182.

The Colonial Secretary,
Falkland Islands.

B.L. Althaus

RJF/JKA.

FUEL INJECTION EQUIPMENT - HANDRAULIC STARTERS

BRYCE BERGER LIMITED

IRONBARKS WORKS - STAINES - MIDDLESEX

178
TELEPHONE:
STAINES 1050

TELEGRAMS
INJECTION STAINES

Please ask for
Ext. 220.

CAE/CMHP/EK

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

16th March, 1956.
(Dictated 15th March)

QUOTATION

NO. BQ.3190.

TO SUPPLYING

1 Berger Handraulic Starter type
B35G31/1C1 £77. 0. Od.

Above price subject to a discount of 10%.

Price f.o.b. British port.

DELIVERY

3/4 weeks from receipt of order.

TERMS AND CONDITIONS

As over.

BRYCE BERGER LIMITED.



for C. A. Edwards,
Sales Manager.

179

R. A. LISTER & CO. LTD.

DIRECTOR: SIR RICHARD LISTER, 10, ST. MARK'S PLACE, LONDON, E.C. 4

ESTABLISHED 1877

LONDON OFFICE
IMPERIAL ROAD, LONDON, W. 2
TELEPHONE: TEMPLE BAR 5001

TELEPHONE: DURSLEY 237
TELEGRAMS & CABLE
MACHINERY: DURSLEY
TELE: 43 230

DURSLEY
GLOUCESTERSHIRE, ENGLAND

KINDLY REPLY TO DURSLEY, GLOUCESTERSHIRE, ADDRESSING YOUR COMMUNICATION TO THE COMPANY AND NOT TO INDIVIDUALS

YOUR REF

OUR REF

3/KEB/D.W.
205

7th March, 1956.
Dict. 2nd.

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

CRC
- 8 MAR 1956

Dear Sirs,

EC2/FALKLAND ISLANDS 7111.

We acknowledge receipt of your letter of the 15th February with regard to the supply of a Hydraulic starter to suit an FR3 engine supplied to your EC2/Falkland Islands 6864/1 under our reference E.8018.

We do not supply Bryce Berger starters, and we would ask you to obtain this direct from the Makers. To fit this to the engine in question you will require the following parts, against which we have quoted the appropriate prices.

Bracket for starter, Part No.	PRICE E. 1/6.
364/326. - 1 off. 27. 17s. 6d.
Bolts (starter to bracket) 270/76 - 6 off. 6d.
Nuts, 270-1, - 6 off. 2d.
Spring washers, 27-3/4 - 6 off. 1d.
Flywheel adaptor for starter, 364-1427. - 1 off. 24. 2s. 6d.
Studs, 270/170 - 3 off. 10d.
Nuts, 270/8 - 3 off. 1d.

Continued.

ALL QUOTATIONS ARE MADE WITHOUT ENGAGEMENT AND ARE CONDITIONAL UPON OUR WRITTEN CONFIRMATION ON RECEIPT OF INTIMATION OF ACCEPTANCE BY THE PURCHASER AND CONTRACTS THEREON ARE SUBJECT TO OUR GENERAL CONDITIONS OF TENDER AND SALE A COPY OF WHICH WILL BE FURNISHED ON REQUEST

R. A. LISTER & CO. LTD.

CONTINUATION NUMBER 1.

The Crown Agents - London. S. W. 1.

spring washer, - S.395.
3 off.

..... 1d.

TOTAL COST OF FITMENTS

..... £12. 8s. 3d.

Less 10% discount.

The parts not supplied by us, and which will be obtained from Messrs. Bryce Berger Limited, are the following:

Berger starter,
Berger Hand pump,
pressure gauge,
accumulator and relay valve,
Feed Tank.

When ordering these, it is necessary to state that the starter is for a standard rotation engine.

Yours faithfully,

p.p. R. A. LISTER & COMPANY LIMITED.



11th May,

56.

Gentlemen,

I am directed to refer to your letter
W/EC2/Falkland Is. 7111 of 21st March, 1956, regarding
a Bryce Berger Hydraulic Starter and to inform you that
an Indent No. 55/56 has been placed for this item.

I am,

Gentlemen,

Your obedient servant,

(Sgd) D.R. Morrison

for COLONIAL SECRETARY.

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

R.L. 18/6/56
mvil

DECODE.

*Original in 0040/III
Copies in 0040/II - 0491/II*

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 14/5/56

Time: 2500

Received: : : :

Time: : : :

*303 in
0040/III*

No. 91. Your Despatch No. 36 of 17th April. Colonial Development and Welfare allocation.

I am grateful for the very generous allocation of £50,000 for 1955/60 period.

I propose for your consideration that application should be amended as follows:-

- (1) Stanley Water Supply. £15,000 from Colonial Development and Welfare and £5,000 from Colony funds in 1956/57. £5,000 from Colonial Development and Welfare and £3,000 from Colony funds in 1957/58. On this basis and by completion of scheme Colony will have met £17,600 and Colonial Development and Welfare £57,400 of total estimated cost of £75,000.
- (2) Stanley Roads. £15,000 from Colonial Development and Welfare and £3,000 from Colony funds 1956/57. £10,000 from Colonial Development and Welfare and £5,000 from Colony funds 1957/58. By completion of scheme Colony will have met £57,000 and Colonial Development and Welfare £25,000 of total estimated cost of £82,000.
- (3) I propose that the remaining £5,000 of the £50,000 allocation of new money should be held in reserve as a Colonial Development and Welfare contribution amounting to one fifth for the proposed new Senior School in Stanley which it is estimated would cost approximately £25,000. Plans for this have yet to be considered.

Reply at 184

I note that you consider that there are no longer grounds for considering Camp Education scheme as capital scheme and expenditure will be met from Colony budget when existing grant has been drawn in full.

I should be grateful for telegraphic approval as Colony Estimates will be considered by Legislature

Original in 0040/II
Copies in 0040/II - 0491/II.

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 3.6.56

Time: 1035

Received: 4.6.56 Time: 1200

183 No:84. Your tel. No: 91. Colonial Development and Welfare Allocation.

I approve of development programme generally.

2. Reference to your (1) Stanley Water Supply. I assume that Colonial Development and Welfare Grant of £37,4000 under Scheme B2325 was fully expended by 31st March, 1956, but if necessary, since this is the capital of the grant, the Scheme may remain open until 31st May in order that full amount of grant may be utilized. I would suggest that further Colonial Development and Welfare assistance of the order of £20,000 should be provided under a new and separate Scheme and that this should take effect from 1st June, 1956. Expenditure from that date may therefore incur from local funds and will deem eligible reimbursement from Colonial Development and Welfare Fund in whatever proportion is agreed if and when a formal scheme is approved. Grateful for revised detailed estimates for new grant on this basis giving estimated cost of work by item and year from 1st June to completion of project.

3. Your (2) Stanley Roads. I am prepared to agree that Scheme should take effect from 1st June, 1956, and that expenditure from that date may be deemed eligible for reimbursement from Colonial Development and Welfare Funds in whatever proportion is agreed if and when a formal scheme is approved. Grateful for revised detailed estimates on this basis.

4. I note that you will be letting me have your proposals for the new Senior School in due course.

CTC:PT

McS
Para 3 is all tied up?
D.P.M.
3/7/56

PCS
I am working on the main development

J.B.
3.7.56

Bu 26/7/56

10th July, 1956.

106

309 - 0040/III Your telegram No: 84 of 3rd June. Colonial Development and Welfare Allocation.

190 + 4 2. I enclose the following revised applications for assistance from the Colonial Development and Welfare Fund for the financial period 1955/60:-

(1) Stanley Water Supply. Application for Colonial Development and Welfare grant of £20,000 to complete the project.

(2) Stanley Roads Project. Application for Colonial Development and Welfare grant of £25,000 to complete the project.

3. Financial provision amounting to £43,400 (£37,400 from Colonial Development and Welfare Funds and £6,000 from Colony funds) was approved in respect of the 1955/56 financial year for the Stanley Water Supply Scheme. It was at one time during the course of the year hoped that in fact there would be considerably greater progress than was originally expected and that consequently additional financial provision would be required to meet the increased rate of progress. Unfortunately, owing to unforeseen delays in the delivery of plant and equipment in the United Kingdom, for which the manufacturers have accepted responsibility, progress has in fact been slower and consequently expenditure within the 1955/56 period has been much less than was originally estimated. In the event it is calculated that expenditure and outstanding commitments against the 1955/56 financial period amount to £36,650 of which £36,400 will be met from the Colonial Development and Welfare grant which remained open until the 31st May 1956. A further consequence of reduced expenditure in 1955/56 has been that the estimates of expenditure under this scheme contained in the approved Estimates of Revenue and Expenditure for the financial year 1956/57

have already been upset. When the Colony estimates were prepared it was calculated that with expenditure to the order of £43,000 in 1955/56, £20,000 only would be required for the 1956/57 period. According to the latest information, however, it is likely that the estimated expenditure of £20,000 will be exceeded during 1956/57 without, however, affecting the total cost of the completed scheme unless unforeseen difficulties arise. Past experience however has shown that delays in delivery, fluctuations in price, and delays in getting advice from the Crown Agents consequent upon very bad communications, make it virtually impossible to forecast accurately the amount which will be required within any given period.

4. A memorandum and revised estimates and programme of expenditure are enclosed with this savingram and there is no need for me to expand further on the explanation contained in the memorandum except to say that as compared to the roads scheme, the water project has made disappointingly slow progress.

5. The Stanley Roads Scheme, on the other hand, has made much better progress, in spite of one of the worst summers on record, and results so far are encouraging. It has proved possible to speed up the work on the roads, to some extent as a result of slower progress on the water project, and expenditure has been correspondingly greater and has amounted to approximately £45,000 (actual expenditure and estimated commitments against the 1955/56 financial year). A memorandum and revised estimates and programme of expenditure are enclosed with this savingram.

6. Finally, I note that you have asked for detailed estimates of the two projects as from the 1st June 1956. The Colony's new financial year runs from the 1st July until 30th June. Taking into account the different United Kingdom financial year, the introduction of a third period for estimation purposes would involve much complication which might result in confusion here where accounting resources are limited. I very much hope, therefore that you will find it possible to accept the estimates and programmes of expenditure in the form in which they have been submitted.

121
127
9

FALKLAND ISLANDS

STANLEY ROADS PROJECT.

Application for Colonial Development and Welfare Grant of
£25,000 to complete the Stanley Road Project

The seven and a half miles of road in and around Stanley have progressively deteriorated during the last six or seven years. Before the war they were in good condition. They were, however, seriously damaged by the heavy military vehicles used by the garrison and a shortage of labour has since precluded any serious attempt to restore them.

The shortage of labour has been overcome by the engagement, on contract terms, of a group of workers from abroad who are employed on the same basis and rates as local Falkland Island hourly paid labourers. A Civil Engineer from the United Kingdom supervises the two main projects now in hand - The Stanley Roads Scheme and the Stanley Water Filtration and Pumping Scheme.

A great deal of preliminary work, including the construction of a complete camp for the German labour force, a road into the stone quarries and extensive foundation work and gantries for the crushers, was necessary before work on the roads began. Work on the roads is now, however, well in hand and 3,480 feet of concrete along the principal road in the Town, together with 1,400 feet of 5 ft. wide side-walk have now been laid. It is the intention that once this road has been completed in concrete (for a distance of 4,050 feet, with a width of 20 ft. between kerbs), the remaining roads, approximately 35,320 feet in length and varying from 15 ft. to 18 ft. in width will be made up and tar-sprayed. It is estimated that the whole project (bearing in mind that the labour force is also engaged on the Stanley Water Filtration and Pumping Scheme) will take approximately three years to complete, preliminary work having begun in July, 1955.

The estimated total cost of the scheme is £82,000. Expenditure up to 30th June, 1956, is estimated at £45,080 (which included the purchase of a considerable quantity of capital equipment) and this

has been met from Colony Funds. Estimated future expenditure on the project is calculated as follows:

<u>Colony Financial Year</u>		<u>United Kingdom Financial Year.</u>	
(1st July - 30th June)		(1st April - 31st March)	
Period ending 30.6.57.	£18,000	Period ending 31.3.57. (beginning 1.7.56.)	£17,000
Period ending 30.6.58.	18,920	Period ending 31.3.58.	14,000
		Period ending 31.3.59.	5,920
Total	£36,920	Total	£36,920
Amount spent by 30.6.56.	45,080	Amount spent by 30.6.56.	45,080
<u>TOTAL</u>	<u>£82,000</u>	<u>TOTAL</u>	<u>£82,000</u>

It is proposed that further Colony contributions of £3,000 and £8,920 should be made during the financial years (Colony) 1956/57 and 1957/58 thus bringing the total Colony contribution towards the cost of the completed project to £57,000.

Application is now made for a grant from the Colonial Development and Welfare Funds of £25,000 of which: -

£15,000 would be required in the United Kingdom financial year ending 31. 3. 57.

£10,000 would be required in the United Kingdom financial year ending 31. 3. 58.

190. Detailed estimates based on expenditure during the Colony financial years are attached to this Memorandum. It will be noted that certain items of expenditure are referred to as 75% of total expenditure. This is on account of the fact that the Civil Engineer in charge of the project was appointed to take charge of both the roads scheme and the water supply project and the German labour force is employed on both projects. Consequently certain personal emoluments, charges in connexion with passages and expenditure on the Nissen Hut Camp have been charged 75% to the road project and 25% to the water supply project, which in comparison to the roads scheme involves a much higher proportion of capital expenditure and a lower proportion of man hours.

FINANCIAL SUMMARY

- | | | | |
|----|--|------------------------------------|---------------|
| 1. | Administering Authority | Government of the Falkland Islands | |
| 2. | Allocation | Falkland Islands | |
| 3. | Classification | Public Works | |
| 4. | Description of Scheme | Stanley Roads Project | |
| 5. | Total Cost | £32,000 | |
| 6. | Colonial Development and Welfare Assistance required | £25,000 | |
| 7. | Basis of Administration for Accounting purposes | Capital | £23,100 |
| | | Personal Emoluments | 31,670 |
| | | Other charges | <u>27,230</u> |
| | | Total | £32,000 |
| 8. | Basis of calculation of Claims | | |
| | Colonial Development & Welfare | | £25,000 |
| | Colony Funds | | 57,000 |
| 9. | Not applicable. | | |

COLONIAL DEVELOPMENT AND WELFARE SCHEME. REVISED ESTIMATE - STAIRWAY ROADS

Application for a grant of £25,000 to complete the scheme

Breakdown of £24,000 required to complete scheme in addition to £82,000 as estimated up to 1958

I.	Capital Expenditure (£23,100)	Estimated Total Cost.	Colony Financial Year			
			1955/56	1956/57	1957/58	
i.	Constructional Plant & Equipment	£ 15,000	£ 12,000	£ 2,000	£ 1,000	4,000
ii.	Hisson But Camp (75% of total expenditure)	6,000	6,000			
iii.	Contingencies	2,100	1,800	200	100	
		£ 23,100	£ 19,800	£ 2,200	£ 1,100	4,000
II.	Personal Expenditure (£31,670)					
i.	Civil Engineer (75% of total expenditure)	4,950	1,650	1,650	1,650	1,700
ii.	Clerical Assistance (75% of total expenditure)	750	250	250	250	460
iii.	Wages	23,000	7,500	8,100	7,400	12,000
iv.	Contingencies	2,970	950	750	1,200	
		£ 31,670	£ 10,350	£ 10,700	£ 10,590	14,160
III.	Other Charges (£27,230)					
i.	Passages (75% of total expenditure)	7,500	3,750		3,750	-
ii.	Freight	6,750	4,700	1,350	700	2,605
iii.	Gravel	2,250	2,250			480
iv.	Sar & Bitumen	3,500	600	2,050	850	2,125
v.	Quarry Development	200	200			-
vi.	Fuel & lubricants	2,400	800	800	800	1,630
vii.	Profiles Expansion joints, concreting paper	250	150	30	30	-
viii.	Light & Fuel for Camp (75% of total expenditure)	1,350	450	450	450	-
ix.	Explosives	650	650			-
x.	Contingencies	2,300	1,300	370	650	-
		£ 27,230	£ 14,950	£ 5,050	£ 7,230	9,840
	TOTAL	£ 82,000	£ 45,000	£ 18,000	£ 18,980	24,000

See 185 & 188.

191

FALKLAND ISLANDS.

STANLEY WATER SUPPLY PROJECT

Application for a Colonial Development and Welfare Grant
of £20,000 to complete the Stanley Water Supply Project.

Because of increased costs and the need for erecting a power transmission line from the Power Station to the site of the Filtration Plant, the estimated total cost of providing Stanley with an adequate and pure supply of water has been increased from the original estimate of £50,000 to £75,000.

A free grant of £37,400 was made from the Colonial Development and Welfare Funds (Scheme D2325) and the question of making available an additional sum of £2,600 to meet four-fifths of what was then the estimated total was held in abeyance pending extension of the Colonial Development and Welfare Act.

Financial provision amounting to £43,400 (£37,400 from Colonial Development and Welfare and £6,000 from Colony funds) was made in 1955/56. Total commitments on the project to the end of June, 1956, were estimated at £45,000 but owing to serious and unexpected manufacturing delays it is now estimated that only £36,650 will actually have been expended and of this £36,400 (expended by 31st May) will have been met from Colonial Development and Welfare Funds and the balance from Colony funds.

Estimated future expenditure on the project is calculated as follows:-

<u>Colony Financial Year</u> (1st July - 30th June)	<u>U.K. Financial Year</u> (1st April - 31st March)
Period ending 30.6.57.£29,575	Period ending 31.3.57 £28,000 (beginning 1.7.56.)
Period ending 30.6.57.£ 8,775	Period ending 31.3.58 £ 9,000
	Period ending 31.3.59 £ 1,350
	£38,350
Amount spent by 30.6.56. 36,650	Amount spent by 30.6.56. 36,650
<u>TOTAL</u> <u>£ 75,000</u>	<u>TOTAL</u> <u>£ 75,000</u>

It is proposed that further Colony contributions of £14,575 (which includes £6,750 revote from 1955/56) and £3,775 should be made in the financial years (Colony) 1956/57 and 1958/59, thus bringing the total Colony contribution to £18,600.

Application is now made for an additional grant of £20,000 from Colonial Development and Welfare Funds, of which £15,000 will be required in the U.K. financial year ending 31.3.57.

£5,000 will be required in the U.K. financial year ending 31.3.58.

It is expected that the project will be completed by June, 1958.

194 Expenditure will be in accordance with the revised estimate attached as a schedule to this Memorandum. It will be noted that certain items are referred to as 25% of the total expenditure.

This is on account of the fact that the Civil Engineer has been appointed to take charge of both the Stanley Water Supply Project and the Stanley Roads Project and the German labour force is employed on both projects. Consequently personal emoluments, charges in connexion with passages and expenditure on the Nissen Hut Camp have been charged 75% to the Roads and 25% to the water supply project which, in comparison to the roads scheme, involves a much higher proportion of capital expenditure and a lower proportion of man hours.

FINANCIAL SUMMARY

1. Administering Authority Government of the Falkland Islands.
2. Allocation Falkland Islands
3. Classification Public Works
4. Description of Scheme Stanley Water Supply
5. Total Cost £75,000
6. Colonial Development and Welfare assistance required. £56,400 X
7. Basis of Administration for Accounting purposes

Capital	£55,000
Personal Emoluments	9,970
Other Charges	<u>10,030</u>
<u>Total</u>	£75,000
8. Basis of Calculation of Claims

Colonial Development & Welfare	£56,400
Colony Funds	<u>18,600</u>
Total	£75,000
9. Not applicable.

Note X Of this total a free grant of £37,400 from Colonial Development and Welfare Funds has already been made (Scheme D2325) But it was only possible to expend £36,400 before the grant lapsed. Consequently £20,000 new money is required.

Saving

Original filed in 0040/III

From the Secretary of State for the Colonies.

To the Officer Administering the Government of ~~FALKLAND ISLAND~~
(COLONY).

Date 14 September, 1956.

No. 91 Saving



315 L 0040/III Your savingram No.106 of 10th July.

Stanley Roads Project.

I approve Colonial Development and
Welfare grant of £25,000 under Scheme D.2959.
Four copies of memorandum C.D.W.(D) No.3927
are enclosed.

192

SEGER.

COLONIAL DEVELOPMENT AND WELFARE SCHEME (No. D.2325) REVISED ESTIMATE - STAFF AND SUPPLIES.

Application for a Grant of £20,000 to complete the Scheme.

I.	CAPITAL EXPENDITURE (£55,000)	Estimated Total Cost	Colony Financial Year		
			1955/56	1956/57	1957/58
i.	Filtration Plant Building (Materials only)	£ 9,000	-	£ 8,000	£ 1,000
ii.	Filtration and purification plant	£ 17,500	£ 11,770	£ 4,730	1,000
iii.	Pumping Main (Holly Brook - Hursey Heights)	£ 8,000	6,000	1,120	
iv.	Covering of Reservoirs & Pordoy alteration	£ 3,500	-	3,000	500
v.	Transmission Line (Power Station to Filtration Plant)	£ 5,000	5,000	2,000	
vi.	Auxiliary Supply to Meteorological Station Area	£ 2,500	-		2,500
vii.	Constructional Plant and equipment	£ 2,500	1,950	550	
viii.	Hansen Hot Camp (25% of total expenditure)	£ 2,000	2,000		
ix.	Contingencies	£ 5,000	2,400	2,100	500
	TOTAL CAPITAL	£ 55,000	£ 28,000	£ 21,500	£ 5,500
II.	PERSONAL EXPENDITURE (£9,970)				
i.	Civil Engineer (25% of total expenditure)	£ 1,650	£ 550	£ 550	£ 550
ii.	Clerical Assistance (25% of total expenditure)	250	80	85	85
iii.	Wages	7,150	1,150	5,000	500
iv.	Contingencies	920	100	600	120
	TOTAL PERSONAL EXPENDITURE	£ 9,970	£ 1,960	£ 6,755	£ 1,255
III.	OTHER CHARGES (£10,030)				
i.	Passages (25% of total expenditure)	£ 2,500	£ 1,250	-	£ 1,250
ii.	Light & fuel for camp (25% of total expenditure)	400	150	150	150
iii.	Freight	6,150	4,700	1,050	400
iv.	Contingencies	930	500	120	230
	TOTAL OTHER CHARGES	£ 10,030	£ 6,600	£ 1,320	£ 2,030
	TOTAL	£ 75,000	£ 36,600	£ 29,575	£ 8,775

See 185 + 191.

WAF. 207/690/01

C.D.W.(D) No.3927

FALKLAND ISLANDSStanley Roads ProjectGrant of £25,000

The seven and a half miles of road in and around Stanley are in urgent need of rehabilitation and improvement. Their poor condition is partly due to the heavy military vehicles used by the garrison during the war, and a shortage of labour has since precluded any serious attempt to restore them. The shortage of labour has been overcome by the engagement, on contract terms, of a group of workers from abroad. A civil engineer has also been engaged to supervise the scheme.

2. A great deal of preliminary work such as the housing of the labour force, a road into the stone quarries and the erection of the stone crusher has already been done and work on the road is now well in hand. It is estimated that the whole project (bearing in mind that the labour force is also engaged on the Water Supply Project) will take approximately three years to complete; preliminary work having begun in July, 1955.

3. The estimated cost of the scheme is £82,000. Expenditure up to the 30th June, 1956 is estimated at £45,080 (which included the purchase of a considerable quantity of capital equipment) and this has been met from Colony funds. Total expenditure is estimated as follows:-

	<u>Colonial Development and Welfare Funds</u>	<u>Colony Funds</u>
	£	£
Amount already expended	-	45,080
Period 1956/57	15,000	3,000
Period 1957/58	10,000	8,920
	<u>25,000</u>	<u>57,000</u>
Total	<u>£82,000</u>	

195 Detailed estimates of expenditure from 1956/7 onwards are given in the Appendix to this memorandum.

4. Approval has already been given for expenditure to be incurred from local funds as from the 1st June, 1956 subject to reimbursement from Colonial Development and Welfare funds when a scheme is made. Mr. Dodd's letter of the 25th May, 1956 to Mr. Rawlinson (Treasury reference IF.36/25/03) refers. It is considered that the replacement element in this project is amply covered by the contribution made by local funds, bearing in mind that £45,080 had already been spent from that source up to 30th June, 1956. It is accordingly proposed to make from the Falkland Islands allocation of Colonial Development and Welfare funds a grant

/of

193

of £25,000 for the period commencing 1st June, 1956.
Although it is hoped that the work will be finished by
1957/8 the scheme will remain in force until
30th June, 1959 to allow for any delays in completion.
A Financial Summary is attached. -----

Colonial Office,
Sanctuary Buildings,
Great Smith Street,
London, S.W.1.

. 4th September, 1956.

FINANCIAL SUMMARY

1. Administering Authority: Falkland Islands.
2. Allocation: Falkland Islands.
3. Classification: Communications: roads.
4. Description of Scheme: Stanley Roads Project.
5. Total Cost: £36,920.
6. Colonial Development
and Welfare Assistance
required: Grant of £25,000.
7. Basis of Administration
for accounting purposes: Single head £36,920.
8. Basis of calculation
of claims:
68% from Colonial Development and
Welfare Funds up to £25,000.

DETAILS OF EXPENDITURE

	<u>Estimated Total Cost</u>
	£
i. Constructional Plant and Equipment	3,000
ii. Civil Engineer (75% of total expenditure)*	3,300
iii. Clerical Assistance (75% of total expenditure)*	510
iv. Wages	15,500
v. Passages (75% of total expenditure)*	3,750
vi. Freight	2,050
vii. Tar and Bitumen	2,900
viii. Fuel and lubricants	1,600
ix. Profiles Expansion joints, concreting Paper	60
x. Light and Fuel for Camp (75% of total expenditure)*	900
xi. Contingencies	3,350
	<hr/>
TOTAL	£36,920
	<hr/>

*The remaining 25% of total expenditure is charged to the water supply project, which in comparison to the roads scheme involves a much higher proportion of capital expenditure and a lower proportion of man hours.

5th December, 56.

To: The Civil Engineer,

From: Acting Colonial Secretary.

STANLEY.

Boy Labourers Overtime.

With reference to your memorandum of 22nd November, 1956, under the above reference, I am directed to inform you that your proposal to employ boy labourers on overtime work is approved provided that:-

- (a) such boy labourers are physically fit to undertake work in excess of the usual eight hours daily; and
- (b) no boy labourer is discharged for refusing to work overtime.

2. The ruling under (b) is in accordance with the conditions of employment for Stanley hourly paid workers.

(Sgd.) S. G. Trees

ACTING COLONIAL SECRETARY.

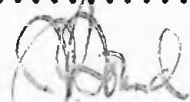
EXTRACT FROM MINUTES OF MEETING OF MEMBERS OF EXECUTIVE COUNCIL AND
LEGISLATIVE COUNCIL HELD ON 12TH MARCH, 1957.

.....

3. STANLEY ROADS.

It was agreed that the loose stones should be removed from the roads or alternatively the roads be scarified and rolled. the Civil Engineer would be asked to advise on the most economical and practical method. This would be regarded as a temporary measure pending the major road repair project.

.....


Clerk of the Council.

see 199.

3rd April,

67

From:
Officer Administering the Government.

To:

Civil Engineer.

The following record of a decision taken at a meeting of joint Councils held on the 12th March, 1957, is forwarded for your information and necessary action.

" Stanley Roads.

It was agreed that the loose stones should be removed from the roads or alternatively the roads be scarified and rolled. The Civil Engineer would be asked to advise on the most economical and practical method. This would be regarded as a temporary measure pending the major road repair project. "

You should not spend too much money or divert too much ^{money} ~~money~~ on the project.

If you can make a proper start on the roads - to make the better.

O.A.G.

AGDT/PT

16/3/57

No.

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



MEMORANDUM

20th. September 1957

To:- The Assistant

Colonial Secretary

Stanley

From:- Civil Engineer

Stanley, Falkland Islands.

SUBJECT:- Cement and Tar from Montevideo

I should like to make enquiries in Montevideo as to the possibility of obtaining cement and road tar in Montevideo.

2 Cement required should be "ordinary cement" in quantities of 10-20 tons and should be packed in bags or drums. F.O.B. prices for both types of packing are required.

3 Road tar is required for manufacture of hot tar-macadam for road surfacing to be laid in temperatures of 40° - 60° F and should be in drums.

Quantities of tar would be 2000 - 4000 gallons every 3 months.

If supplies were obtainable at favourable prices small sample shipments would be required in the first instance.

Civil Engineer

Yes.
201.

202

b/s has information from F.I.C. that cement can be obtained from Montevideo at less cost than from U.K. Above is merely an enquiry at this stage

27/9.

ACS

201

Why not through the house agents?
I don't think we can wear this one?

P.H.T.
24.9.57.

17cs.

No objection to enquiries, but
they must not go beyond enquiries at this
stage and I must see papers again when
the results are available.

24/7/77
27/9/77.

204

Issue letter at G.C. pl.

Q
7/7.

9th October,

57.

Gentlemen,

I am directed to ask you to be good enough to obtain and forward quotation (f.o.b. prices) in Montevideo for cement and road tar.

2. The cement required should be "ordinary cement" in quantities of 10-20 tons and should be packed in bags or drums f.o.b. prices for both types of packing are required.

3. Road tar is required for manufacture of hot tar-macadam for road surfacing to be laid in temperatures of 40° - 60° F and should be in drums. Quantities of tar would be 2000 - 4000 gallons every three months.

I am,

Gentlemen,

Your obedient servant,

(Sgd.) J. Bound.

for COLONIAL SECRETARY.

Messrs. Maclean & Stapledon, S.A.,
Casilla de Correo 193,
MONTEVIDEO,

JB/MC

Uruguay.

Copy to: Civil Engineer.

No mail

Reply 213.

Recd. 15/11 (mailed)
11/11

No.

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



MEMORANDUM

23rd. November 19 57

To:- The Hon.

From :-Civil Engineer

The Colonial Secretary

Stanley, Falkland Islands.

Stanley

SUBJECT :- EXCHANGE OF CONSTRUCTIONAL MACHINERY

As already discussed with you, I strongly favour the exchange of Government's Concrete Vibrator for the Power Propelled Vibrating Roller owned by the Falkland Island Company.

The suggested terms are an exchange, plus half the difference of the landed cost of the two used machines, plus the actual landed cost of spare parts which of course are new.

Statement

Half cost of Road Roller.	212.	0.	0.
Half cost of Vibrator.	78.	0.	0.
Difference	134.	0.	0.
Add cost of Roller Spares.	69	0.	0.
Total	203.	0.	0.

I have received a letter from the Falkland Island Company suggesting these terms and if you approve, I will make the exchange and pass a voucher on the Stanley Roads Vote for £203. 0. 0.

Civil Engineer

A/c.

207

Any financial objections pl?

26/11

26/11

208

Rev. G. H.

No objection provided the C.E. is
satisfied that the deal is a fair one.

L.G.

21/10/57.

Rev.

209

Reverse with above.

S/E's proposal may be approved? - assuming

So I have drafted a reply wh. is now
S. J.C. at G.C.

8
27.11.

Rev.

210

Approved - albeit somewhat reluctantly. Draft can issue.

G.H.

21.11.57.

0452/II

28th November, 57.

To: Civil Engineer,

From: Colonial Secretary.

STANLEY.Exchange of Constructional Machinery.

I am directed to refer to your Memorandum of the 23rd November 206 and to convey approval of the proposed exchange of machinery with Messrs. Falkland Islands Company Limited as set out in your Memorandum under reference, provided you are satisfied that the terms of the exchange are fair and reasonable.

(Sgd.) J. Bound

for COLONIAL SECRETARY.

/SJA

Copy to Acting Colonial Treasurer.

Bel. 212
205 on 6/12 (mss)
25/11

MACLEAN & STAPLEDON S.A.

CODES USED
A I A B C 5TH EDITION
SCOTT'S 10TH EDITION
BENTLEY'S

CASILLA DE CORREO 193
COLON 1486-90

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO

TELEPHONES: 88382
85042
82940
T. T. 27

MONTEVIDEO

(URUGUAY)



November 30th. 1957

Sir:-

205 With reference to your favour No. 0452/II dated 9th October last, we beg to inform you that the f.o.b. price for cement is \$8.85 Urug. Coy., per bag.

With regard to "road tar" please note that we require more details as Messrs. Shell inform us that there are various types of this commodity and they think the temperature mentioned by your goodselves - 40 or 60 F - is too low. We would add that Messrs. Shell must endeavour to obtain the corresponding permit from the Export and Import Control Board, allowing the tar out of the country.

Awaiting your comments re the above, we beg to remain,

Yours faithfully,
MACLEAN & STAPLEDON, S. A.

Colonial Secretary
PORT STANLEY

JG/VD.

6/2
6/12

See 219

AGENTS OF: Royal Mail Lines, Ltd. - The Pacific Steam Navigation Co. - Cia. Marítima Holandesa (Uruguay) S. A., Bs. Aires, Asunción - Rotterdam South America Line (Van Nieuvelt Goudriaan & Co's Stoomvaart Maatschappij N. V.) - Holland Interamerica Line - Holland America Line - Cory Brothers & Co. Ltd. - Salén Shipping Companies - Flota Mercante del Estado, Paraguay - Phs. Van Ommeren N. V., Rotterdam - Naviera Chilena del Pacífico S. A., Valparaíso, Santiago - Cia. Marítima Valck & Monckton S. A., Valparaíso - Johnson Brothers Ltd., Liverpool - Universal Shipping & Agencies Ltd., Liverpool - Improver S. A. (Repres. Marítima), Madrid - The Falkland Islands Company, Ltd. - Colonial Government of the Falkland Islands - Crown Agents for the Colonies - J. D. Hewett & Co. Ltd., London - Vitalia L. A. Milanowski, Bs. Aires - Simaco S. A., Bs. Aires - Comer S. R. L., Bs. Aires - Polar S. R. L., Bs. Aires - Sudatlántica S. A., Bs. Aires - Arnaldo Braggio S. R. L., Bs. Aires - Trebol Emp. de Nav. S. R. L., Bs. Aires - The Liverpool & London & Globe Ins. Co. Ltd. - The Marine Ins. Co. Ltd. - Thames & Mersey Marine Ins. Co. Ltd. - The Federal Ins. Co. Ltd. - The Vanguard Ins. Co. Ltd. - Compañía de Seguros "El Globo".

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



MEMORANDUM

16th. December 19 57

To:- The Hon.

The Colonial Secretary

Stanley

From:- Civil Engineer

Stanley, Falkland Islands.

SUBJECT:- Herewith suggested reply to McLean & Stapledon's
213 letter dated 30th. November 1957:-

Thank you for supplying information on the price of cement. Is the weight of each bag 50 Kilos ?

On the subject of road tar, it is appreciated that the figures quoted are very low compared with temperatures in most South American countries but they are the temperatures at which the majority of work will be done on the road reconstruction scheme in Stanley.

The types of tar which it is proposed to use are as follows:-

Winter Work	Viscosity	34° - 36° C. - E.V.T.
Summer Work	Viscosity	38° - 40° C. - E.V.T.

Civil Engineer

220

Drye & Macdonald any. fe

18/12

20th December, 57

Gentlemen,

213

I am directed to refer to your letter of the 30th November, 1957, concerning cement and tar and to thank you for the information contained therein. In respect of the cement I am to enquire if the bags weigh 50 kilos.

2. Regarding your enquiry concerning tar I am to say that it is appreciated that the figures quoted are very low compared with temperatures in most South American countries but it is the temperatures at which the majority of work will be undertaken on the road re-construction scheme here in Stanley. The types of tar which it is proposed to use are as follows:-

Winter Work Viscosity 34° - 36° C. - E.V.T.
Summer Work Viscosity 38° - 40° C. - E.V.T.

I am,
Gentlemen,
Your obedient servant,

See 225
(Sgd.) D. R. Morrison.
COLONIAL SECRETARY.

Messrs. Maclean & Stapledon, S.A.,
Casilla de Correo, 193,

MONTEVIDEO.

DRM/MF

COPY TO: Civil Engineer.

See 232

222

GCS

Draft letter of pl.
WHL 20/12

223

✓ you sign pl. - letters have
~~and~~ them addressed to the b/c direct

Q
20/12

21st December,

57

Gentlemen,

I am directed to request you to obtain and forward to the Civil Engineer, Stanley, 1 copy of the List of Parts for David Brown 30 ITD Tractor and 3 copies of List of Parts for Land Rover 1956 - 86" Engine No. 170610863. Please debit Colony's General Account.

I am,
Gentlemen,
Your obedient servant,

for (Sgd.) J. Bound.
COLONIAL SECRETARY.

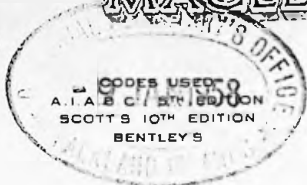
The Crown Agents for Overseas Governments and Administrations,
4, Millbank,
LONDON, S.W.1.

DRM/MF

B/L 221
31/1/58

225

MACLEAN & STAPLEDON S.A.



CASILLA DE CORREO 193
COLON 1486-90
MONTEVIDEO
(URUGUAY)

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES: 88382
85042
82940
T. T. 27

January 3rd. 1958

Sir: -

221

With reference to your favour No. 0452/II dated 9th October last, we beg to inform you that the bags of cement contain e.o. 50 kilos.

Trusting this is the information required, we remain,

Yours faithfully,
MACLEAN & STAPLEDON, S. A.

Colonial Secretary
PORT STANLEY

JG/vd.

226

227

C.K.
To see above pl.
15/1/58

ACS

Noted

21/5/58

21/1/58

AGENTS OF: Royal Mail Lines, Ltd. - The Pacific Steam Navigation Co. - Cia. Marítima Holandesa (Uruguay) S. A., Bs. Aires, Asunción - Rotterdam South America Line (Van Nievelt Goudriaan & Co's Stoomvaart Maatschappij N. V.) - Holland Interamerica Line - Holland America Line - Cory Brothers & Co. Ltd. - Salón Shipping Companies - Flota Mercante del Estado, Paraguay - Phs. Van Ommen N. V., Rotterdam - Naviera Chilena del Pacífico S. A., Valparaíso, Santiago - Cia. Marítima Valck & Monckton S. A., Valparaíso - Johnson Breiland Ltd., Liverpool - Universal Shipping & Agencies Ltd., Liverpool - Improver S. A. (Repros. Maritime), Madrid - The Falkland Islands Company, Ltd. - Colonial Government of the Falkland Islands - Crown Agents for the Colonies - J. D. Hewett & Co. Ltd., London - Vitalis L. A. Milanowski, Bs. Aires - Gimco S. A., Bs. Aires - Comar S. R. L., Bs. Aires - Polar S. R. L., Bs. Aires - Sudatlántica S. A., Bs. Aires - Arnaldo Braggio S. R. L., Bs. Aires - Trebol Emp. de Nav. S. R. L., Bs. Aires - The Liverpool & London & Globe Ins. Co. Ltd. - The Marine Ins. Co. Ltd. - Thames & Mersey Marine Ins. Co. Ltd. - The Federal Ins. Co. Ltd. - The Vanguard Ins. Co. Ltd. - Compañía de Seguros "El Globo",

SHELL URUGUAY LIMITED

AVDA. AGRACIADA 1532 - MONTEVIDEO

V.227/15

0452.

DIRECCIÓN TELEGRÁFICA
"SHELL"

TELÉFONOS: OFICINA 8 51 01
TERMINAL B. V. 2 48 24

CASILLA DE CORREO 838



PRODUCTOS
DE PETRÓLEO

Montevideo, 7th January, 1958.-

The Colonial Secretary
PORT STANLEY
Falkland Islands

Dear Sirs:

In reply to your request, we give below our ex Depot prices per Metric Ton, of the bituminous products marketed by us in Uruguay:-

Straight Bitumen, for hot mix paving

Spramex 150/200	U\$G 200.00	} Packed.-
Mexphalte 40/50	U\$G 225.00	

Cutbacks, for hot spraying or road mixes

Shell M.C. Cutbacks	U\$G 230.00	} Naked.- (Cost of 200 Kg. drums: U\$G 8.00 each.-)
Shell R.C. Cutbacks	U\$G 250.00	

Emulsions

Colas (Rapid setting for cold spraying)	U\$G 147.00	} Naked.- (Cost of 200 Kg. drums: U\$G 8.00 each.-)
Terolas (Slow setting for cold pre-mixes)	U\$G 162.00	

The charge for delivery of the products to the dockside, will be of U\$G 4.00 per Metric Ton.-

We should like to point out that any sale of these products to you, will have to be covered by an export permit.- This, you will appreciate is a somewhat lengthy procedure and we shall first require accurate details of the total quantities involved, dates of withdrawal, etc.-

Alternatively, we would suggest you receive products from our associates in the U.K., shipped in transit through Montevideo.- Though this will entail our requesting quotations and holding shipment until your approval is received, it will probably simplify matters considerably.- We therefore look forward to hearing from you in this connection.-

The specifications of the local products we are offering are the following:-

2/2
10/2/58

//.-



	<u>Straight Bitumen</u>	
	<u>Spramex 150/200</u>	<u>Mexphalte 40/50</u>
Ash, % w.	1.0 max.	1.0 max.
Ductility at 25°C, cm.	-	100 min.
COC Flash Point, °C	220 min.	230 min.
Loss on Heating, %	1.0 max.	1.0 max.
Penetration at 25°C	150/200	40/50
Penetration after loss on Heating, % of original %	75 min.	75 min.
Solubility in CCl ₄ , %	99.0 min.	99.0 min.
Softening Point	39°C	53°C

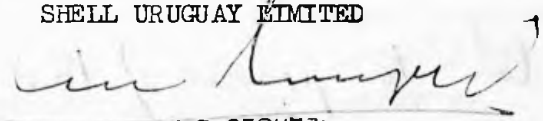
	<u>Cutbacks</u>	
	<u>Shell M.C.1</u>	<u>Shell M.C.2</u>
Distillation, percentage by volume of Total Distillate to 360°C	-	-
at 190°C	-	-
at 225°C	20 max.	10 max.
at 260°C	25/65	15/55
at 316°C	70/90	60/87
Residue from distillation to 360°C, percentage volume by difference	60 min.	67 min.
Tag open cup Flash Point, °C	38 min.	65 min.
Ductility at 25°C, cm. (x)	100 min.	100 min.
Penetration at 25°C (x)	120/300	120/300
Solubility in CCl ₄ , % (x)	99.5 min.	99.5 min.
S.F. Viscosity:		
at 50°C	75/150	-
at 60°C	-	100/200

	<u>Shell R.C.1</u>	<u>Shell R.C.2</u>
Distillation, percentage by volume of Total Distillate to 360°C		
at 190°C	10 min.	-
at 225°C	50 min.	40 min.
at 260°C	70 min.	65 min.
at 316°C	88 min.	87 min.
Residue from distillation to 360°C, percentage volume by difference	60 min.	67 min.
Tag open cup Flash Point, °C	-	27 min.
Ductility at 25°C, cm. (x)	100 min.	100 min.
Penetration at 25°C (x)	80/120	80/120
Solubility in CCl ₄ , % (x)	99.5 min.	99.5 min.
S.F. Viscosity:		
at 50°C	75/150	-
at 60°C	-	100/200
(x) Tests on residue of distillation		

	<u>Colas</u>	<u>Emulsions</u>	<u>Terolas</u>
Demulsibility Test			
35 ml. CaCl ₂ , N/50, %	20/50	-	-
50 ml. CaCl ₂ , 0.1 N, %	-		2 max.
Sieve Test, %	0.1 max.		0.1 max.
Water content, % w.	45/47		45/47
Cement Test, %	-		2 max.
Coating Test,	-		Must pass
Settlement Test, %	3 max.		3 max.

Note: These emulsions are made with Spramex 150/200.-

Yours faithfully,
SHELL URUGUAY LIMITED



M. R. CERUZZI
GERENTE DE VENTA

12/5/51

Recd from 226

A.C.S.

228a

I have checked the prices given in this quotation and find that the prices are approximately similar to prices of far imported direct from U.K. even at the favourable rate of exchange of 12 u.s. \$ to £1.

May a reply be made to Shell thanking them for their quotation but stating that prices are not favourable enough to place any order.

NAB

14/2/58

1 to me 2.12/58
JL

W1/Falkland Islands 7768

communications to be addressed to
the Crown Agents, the above reference
and the date of this letter being quoted.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS,

4 MILLBANK,

LONDON, S.W.1.

Letter

(No. 0452/II

Date 21.12.57.

Indent

(No.

Date

Department:—

The Colonial Secretary,
Falkland Islands.

Sir,

I am directed to append a report in connection with the
indent or other communication referred to hereon.

I am, Sir,

Your obedient servant,

DA. Side.



229

24th January, 1958.

ITEM No.	SUBJECT	REMARKS
	Motor Vehicle Publications	Referring to your letter as above, the David Brown Corporation (Sales) Ltd., have advised the Crown Agents that a copy of the Parts Lists requested has been forwarded to you on a free of charge basis.
		The Rover Co. Ltd., have confirmed that a request sent to them for three copies of their List of Parts for Land Rover 1956 is receiving attention and confirmation of despatch will be sent to you as soon as this is received from the firm.

230

10 Dec 226-229.
12/2/58

Mail from 226

THE CROWN AGENTS

FOR OVERSEAS GOVERNMENTS AND ADMINISTRATIONS

4 MILLBANK,

LONDON, S.W.1.

19 58

indications to be addressed to
own agents, the above reference
date of this letter being quoted.

No. 0025/11

Date 21.12.57.

No.

Date

Department: —

I am directed to append a report in connection with the
incident or other communication referred to hereon.

I am, Sir,

Your obedient servant,

The Colonial Secretary,
Falkland Islands.

REMARKS

SUBJECT

ITEM No.

H.C.S.

230

Motor Vehicle
Publications

Referring to your letter of
above, the David Brown Corporation
(London) Ltd. has advised that
the above mentioned vehicle has been
forwards to you on a free of charge

However, a second copy is required
of the spare parts book. That is why I
specifically mentioned "an additional
copy."
Will you please state this in reply.

NAR

14/2/58

1/23/58

W:G:11. 1 & Co. (P) Ltd.

MACLEAN & STAPLEDON S.A.

CODES USED
A I A B C 5TH EDITION
SCOTT S 10TH EDITION
BENTLEY S

CASILLA DE CORREO 193
COLON 1486-90
MONTEVIDEO

TELEGRAPHIC ADDRESS
MACSTAPLE MONTEVIDEO
TELEPHONES: 86382
85042
82940
T. T. 27



February 8th. 1958

Sir:-

We beg to acknowledge receipt of your favour No. 0452/11, dated 20th December last, and in reply to the first paragraph of same would inform you that the bags cement weigh 50 kilos each.

Regarding your enquiry concerning tar, this matter will be replied to directly by Messrs. Shell Uruguay Ltd.

Yours faithfully,
MACLEAN & STAPLEDON, S. A.

A large, stylized handwritten signature in dark ink, appearing to be "J. G. V. D." with a long horizontal flourish extending to the right.

Colonial Secretary
PORT STANLEY

JG/vd.

AGENTS OF: Royal Mail Lines, Ltd. - The Pacific Steam Navigation Co. - Cia. Marítima Holandesa (Uruguay) S. A., Bs. Aires, Asunción - Rotterdam South America Line (Van Nievelt Goudriaan & Co's Stoomvaart Maatschappij N. V.) - Holland Interamerica Line - Holland America Line - Cory Brothers & Co. Ltd. - Salén Shipping Companies - Flota Mercante del Estado, Paraguay - Phs. Van Ommeren N. V., Rotterdam - Naviera Chilena del Pacífico S. A., Valparaíso, Santiago - Cia. Marítima Valck & Monckton S. A., Valparaíso - Johnson Brothers Ltd., Liverpool - Universal Shipping & Agencies Ltd., Liverpool - Improver S. A. (Repres. Marítima), Madrid - The Falkland Islands Company, Ltd. - Colonial Government of the Falkland Islands - Crown Agents for the Colonies - J. D. Hewett & Co. Ltd., London - Vitalls L. A. Milenowski, Bs. Aires - Simco S. A., Bs. Aires - Comer S. R. L., Bs. Aires - Polar S. R. L., Bs. Aires - Sudatlántica S. A., Bs. Aires - Arnaldo Braggio S. R. L., Bs. Aires - Trebol Emp. de Nav. S. R. L., Bs. Aires - The Liverpool & London & Globe Ins. Co. Ltd. - The Marine Ins. Co. Ltd. - Thames & Mersey Marine Ins. Co. Ltd. - The Federal Ins. Co. Ltd. - The Vanguard Ins. Co. Ltd. - Compañía de Seguros "El Globo".

232

0452/II

28th February,

58

Gentlemen,

229

I am directed to refer to your letter W1/Falkland Islands 7768 of the 24th January, 1958, regarding motor vehicle publications and to note that a spare parts list is being supplied free of charge. An additional copy is required however and I am to request you to obtain one and forward it to the Civil Engineer. The charge may be debited to the Colony's General Account.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) J. Bound.

for COLONIAL SECRETARY.

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

/MF

0452/II

3rd March,

58

Sir,

926 I am directed to refer to your letter V.227/15 of the 7th January, 1958, regarding prices of your products and to thank you for your quotation and to inform you that it has been decided not to pursue further the importation of bituminous products from Uruguay.

I am,

Sir,

Your obedient servant,

(Sgd.) J. Bound.

for COLONIAL SECRETARY.

Shell Uruguay Limited,
Avda. Agraciada 1532,
MONTEVIDEO.

DRF/MF

1A 4
2/3/58

Authy: Colonial Sec.'s ltr.
0452/II of 21.12.57

Copy: Colonial Secretary,
Falkland Islands.

234

W1/Falkland Islands 7768/1

224 Your letter 0452/II
dated 21st December 1957
refers.



31st January, 1958.

Gentlemen,

I am directed to refer to your letter JD/EEO dated 22nd January and note therefrom that the three copies of the list of parts for Land Rover 1956 - 86" Engine No.170610863 are being supplied at 30/- less 10% trade discount with packing and postage extra at cost.

It is confirmed that these manuals should be supplied at the price stated, and it is noted that the packing of these goods is now nearing completion.

I am, Gentlemen,
Your obedient servant,

The Rover Co. Ltd.,
Service Department,
Solihull,
Warwickshire.

C/E.

225
To note 234 and wld
dup. at back cover please.

for C.E.
18.3.58.

HEE/JKA.

H.C.S.

236

Noted + dup. w/oi - f.A.m.
NAB C.E. 28/3/58
27/3/58

W1/Falkland Islands 7768

All communications to be addressed to
the Crown Agents, the above reference
and the date of this letter being quoted.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS,

4 MILLBANK,

LONDON, S.W.1.

Letter

No. Col. Sec. 0452/II

Date 21.12.57

Indent

No.

Date

Department:—

The Colonial Secretary,
Falkland Islands.



Sir,

I am directed to append a report in connection with the
indent or other communication referred to hereon.

I am, Sir,

Your obedient servant,

J. B. Farwood

ITEM No.	SUBJECT	REMARKS
	Motor Vehicle Publications	<p>224 223 With reference to your letter No. 0452/II dated 3rd March, Messrs. David Brown have now advised that a further copy of their Spare Parts catalogues to cover the 30 ITD Tractor has been forwarded to you on a free of charge basis.</p> <p>Letter dated 21st Dec 57</p> <p>at-b.c.</p> <p>C.E. 228 Rel. w/draw and at-b D.P. for 22/5/58 At C.S. copy 10/5 22</p>

240

No. _____

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



MEMORANDUM.

10th September, 19 58

From. Superintendent P. & T. Dept.,

Stanley.

To.

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

SUBJECT:- Cable Trenches.

I have to request authority to have a trench cut across Ross Road, opposite the Ship Hotel corner, for the purpose of laying cable ducts for our telephone services.

Application to have tubes laid across the road at this point was made to the Civil Engineer, Mr Weir, but I now find the tubes were not laid.

The intention is to open the road and lay three-way 4" tubes at about 2' 6" deep and cover the gap with concrete.

A. Mercer
Superintendent

See pg 2

241

note

not discussed with S.P.T.

In view of an undertaking given in Executive Council some 2½ years ago that the laying of ducts, etc. would be planned before the roads were completed, I have asked S.P.T. to try and find an alternative route.

P. 12/9/58

B.V. 22/9/58

No. _____

MEMORANDUM.

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

16th Sept, 19 58.

From Superintendent P & T Dept,

Stanley.

To. The Honourable

Colonial Secretary,

Stanley, Falkland Islands.

SUBJECT:- Cable ducts.

With reference to my Memo dated 10th Sept 1958, in which I made an application to have a cable duct laid across Ross Road, and to our conversation on the question of an alternative route, I now have to advise that an alternative route has been investigated and the additional cost will be approximately £77 for cable and £18 for extra pits. In addition we will have to apply to the F.I.C for authority to lay ducts in their property.

In consultation with the Civil Engineer, the cost of taking the cable ducts across Ross Road will require half a day to cut the road and one day to lay the ducts and fill the gap in. Total time will not exceed two days and the cost of labour and cement will be about £8.

It is impossible to get under the road by forcing a tube through because of hard clay and rubble.

A. Mercer.

Superintendent P & T Dept.

243

- 4.E. fs. 240-242. This is most unfortunate but the fault lies with the previous C.E. in not laying the ducts before Ross Road was constructed.
2. The alternative route is too expensive and there is no alternative but to dig up the concrete.
 3. In view of the undertaking given in Exco (f. 241.1 p. 2)
 4. I think we should report the facts at ~~the~~ Thursday's meeting.

244

L. 16/9/58

S. P. H.

fs. 242. Re. power as at *.

L. 19/9/58

How C. S.

245

Thank you, the road has been opened up, pipes laid, and the road gap filled in. Thanks to the co-operation of the Civil Engineers.

AMB. S. H.

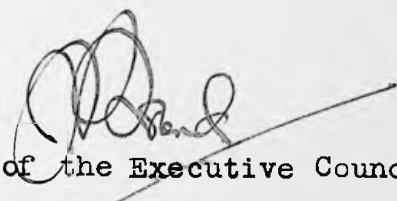
28.9.58

EXTRACT FROM MINUTES OF MEETING OF EXECUTIVE COUNCIL HELD ON

18th September, 1958

14. LAYING OF TELEPHONE DUCTS UNDER ROSS ROAD.

The Acting Colonial Secretary reported that as a result of the failure of the previous Civil Engineer to lay certain cable ducts prior to cementing Ross Road, it was necessary to break through the road surface opposite the Ship Hotel for the purpose of laying telephone cables. The Civil Engineer has undertaken to restore the road to its original condition.

See
245
Clerk of the Executive Council.la.
e.

EXTRACT FROM LETTER FROM TOWN CLERK OF 11TH OCTOBER, 1958.

Original filed in 412/30

I am directed to write to Colonial Government and request if they may consider the following two suggestions submitted, and approved by the Stanley Town Council, at a general meeting held on the 6th. inst.

2.- a) The removal of grass verges on Stanley Roads and footpaths where considered necessary, in order to maintain them in a tidy condition.

.....

MEMORANDUM.

No. 1641/A/V & 0452/II.

27th October, 1958.

From: The Colonial Secretary,
Stanley, Falkland Islands.

To: The Civil Engineer,
Superintendent of Public Works,
Colonial Treasurer,

STANLEY.

Subject: Stanley Roads Works and Camp Tracks Machinery
and Equipment.

Responsibility for the Stanley Roads Scheme and the care and disposal of the Camp Tracks machinery and equipment will be transferred from the Civil Engineer's Department to the Public Works Department on Monday and Tuesday 17th and 18th November. The take over should be completed by the evening of Tuesday 18th November, when the Superintendent of Public Works will assume all responsibility from the Civil Engineer and the Civil Engineer's office will come under the supervision of the Public Works Department.

ROADS SCHEME.

On handing over to the Superintendent of Public Works the Civil Engineer should provide him with

- (i) A marked plan of the Stanley roads indicating progress, where drains, culverts, communication and water connections have been made and where such connections should be made as the scheme progresses.
- (ii) Detailed handing over notes containing full technical and financial information as to how the work has hitherto been done and how much it has cost and recommendations as to how it should continue, including details of arrangements and appointments made and the division of responsibility in connexion with the supervision of the work.
- (iii) Detailed lists of men on the payroll at the date of handover.
- (iv) Such other information and advice that the Civil Engineer considers is necessary or should be of assistance to the Superintendent of Works.
- (v) Detailed information as to what equipment or supplies are on order and what equipment and supplies should be ordered in the near future.
- (vi) Copies of the estimates for 1958/59.

All stores, equipment and machinery connected with the roads scheme should be taken on charge by the Superintendent of Public Works on behalf of his Department.

CAMP/.....

CAMP TRACKS EQUIPMENT.

The Superintendent of Public Works will take on charge and make arrangements for the care of all equipment and machinery connected with the camp tracks project. The Civil Engineer will provide detailed lists of all equipment, machinery, spares and fuel stocks under two divisions:-

- (i) available in Stanley; }
(ii) in the Camp. } Indicating where stored.

List (i) will be taken over after a personal check and list (ii) will be taken over with the endorsement that a detailed check by the Superintendent of Public Works was not possible. The Superintendent will, however, take every possible opportunity of ensuring that the equipment in the camp, as well as that in Stanley, is properly safeguarded.

FINANCIAL - ROADS SCHEME AND CAMP TRACKS.

The financial "hand over" for both these schemes should be made on the afternoon of Tuesday, 18th November in the presence of a Treasury representative to be nominated by the Colonial Treasurer. The Treasury Representative will be responsible for ensuring that all financial information necessary for the proper administration of the scheme is made available by the Civil Engineer to the Superintendent of Public Works. The Vote Books should be initialled by the Civil Engineer, the Superintendent of Public Works and the Treasury Representative.

Particular care should be taken to ensure that the Public Works Department is fully acquainted with all orders on which expenditure has been hypothecated but the actual cost of which is not shown in the vote books on the date of transfer of responsibility.

All outstanding indents should be checked personally by both Heads of Departments and the Treasury Representative in order to ensure that there is no misunderstanding as to what equipment and supplies are on order but have not, at the date of transfer, been delivered.

Regardless of the "hand over" arrangements detailed in this Memorandum, the Civil Engineer will be responsible for providing, and the Superintendent of Public Works will be responsible for ensuring that he receives, such additional information as is necessary for the efficient administration of the projects for which the Public Works Department is assuming responsibility.

Staffs may assist in the hand over but it should be made personally by the two Heads of Departments concerned.

First Copy filed in 1641/A/IV
Copies to Auditor,

Mr. Riverson's P file
Mr. N. Barnes P file.

COLONIAL SECRETARY.

GDT/LJH.

Stanley Road ReconstructionCivil Engineers DepartmentHanding Over Notes - November 1958General

Before I took over this department from Mr. A.P. Weir on 25th October 1958, the quarry had already been set up in the Moody Valley Stone Run to provide a supply of crushed metal for the whole of the Road Reconstruction Programme and the Water Filtration Plant. The quarry has in fact supplied the crushed stone requirements of Government Departments as a whole including F.I.D.S. and P.W.D.

The Front Road had already been reconstructed in concrete. It was intended that the remainder of the roads should be re-surfaced with a course of metal 2" thick, on which tar would be sprayed, chips then spread on top of the tar and rolled in. This method of construction might work satisfactorily in some warmer, drier, countries but I am sure that it could not succeed here. The method was tested out in the Infants' School Playground and proved to be a failure.

As a result of this the standard method of tarmacadam construction in United Kingdom has been adapted.

This consists of laying a 3" thick base course of hot $1\frac{1}{2}$ " - $\frac{3}{4}$ " tarmac, rolling, then applying a wearing course of $\frac{3}{4}$ " - down hot fine tarmac rolled to 1" thick. This has produced a very satisfactory foundation and surface except that the fine wearing course tarmac is not impervious and allows water to penetrate through to the sub-base which would in time ruin the roads foundation. This must be corrected by spraying the finished wearing course tarmac with a fine coat of tar, spreading chips and rolling in. This is essential and should be done the summer following laying. It could not be done in winter.

Work was commenced on the reconstruction of John Street and Philomet Street in March 1958. After the completion of both these roads involving considerable levelling, curb laying, digging out soft places, pitching with rock, etc., the attention of the road gang was turned to Davis Street. New curbs were laid and a good job made of the surfacing in general. At the same time the three roads between John Street and Ross Road have been reconstructed. Now progress is temporarily halted due to the annual interference of peat cutting. Ten men from the road gang are cutting peat for Government. It is also necessary to commence the annual job of repairing the water bound road from Stanley to the quarry. This is about to commence.

On file.
AMZ

Staff

The basic labour force is the German gang originally 23 in number but now reduced to 19, Gustav Boehm acting as Foreman. He keeps the time book for the whole department but confines his supervision to the production of metal and transport. He objects to giving orders to local people but if handled carefully he can be persuaded to take locals, especially old men, into his gang in the quarry. The Germans prefer to keep to themselves as much as possible and I find it much better to try to get round obstacles rather than trying to go over them. They have such extreme views on their way of life that no good whatsoever can be done by making them do work against their wishes. This particularly refers to doing work other than labouring such as welding, lorry driving, masonry, pipe laying etc. This is further complicated by the fact that some individuals will do much more technical work than others. However, the best approach is always through the foreman who knows which of his men to ask to do more technical work. He is generally most co-operative. It should be remembered that they originally came out here on contract to do specific jobs generally only labouring and now that their contracts have expired, they have been persuaded to further extend their stay till August or September 1959, and that they are still here mainly as labourers.

The following list shows details of jobs carried out by various individuals and the wages paid.

Overtime

It has been Government's policy to get as much work done by the German gang as possible even though this involves working overtime. It is definitely worth paying overtime rates to these men as they work consistently and well.

This policy, of course, has to be extended to the whole gang and work commences in the quarry at a.m. although the old Falkland Islanders only start at 7.30 a.m. working a 45 hour week. Work usually finishes at 6.30 p.m. depending on the weather and tarmac situation. During the winter the only overtime has been on Saturday afternoon except that precast concrete curb production involving about six men usually starts in electric lighting at the army camp at 4 p.m. and finishes at 6 p.m.

Sometimes it is necessary for lorry drivers to carry their food and take only $\frac{1}{2}$ hour for lunch to keep tarmac production going during the lunch hour. This of course involves double time but it is worth while.

<u>NAME</u>	<u>DUTY</u>	<u>RATE</u>
G. Boehm	Foreman	3/5½
W. Dohlman	Operates Crusher (2d. Dirty Money)	3/-
M. Engel	Labourer (2d Dirty Money when in tar gang)	2/10
K. Heinz	Labourer	2/10
W. Ochner	Lorry Driver	3/-
H. Reiff	Labourer	2/10
W. Rittershofer	Mechanic (full rate)	3/5½
M. Seiler	Tarmac Laying (2d. Dirty Money)	3/-
E. Schempf	Mason (not full rate)	3/3½
H. Sternberg	Labourer	2/10
B. Rosswag	Labourer (will do Masonry rate 3/3½)	2/10
W. Boehm	Labourer	2/10
K. Becker	Tarmac Laying (2d. Dirty Money)	3/-
E. Weiss	Tarmac Laying (2d. Dirty Money)	3/-
P. Maier	Labourer	2/10
H. Mueller	Labourer	2/10
R. Hessler	Labourer	2/10
S. Poppe	Tarmac Laying (2d. Dirty Money)	3/-
E. Weiss	Labourer	2/10

The following Falkland Island and other men have been employed.

<u>NAME</u>	<u>DUTY</u>	<u>RATE</u>
W. Flowers	Roller Driver	3/-
R. Hills	Lorry Driver	3/-
G. Allen	Lorry Driver	3/-
J. Jacobsen	Driver	3/-
J. Clifton	Ganger	3/2
G. Malcolm	Spotmix Driver (special rate in view of extra skill and bad working conditions)	3/7½
R. Clifton	Boy Labourer	2/3
A. Clifton	Labourer	2/10
J. Goss	Labourer	2/10
G. Howlands	Labourer	2/10
G. Morrison	Labourer	2/10
G. Priestly	Labourer	2/10
M. McMullen	Mechanic's Mate (Handyman)	3/2
J. Blyth	Labourer	2/10
H.J. Bonner Snr.	Labourer	2/10
R.R. Bonner	Labourer	2/10

Future Programme

It is intended to complete Davis Street to Brisbane Road then down Brisbane Road to the Rose Hotel Corner. Thence to connect eastward from the Rose Hotel along Drury Street to Villiers Street which would be re-surfaced to Ross' Corner.

This would give a short connecting road between John Street and Davis Street and would give useful access to branch roads in this vicinity.

As this is proceeding, work should also be carried out along Brandon Road and Reservoir Road linking up a through route round the east end of the town and in particular giving a route for peat to be brought in.

I have found it particularly advantageous to work more than one road at a time, thus avoiding cramping in only one place.

Fitzroy Road, followed by Hebe Street are intended to be reconstructed next.

With the above mentioned programme in mind I have ordered 504 yards of 3" diameter c.l. pipes to cover the following three new sections of pipeline.

1. 3" Main down Hebe Street and Hebe Place to Kent road to cut out 1½" G.I. pipe serving 10 properties.
2. 3" Main down Brisbane road to replace ½" G.I. pipe serving five properties.
3. 3" Main along Brandon Road from Hydrant at end of 3" high level main.

Design and Details of Constructional Methods Used

As a result of the fact that the job is to reconstruct the existing roads and not to construct new roads where none had existed before, it is necessary to follow closely on the lines of existing roads.

The minimum width of roadway is 18 feet and this is generally sufficient. Davis Street, being somewhat of a main road, is 19 feet and Philomel Hill tapers in one section from 19 to 16 feet. The footpath should always be 4 feet wide, except in exceptional places, such as where porches narrow down the available space. Footpaths should be provided to every road. It is unfortunate that the existing curbs are set at approximately 2 - 3 inches or less above the existing road surfaces, making them 4 - 5 inches too low to be used as part of the new reconstruction. In some roads it is possible to scarify the existing surface and remove 3 - 4 inches of road metal to form a good out-base or foundation for the new tarmac, whilst in other cases it is necessary to lay new curbs at a higher level than the old ones to raise the new finished level above the reefs which are sometimes present.

In the case where the top 3 - 4 inches is removed by scarifying, care must be taken to see that there is sufficient metalling on top of the peat or clay to allow this to be done and not to weaken the foundation by doing so. This method saves the cost of new curbs and concrete backing and often allows existing footpaths to be used as in Villiers Street, Dean Street, the east of John Street, but generally is not such a good job as where new curbs are laid.

It is necessary to be careful not to lay the new curbs too high, as this results in wasted effort in building up the foundation. Considerable organization is required to work in scarifying of one road with making up of another. This will influence the choice of roads to be worked on.

Account must be taken of the existing sewers as obviously there must be means of disposing of surface water collected in road gullies. Some new 6 inch diameter sewers have been constructed to provide road drainage. This consideration affects the choice of camber or crossfall as, with a crossfall from South to North with gullies on the North side, it is only necessary to have a sewer on the North side. This fits in well with the general slope of the town and enables the road levels to marry in well on junctions. I raised the footpath on the South side of John Street approximately 15 inches to marry up the levels of the junction with Villiers Street. The old road levels at junctions were terrible due to the North to South instead of South to North crossfall. There is a reasonable stock of 6" x 9" diameter earthenware pipes available for new sewers together with fittings, gullies, gully gratings, manhole covers etc. New manholes should be built wherever the distance between existing manholes is too great and if possible all existing sewers checked for damaged pipes and leaks before resurfacing. Although this is obvious, there have been two cases of damaged sewers being "found" after resurfacing although the roadmen had had trouble with blockages previously. Whilst it is preferable to replace existing untrapped gullies with trapped ones, it frequently occurs that it is impossible to excavate to the necessary depth for a trapped gully due to the presence of rock. In these cases untrapped gullies have to be built with blocks.

Three-way ducts have been laid for the Posts & Telegraph Department across road junctions and this will be continued wherever asked for by Posts & Telegraph Department.

Another pre-surfacing job is improvement of the water distribution scheme. All service pipes to houses have been replaced except those put in one year previous to the opening of the filtration plant. This should prevent any further disturbance of the road surface due to complaints that properties have not an adequate water supply. If this should arise, then it will invariably be due to the state of pipes inside the property and will be the owners responsibility.

Wherever possible, future development has been anticipated and both water, and sewer connections have been laid to serve properties which might be built on in the near future.

A Talbott Tapping under-Pressure Machine was purchased last year to facilitate this work and in particular, to insert proper brass ferrules in the main at every new connection instead of the G.I. elbows previously used. Talbott ferrules have the additional advantage of incorporating a stop tap which is often useful in future repairs to service pipes.

The renewal of service connections is financed from XIX S.E. 13 Renewal of Water Pipes vote, as also is the provision of new water mains to replace existing small pipes which inadequately supply several properties. These new water mains, as shown on a separate plan, are proposed to be 8 inches diameter Stanton's screwed gland Cast Iron pipes of which, sufficient have been ordered for next years requirements. Each dead end main should have a hydrant on the end for washing out purposes. All existing hydrants and valves should be checked and repaired if necessary. The spindles of several hydrants and valves have been repaired already. There is an adequate stock of 5" and 4" valves together with flanged spigots and sockets and double sockets to enable them to be inserted on every section of existing main as necessary. These new valves and mains should enable small sections of the water supply system to be cut off for repairs instead of "the town east of Villiers Street" which is somewhat inconvenient. It will be necessary to excavate at the places where new mains are to be connected to existing mains, to check on the size of existing pipes, order the necessary fittings including tees, bends etc., if these are not in stock, to make the connections.

It will be necessary for poles carrying overhead cables and wires of the Posts & Telegraphs and Power & Electrical Departments to be moved where they are in future roadways or paths.

After the foundation has been prepared to the right levels, course tarmac is first laid and later surfaced with fine tarmac. The course 1 1/2" - 2" tarmac should be 3" thick except where the foundation is known to be very solid. In that case 2" thick base course tarmac is sufficient. It frequently occurs that some days elapse between the laying of base course and covering with fine tarmac. Experience has shown that traffic must not run over the unsurfaced base course as it rapidly loosens up. The road has to be closed.

Due to the South to North slope of the town, a considerable quantity of water soaks across the footpaths situated on the south side of the east to west roads. With a view to stopping this, all new footpaths where this is likely to occur, have been drained by 3" pipes running across from the channel of the road to a rubble drain at the back of the footpath or alternatively to a sewer under the footpath if one exists.

It has been found possible to lay tarmac reasonably under conditions which would be considered impossible in United Kingdom. Sometimes there has been a 20 knot wind with a temperature of 32 degrees F. This is partly on account of the type of tar used which stays viscous even at low temperatures. This tar also has the disadvantage that it will melt at a lower temperature in the summer. Consequently great care must be taken in the surface sealing spraying operation, not to apply the tar too thickly or it will come through the chippings and cause inconvenience to pedestrians.

Production of Metal and Tarmac

The working of the quarry has been run almost entirely by the Germans which I find most convenient. G. Boehm personally maintains the crusher and diesel engines and does the job extremely well. He recently re-metalled the bearings of several crushers and always manages to keep the engines running although recently with difficulty. This has been due to the fact that the two small crusher engines were worn out. It was necessary to replace one with the diesel engine from the granulator. After this was done the small engine gave out and both were stripped down in the garage. There, it was found that both engines required so many spare parts as to make it cheaper to buy a new engine. I have therefore placed an indent for a third Lister diesel engine for the fourth crusher which is at present out of action.

The quarry has been worked out southwards and now the skip lines are too steep for manual operation of brakes. An A.C.E. winch has been purchased from the Falkland Islands Company and set up to haul skips. Jubilee track is taken up from the old Admiralty Wireless Station as required. I estimate that there is probably enough stone in the stone run to complete the road programme.

The somewhat "Heath Robinson" sieving arrangements with fixed sieves work quite well but special care must be taken to see that the crusher jaws check-plates do not wear down and permit large stones to pass through. It is quite probable that the jaws could be built up by welding and a considerable sum saved in the cost of new jaws. The Falkland Islands Company built up their crusher jaws with welding but we have never tried it. If large metal is allowed to pass through, serious damage can be caused to the Spotmix Plant.

The actual mixing of the metal and tar is done in the Spotmix plant. This machine is hopper fed and first dries the metal and heats it. The hot metal is discharged 500 pounds per batch into the paddle mixer and hot tar tipped in and mixed for approximately one minute. The final product discharged through the door of the mixer into a lorry underneath. The Spotmix Plant was sited on the concrete ramp with a view to avoiding any manual handling of the materials. This arrangement has worked very well. The operation of the Spotmix Plant has been successfully carried out by two men only but when the plant is working for long hours in the summer it may be necessary to add a third. The Spotmix Driver operates the actual machine while his mate drives the Chasid which is used to load metal into the feed hopper. He also loads full drums of tar into the machine. The lorry drivers give a hand as required. All men wear industrial dust masks owing to the extremely bad conditions.

It is always necessary to spend a considerable time each day on greasing and maintenance work and frequently worn parts have to be replaced. There have been many times during the past 3 months when the machine has been out of action while repairs have been carried out but in spite of this, the machine has been able to mix all the metal which can be produced in the quarry. It would appear the crushed metal is quartzitic sandstone, although not very hard, is very abrasive and although the paddle mixer is constructed of special wear resisting steel, frequent replacements of worn out plates have to be made.

As the operation of the plant is a skilled job which takes some time to learn it is always necessary for the Spotmix Drivers mate to be able to drive the machine in case of illness. L. Poole was the Mate until recently but he has left. The foreman has operated the plant while G. Malcolm has been sick or on leave and will continue to assist and act as a 2nd Driver.

The quarry gang of 12 men is capable of producing 20 - 30 slaps of crushed metal per 10 hour day. Each skip weighs approximately one ton. Care has to be taken to replace worn crusher jaws to maintain the production of the right proportion of fine to coarse metal. It usually works out that there is a slight shortage of fine metal. At present we have no fine metal for the surfacing of Dean Street.

The average output of the machine is .164.. batches of course or .145.. batches of fine tarmac per working day. Each lorry normally takes 25 batches per load. Approximately ...2.. gallons of tar, is used for a batch of course, whilst the fine takes more at .12.. gallons per batch. I think the book figure of 300 pounds per batch is a little high and that 25 batches works out to approximately 3 tons per lorry load. The Spotmix Machine has worked an average of .75 days per week, including days lost for inclement weather. The average consumption of tar has been 4480.. gallons or .112.. drums per month. It is necessary to have four lorries available to transport the tarmac as frequently one lorry is being repaired.

An adequate stock of spare parts is held for the Spotmix Plant and indents have been placed for further stocks. These are mainly for the paddle mixer. The Spotmix driver keeps a careful note of the spares situation and asks for replacements well in advance of requirements.

Concrete for the town is also mixed in the quarry and sent down in lorries. This is usually the first job in the morning and 2 lorry loads are frequently sent down for curb base or backing before breakfast. By the time these lorries have washed down and returned to the quarry, the tar is hot and greasing etc. has been finished so that tarmac production can be commenced.

The quarry gang also make the pre-cast concrete curbs. These are cast wet in Army Camp where there are sufficient forms for sixty curbs at a time. In warm weather three batches of curbs can be cast per week but winter production is limited to two batches per week. This work is done in inclement weather or in evenings between 4 - 6 p.m.

The average consumption of cement is in the region of 9 - 10 drums (400 lbs.) per week. This includes both cement used in curb production and concrete.

Finance

There are three different votes for which the department is responsible.

£14,484. XIX Special Expenditure. 10 Stanley Roads.

£1,500. XIX Special Expenditure. 13 Renewal of Water Pipes.

£16,886. XX Colonial Development and Welfare. 1 Stanley Roads.

In view of the fact that XIX S.E. 10. and XX C.D. & W. 1 are both for the same item of expenditure, the two votes are temporarily kept in the vote book under one combined head called XIX C.D. & W. 1. which will later be split in the proportions required by the Treasury. It is important to note, however, that there are certain items of expenditure which cannot be included in XX C.D. & W. 1. These charges are exclusively XIX S.E. and the vouchers have to show this clearly. They include 25% of salaries of Civil Engineer, clerk and D.W. O'Sullivan (payable until 7th April 1959), 25% all passages of German Labour force and 25% of all charges relating to the German Labour Camp, in particular the cost of electricity. The reason for this amount of 25% of these items being charged exclusively to XIX S.E. 1. is that when the C.D. & W. grant was approved, these items were to be charged 25% of Stanley Water and 75% Stanley Roads. Now that there is no Stanley Water Vote this percentage has to be changed exclusively to Stanley Roads, and none of it to C.D. & W.

£8,000 has been spent during the first four months of the year leaving £23,000 in the vote. Several large charges have yet to be entered on the vote but the expenditure looks quite reasonable.

Since work was commenced on the roads reconstruction programme last March, a total sum of approximately £22,000 has been spent on reconstructing approximately one mile of road. This includes £800 being 1/5th of the cost of the Spotmix Plant.

Before July 1957, £54,307 was spent on the purchase of plant, equipment, passages, the setting up of the Labour camp, the construction of the 1/2 mile long concrete surface to Ross Road and the setting up of the quarry and approach road.

Camp Tracks

It was decided in Executive Council that all Camp Track Equipment should be sold by tender and the Operators given notice to terminate their contracts on the 30th September 1958.

All equipment is therefore advertised for sale in a notice which is to be circulated to the farms, with the exception of the equipment required on the West to do the rotovating between Port Howard and Chartres and Chartres and Fox Bay.

The equipment required ^{for this} further work is the David Brown Tractor and spares and the Howard Trailing Rotovator and spares. The Winch which was attached to the David Brown Tractor of course should not be advertised for sale until the tractor is.

There are two boxes of parts including a back plate and power take off shaft, and a hydraulic Valve and flexible pipes, which have only just arrived. These parts have to be shipped out to Port Howard and fitted to the tractor.

I have arranged with Mr. Pole Evans that his mechanic would do this work and also that he would provide an operator to do the rotovating when the tractor is operating. He is to charge Government with this labour. This arrangement is in exchange for the services of the Buffalo Operator whilst recently broken down at Port Howard. Waldron's paid Carlyle's wages at the time.

The David Brown spares are in the Camp Track Spares shed at Chartres.

A list of the descriptions and location of all the various Camp Track equipment is attached.

Mr. Pole Evans has arranged to charge the batteries of the Camp Track Equipment.

During the last month repairs were carried out on the West Buffalo by J. Wallace at Port Howard. He was assisted by Fred Johnson, the farm mechanic. An account for his time will in due course be received from Waldrons.

The sum of \$8,500 was voted under XIX Special Expenditure, 11 Camp Tracks of which a balance of \$1,692 still remains. This is intended to cover the cost of this rotovating mentioned above and disposal of equipment.

CAMP TRACKS - DISPOSAL OF EQUIPMENT.

<u>Item of Equipment.</u>	<u>Where situated.</u>	<u>Remarks.</u>
<u>WEST.</u>		
Cuthbertson Water Buffalo Soft Land Crawler Tractor.	Port Howard.	Reconditioned.
Cuthbertson Drainage Plough.	Port Howard.	Reconditioned.
Extension Wheels for Plough.	Chartres.	Ancillary to Plough.
Grader Blade.	Port Howard.	" " "
Ditch Cleaning Scoop.	" "	" " "
Bulldozer Blade.	At Green Hill Chartres approx: 10 miles from Settlement.	Ancillary to Tractor
Two Steel Slipes	Port Howard.	
86" Land Rover.	" "	Part reconditioned.
David Brown ITD 30 Crawler Tractor with Hydraulic controlled Bulldozer.	Port Howard.	Not available until work on Rotavating is completed.
One Boughton Winch for use with David Brown Tractor	Port Howard.	" "
Howard Type EGO Rotavator. complete with spares for one years operation.		" "
Murex Welding Plant.	Port Howard.	
One large Caravan.	" "	Not yet available.
Two small Caravans.	" "	
<u>EAST.</u>		
Cuthbertson Water Buffalo Soft Land Crawler Tractor.	Stanley.	Reconditioned.
Cuthbertson Drainage Plough.	"	"
Extension Wheels for Plough.	Darwin (Burnside).	
Grader Blade.	San Carlos (Head of Bay).	
Ditch Cleaning Scoop.	Stanley.	
Bull Dozing Blade.	"	
1 Steel Slipes.	"	
1 " "	Goose Green.	
86" Land Rover.	Stanley.	Excellent condition. Used by F.I.G.A.S.

Item of Equipment.Where situated.Remarks.

Murex Welding Plant.

Stanley.

One Large Caravan.

"

One Small Caravan.

"

One Small Caravan.

Goose Green.

263

Y.E. may wish to see the comprehensive
listing on notes prepared by C/E
on fs. 249. 202.

R. 3/12/58

264

H.A.C.S.

A very good piece of work by C/E.

2. What is happening about the sale of
the camp track machinery

R. 5.12.58

265

Y.E.

I have sent a complete list of equipment
offered for sale to all farm managers of the
F.I.C. Notification of the sale is also being
broadcast three times.

2. Separate tenders are required for each
of the 16 items. Tenders close 15th January
next.

R. 5/12/58

266

R. 5.12.58

C.A.

28, Davis Street,
Port Stanley.

23rd February, 1959.

The Colonial Secretary,
Secretariat,
Port Stanley.



Dear Sir,

I beg to invite your attention to the attached letter which I wrote to the Superintendent of the Public Works Department and to which I have received no reply. I am reluctant to take up your time with such a trivial matter but since the Department concerned is apparently not prepared to show the elementary courtesy of making any reply whatsoever I must invite your attention to the matter.

Yours faithfully,

William H. H. H.

Reply at 271.

269

Offia.

Pl. reply that

I understand that instructions
have already been issued for
this to be done.

W. H. H.

25.2.59

268

Ack'd

W. H. H.

25/2/59

26th February,

59

Sir,

267

I am directed to refer to your letter of the 23rd February, 1959, regarding the laying of tarmac between the footpath and the concrete path in front of 28 Davis Street and to inform you that it is understood that instructions have already been issued for this to be done.

I am,

Sir,

Your obedient servant,

(Sgd.) J. Bound.

for COLONIAL SECRETARY

Mr. W. Etheridge,
STANLEY

Copy to Supt. of Works.

DRM/MF

Re

F. I. ref: 0040/III

C. O. ref:

First copy in 0040/III

272

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 26th August, 1959.

No. 153 SAVING. (Colony)

Colonial Development and Welfare Assistance.

Stanley Roads Project.

274 I enclose for your consideration an application for a Colonial Development and Welfare grant of £40,750 to assist this Administration in completing the reconstruction of the Stanley roads. The Colony has received two previous grants of £25,000 (22959) and £9,000 (22959A) respectively towards the cost of this scheme and it is now estimated that a further £15,000 over the period 1st July, 1959 - 30th June, 1960 will be required to complete the project.

I appreciate that the original and even later estimates of the time and money that would be needed for this scheme have proved to be much too optimistic. Apart from some not inconsiderable factors as a 20% wage increase throughout the Colony, the principal reasons for this have I think been undue optimism over some of the difficulties of mounting two quite substantial public works schemes such as the Filtration Plant and Stanley Roads projects from scratch over some 8,000 miles of indifferent communications from the necessary equipment, supplies and spares and even labour resources. Another factor is that we were perhaps too optimistic with regard to speed with which it was thought the work could go ahead having regard to the amount of underground repairs and renewals that are proving necessary and some of the problems of constructing really first class roads in a township built on a steeply sloping hill with a peaty soil structure complicated by a rocky ridge running very close to the surface throughout the length of the town. Certainly I think there can be no doubt or misgivings as to the quality of the work that has been done.

The application I am forwarding with this savingram suggests that the basis of calculation of claims might be 75% C.D. & W. and 25% Colony. When consideration is given to this suggestion I hope that it will be possible to make generous allowances for the fact that the financial position of the Colony has altered very materially for the worse over the past year or so as the result of the quite substantial drop in the price of wool and that in the current financial year the estimated deficit amounts to just over £20,000.

Finally, it will be observed that C.D. & W. assistance is asked for in the current financial year when in fact a sum equal to the total estimated expenditure during that year has already been committed in the 1959/1960 Estimates. I appreciate that it might be contrary to normal procedure to provide C.D. & W. assistance in such circumstances but would point out that the question of applying for C.D. & W. funds to assist in meeting expenditure on the roads project was/...

377 in
0040/III

was under consideration early in February of this year when a preliminary enquiry as to the possibility of funds being made available in 1959/1960 was sent to you (the Governor's Confidential telegram No. 24 of the 16th February, refers). Further action was held over following the receipt of your Confidential telegram No. 25 of the 16th March, which, for obvious reasons, led us to believe that it would be advisable to defer any application until we had been advised of the definitive allocation that would be available to the Colony under the new C.D. & W. Act and were in a position to assess all the implications not only as regards this project but also as regards others we have in mind. Were it not for this a formal application for C.D. & W. assistance for the Roads Project would have been forwarded to you well before the submission of the 1959/1960 Estimates to the Legislature. In the circumstances and having regard to the financial position of the Colony and the substantial deficit we must expect, I very much hope that C.D. & W. funds will be made available in the current financial year.

384 in
0040/III

OFFICER ADMINISTERING THE GOVERNMENT.

ASDT/SM

✓ Copy filed in 0452/II

274

FALKLAND ISLANDS

STANLEY ROADS PROJECT.

Application for a further grant of £48,750 from Colonial Development and Welfare Funds.

In 1956 the sum of £25,000 was allocated from C.D. and W. funds under Scheme D2959 as a grant towards the cost of rehabilitating and improving the Stanley roads which were largely destroyed by heavy military traffic during the war. In 1958 a supplementary grant of £9,000 was approved under Scheme No. D2959A.

Of the seven and a half miles of road in and around Stanley, three miles (of which $\frac{2}{3}$ of a mile is in concrete and $2\frac{1}{3}$ miles are in tarmac) of road and pavements have been satisfactorily completed to a high standard leaving $4\frac{1}{2}$ miles still to be done. Despite the ability and marked capacity for hard work on the part of the German labour gang, progress has been slower and more costly than originally expected and this has been largely because:-

- (i) both the original and the intermediate estimates of time and expenditure involved in the project with which Government was provided were much too optimistic;
- (ii) there has been a 20% increase in wages throughout the Colony since work on the roads started and labour costs make up a substantial proportion of the expenditure on the roads.
- (iii) it proved more economic to use the whole of the German labour gang on the construction of the Water Filtration Plant (the other and more urgent major works project) until it was completed then to use only part of the gang on the Filtration Plant and part on the roads simultaneously (as originally contemplated). In fact the majority of the road gang have worked on the Stanley roads for a total of 24 months only.
- (iv) more capital equipment than was originally allowed for had to be obtained.
- (v) for two years running and because of the shortage of suitable labour it was found necessary to switch most of the labour gang for an average period of six weeks at a time to pest cutting in order to ensure that Government's essential pest requirements were met.
- (vi) Unusually bad weather conditions have been encountered.
- (vii) it was appreciated that the rehabilitation of the roads would have to go hand in hand with the repair and renewal of underground sewage, water pipes and cable ducting and with the laying of new connections so as to avoid, so far as possible, subsequent interference with the road surfaces. On the other hand, however, the amount of underground renewals and repairs work that would be required could not be accurately assessed until reconstruction began. In fact it has proved to be quite extensive (and in some cases more difficult) and consequently progress has been slower on this account than was originally expected.

Immediately preceding and during the 1955/56 financial year, the Colony Government spent approximately £45,000 on the roads project, largely/...

largely in the purchase of the considerable quantity of the necessary capital equipment, of which there was none available in the Colony, the opening of a quarry and the construction of an approach track, and in recruiting, transporting and housing a German labour gang that had to be recruited in Germany and brought to the Colony for the project. This was in addition to other expenditure in preceding years, before the start of the roads project as such, on a certain amount of preliminary work and temporary repairs.

The following table summarises expenditure during the lifetime of the two C.D. and W. schemes:-

Financial year (1:7 - 30:6)	Colony : Actual Expenditure £	C.D. & W. Schemes B2959 and B2959A - £	Total £
1956/1957	3,679	7,818	11,497
1957/1958	5,480	11,643	17,123
1958/1959	13,333	14,539	27,872
TOTALS:	27,492	34,000	61,492

Plans for completing the remaining $\frac{1}{2}$ miles of road have had to be modified very considerably in the light of the German labour gang's decision to leave the Falkland Islands in August of this year for the Argentine and there is now no reasonable alternative, apart from abandoning the project, to continuing work on a more modest scale. Taking into account the fact that very of the more difficult parts of the project have been undertaken and completed in the first three miles of road, estimated expenditure from the 1st July, 1959, until the end of June, 1962, by which time it is hoped that the project will be completed, is summarised in the following table.

Financial Year 1st July - 30th June	Estimated Total Expenditure		
	Capital £	Recurrent £	Total £
1959/1960	500	23,324	23,824 ¹
1960/1961	7,200 ²	16,250	23,750
1961/1962	1,000	16,426	17,426
TOTALS	9,000	56,000	65,000

- Note: (1) Estimated expenditure in the current financial year includes provision for the return passages of the German labour gang (£3,500) and reimbursement in respect of a section of road built on Government's behalf by the Falkland Islands Company Ltd. (£2,750).
- (2) A considerable amount of replacement equipment, particularly heavy duty lorries (there is a 3 mile haul over very rough roads from quarry to the project sites) will be required.

Application is now made for a grant from Colonial Development and Welfare Funds of £18,750 or 75% of the total estimated expenditure, such grant to be allocated as follows:-

Financial Year	G.D. & W. Allocation	Colony Contribution	Total
1st July - 30th June	£	£	£
	75%	25%	
1959/1960	17,868	5,956	23,824
1960/1961	17,012	5,938	22,950
1961/1962	13,070	4,356	17,426
TOTAL	40,750	16,250	65,000

DETAILS OF EXPENDITURE.

Capital Equipment and Spares (new vehicles - construction plant and equipment)	9,000
Wages	22,176
Tar, cement and freight	14,750
Fuel and lubricants	2,300
Passages (return passages)	5,900
Sections of road built on contract by the Falkland Islands Company - reimbursement	2,750
Contingencies	3,524
	<u>TOTAL 565,050</u>

FINANCIAL SUMMARY.

- | | |
|---|-------------------------|
| 1. Administering Authority | Falkland Islands. |
| 2. Allocation | Falkland Islands. |
| 3. Classification | Communications : roads |
| 4. Description of Scheme | Stanley Roads Project |
| 5. Total additional cost | £65,000 |
| 6. Colonial Development and Welfare Assistance required | Further grant of £8,750 |
| 7. Basis of administration for accounting purposes | Single head £65,000 |
| 8. Basis of calculation of claims | |

75% from C.D. & W. funds £8,750

25% from Colony funds £16,250 £65,000

19

25th January, 60.

To: The Superintendent,

From: The Colonial Secretary,

Public Works Department,

STANLEY.

Stanley Roads.

Mr. J.S. Barnes came to see me this afternoon and told me that after careful consideration he would like to take on the roads contract. I think you will agree that as things are going an outside contract now appears to be the only prospect we have of much work being done. Certainly we must consider this possibility with great care.

We agreed:-

(1) I should ask you to make the road plan available to J.S. Barnes and indicate to him the work "priorities" and exactly what is required on each stretch of road. You would also tell him what plant and equipment could be made available to him on loan by Government.

(2) J.S. Barnes will tender for the roads "stretch by stretch" in accordance with Government priorities, putting in a single tender for the first stretch as a first move to see how things go.

(3) J.S. Barnes will recruit and provide his own labour for the project. He may in the process take some of our people but so long as the roads are being done it does not matter very much.

(4) J.S. Barnes will indicate what -

- (a) plant and equipment and
- (b) facilities and assistance he will require for the job from Government.

(5) Government would for its part undertake to give him all the priority assistance it can in the way of, for instance, blacksmith and plumbing support.

2. It would be helpful if you could get in touch with Mr. Barnes as soon as possible for a detailed discussion on these points so that he can obtain all the information he requires. I hope that we shall be in a position to discuss the matter, with most things cut and dried, at 11 o'clock on Saturday, January 30th. If it looks as if we can in fact work out a reasonable proposition for the first "stretch", then it should go out to open tender on the following Monday, tenders closing the end of that week (Saturday, February 6th).

3. I am sending a copy of this Memorandum to Mr. Barnes.

(Sgd.) A.G. Denton-Thompson.

COLONIAL SECRETARY.

Copy to Mr. Barnes.

2/14

28th January,

60.

To: Superintendent of Works,

From: Colonial Secretary,

STANLEY.Stanley Roads.

The Falkland Islands Company are, as you know, road making in the vicinity of the entrance to their jetty. While they are on the job and have men available they are prepared to continue and make up the stretch running from their boundary to the concrete stretch of Philomel Street to the South of Des Peck's Shop.

2. This is an opportunity we cannot afford to miss. Would you please get out the specifications for a public tender and then put it out in the usual way, passing a copy as soon as possible to the F.I.C. I understand the intention is that this stretch should be a 21 ft. tarmac road with a 4 ft. pavement.

3. The procedure will be an early public tender and the F.I.C. will submit one. This does not mean, however, that it will necessarily be accepted and if the tender is unreasonable or if there is a better one, then the F.I.C.'s. tender will not be accepted.

4. You should keep Barnes informed. But we want him to tender for other stretches in which other people are not interested.

(Sgd) A. G. Denton-Thompson.

281.

Record.

X on 279 - Mr. Barnes phoned to say that he would not be in a position to usefully discuss matters by 11 a.m. Saturday

Q

30.1.60

Mo:

282

I have seen Mr. Barnes and he will

telephon. when he is ready

E.G. J.

30.1.60

P.A.

E.G. J.

30.1.60

PUBLIC NOTICE

Tenders are invited for work in connection with the repair of Stanley Roads. Full particulars with specifications of the work required can be had on application to the Public Works Department during normal office hours.

Tenders endorsed "Stanley Roads" should reach the Chairman, Tender Board, Secretariat, by noon on Monday the 7th March, 1960.

Government does not bind itself to accept the lowest or any tender.

Colonial Secretary's Office,
Stanley, Falkland Islands.

27th February, 1960.

jb/mf

Copy sent to Supt. of Works.

27/2/60.

K.I.V. 288.
See with Tenders
this afternoon. 27.60

STANLEY ROADS PROJECTConditions and Terms of the Contract for the Reconstruction
and Resurfacing of Stanley Roads and Footpaths

1. The contract is for the reconstruction and resurfacing of the following road sections inclusive of the laying of the kerbs and the construction of footpaths, water mains, gullies and sewer connections in accordance with the following general specifications and requirements and the sketch plans attached as annexures to these conditions of tender and contract:

(1) Villiers Street - between Fitzroy Road and Davis Street (Plan A)Top Section

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the East side of the road section.

As far as practicable the existing kerbs on the West side shall be used; otherwise new kerbs shall be laid the full length of either side of the road.

The existing footpath on the Western side of the section shall be resurfaced with 2 inches of coarse tarmac and 1 inch of fine tarmac. It shall have a 1 inch fall towards the kerb.

Two new gullies (one on either side of the road) are to be constructed and led into the existing sewer connections as indicated on the relevant sketch plan. (Plan A).

The crossfall shall be 4 inches and shall be from East to West.

Lower Section

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the East side of the road section. The existing kerbs on the West side of the road shall be used as far as may be practicable to do so; otherwise new kerbs shall be laid the full length either side of the road.

The existing footpath on the West side of the section shall be resurfaced with 2 inches of coarse tarmac and 1 inch of fine tarmac.

The crossfall shall be 4 inches and shall be from East to West.

Estimated total length of road 480 feet

" " " " path 480 feet

(2) Drury Street - between Villiers Street and Brisbane Road (Plan B)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the South side of the road section.

New kerbs are required and shall be laid on the North and South sides for the full length of this section of the road.

The crossfall shall be from South to North.

~~Four~~ road gullies as indicated in the attached sketch plan shall be constructed and connected with the existing sewer at the points marked on the sketch plan. (Plan B).

(3) Drury Street - between Brisbane Road and Harketts Hill (Plan C)

The requirement is a road 12 feet wide with a footpath 4 feet wide (except where there are porches, in which case the footpath shall be 3 feet wide) and approximately 3 inches above the level of the road on the South side of the road section.

New kerbs are required and shall be laid on the North and South sides for the full length of this section of the road.

The crossfall shall be 4 inches and shall be from South to North.

Two road gullies on the North side of the road are to be constructed, and led into existing sewer connections as indicated on the attached sketch plan. (Plan C).

(4) Drury Street - between Halketts Hill and Barrack Street (Plan D)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the South side of the road section.

New kerbs are required and shall be laid on the North and South sides for the full length of this section of the road.

The crossfall shall be 4 inches and shall be from South to North.

Two road gullies (one on either side of the road) are to be constructed and led into existing sewer connections as indicated on the attached sketch plan. (Plan D).

<u>Drury Street</u>	Estimated total length of road	670 feet
"	" " " "	footpath 650 feet

(5) Barrack Street - between John Street and Drury Street (Plan E)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the East side of the road section.

New kerbs are required and shall be laid on the East side only for the full length of this section of the road.

The crossfall shall be 4 inches and shall be from East to West.

One gully on the West side of the road is to be constructed and led into the existing sewer connection as indicated on the attached sketch plan.

Barrack Street	Estimated total length of road	100 feet
Section	" " " "	footpath 100 feet

(6) St. Mary's Walk - between Reservoir Road and Barrack Street (Plan F)

The requirement is a road 18 feet wide with a footpath 4 feet wide and approximately 3 inches above the level of the road on the North side of the road section.

New kerbs are required and shall be laid on the North and South sides of this road section.

The road shall be of 3 inch camber.

Two road gullies (one on either side of the road) are to be constructed and led into existing sewer connections as indicated in the attached sketch plan (Plan F). The road gully on the North side of the road in the vicinity of the hospital is to be led into the Hospital sewers as indicated on sketch Plan F.

A new manhole is to be constructed on the existing sewer in St. Mary's Walk on the North side of the road at the top of Lovers Lane at the point marked in sketch Plan F.

A new 6 inch sewer, involving the digging of a ditch approximately 30 yards in length and not exceeding 3 feet in depth, shall be laid Eastwards from the new manhole to be constructed at the top of Lovers Lane (see immediately preceeding section) to the bottom of King Street as indicated in sketch Plan F.

<u>St. Mary's Walk</u>	Estimated total length of road	874 feet
	" " " "	footpath 854 feet

2. The roads, footpaths, kerbs, road gullies, drainage and sewer connections and manholes shall be constructed and laid in accordance with the general specifications and requirements set out herein and in the attached sketch plans and in particular:-

- (1) The Contractor shall scarify the roads at all places where the Superintendent of Public Works considers that scarification is necessary as the more satisfactory alternative to raising the level of the footpath, and shall then

- a) lay a foundation of 4 inches of coarse tarmac
- b) roll
- c) lay a top surface of 1 inch of fine tarmac
- d) roll

- (2) The Contractor shall construct all new footpaths in accordance with the following specifications:-

Footpaths shall be approximately 3 inches above the level of the road - 4 feet wide and shall have a top surface of 2 inches of coarse tarmac and 1 inch of fine tarmac and shall have sufficient and adequate foundation for the purpose of sustaining an even footpath. All footpaths shall have a 1 inch fall towards the kerb.

- (3) The Contractor shall lay all kerbs in mortar mixed in the proportion 3:1 and they shall be backed with concrete mixed in the proportion 6:1

Plant, Tools & Equipment and Stores

3. Government shall provide the Contractor with the following plant and equipment on loan:-

3 Lorries. 1 Heavy Roller. 1 Light Roller.
2 Dumpers. 1 Vibrator. 3 Crushers - Stone Quarry
Track Rails and Skips - 1 Spotmix Machine. 1 Large
Concrete Mixer. 1 Compressor. 6 Wheelbarrows.
1 Chaseside Loader. 2 Rammers.

4. All tools, equipment and plant (inclusive of drills) other than those listed in clause 3 and all shattering shall be provided by the Contractor.

5. Government will provide the Contractor with the following items of stores and equipment free of charge:-

1. Tar in sufficient quantities delivered at the Quarry
2. Cement " " " " " Army Camp
3. Pipes - drainage and sewer connections - water main connections, manhole covers and other similar items of stores and equipment required to complete the project delivered at the P.W.D. Yard.
4. Kerb stones delivered at the Army Camp

6. The Contractor shall maintain all plant and equipment loaned to him by Government in good running order to the satisfaction of the Superintendent of Public Works and shall take all the necessary steps to ensure that it is properly and correctly handled and operated by the persons in his employ who are required to use such plant and equipment; provided that all such plant and equipment shall be placed in reasonable running order by Government before it is handed over initially to the Contractor.

7. The Contractor shall pay the first £10 of the cost (exclusive of labour charges) of all repairs, maintenance charges, replacements and

spares in respect of the plant and equipment loaned to him by Government.

(1) All repairs, maintenance charges, replacements and spares in respect of the plant and equipment loaned to him by Government that exceed £10 in cost, exclusive of labour charges, shall be periodically referred for consideration by a committee that shall consist of one person appointed by the Contractor, one person appointed by the Superintendent of Public Works and a neutral Chairman, each member and the Chairman having one vote.

(2) The Committee shall consider each case on its merits and having taken into account all the relevant factors which shall include the circumstances that gave rise to the need for repairs, replacements or spares, shall apportion all charges in excess of £10 between the Contractor and Government; provided that the Committee may apportion such charges entirely to the Contractor if it is considered that they arose from negligence or wilful damage on the part of the Contractor or his employees or, alternatively, may apportion such charges entirely to Government if, having regard to the fact that much of the plant and equipment in question has already been in use for a period of years, the Committee is of the opinion that the charges arose solely from fair wear and tear on such plant or equipment.

8. All charges connected with the replacement, modification or repair of plant or equipment that is the property of the Contractor shall be the financial responsibility of the Contractor.

9. The full cost of repairing or replacing any ^{vehicles and} equipment provided in accordance with the provision of clause 5 that may be damaged by the Contractor or by any person in his employ shall be borne by the Contractor.

10. The Contractor shall supply all petrol, oil and lubricants required for the vehicles, machinery, plant and equipment and may purchase these from Government at Public Works Department Stores rates; provided that no issues of petrol, oil and lubricants shall be made from Public Works Department Stores unless the necessary Requisition Forms, signed by the Contractor, are produced to the Public Works Department Storekeeper in support of such issues.

11. Spares and replacements for tools, equipment, machinery, plant and vehicles, the supply of which under the provision of this contract is the responsibility of the Contractor, may be purchased from Government, if available, at Public Works Department Stores rates.

12. All stores, tools, equipment, machinery, plant and spares and replacements for such stores, tools, equipment, machinery and plant and for vehicles, the supply of which under the provision of this contract is the responsibility of Government, shall be issued at the request of the Contractor, provided that such issues shall only be made on the production of the necessary Requisition Form signed by the Superintendent of Public Works.

GENERAL CONDITIONS

13. The Contractor for his part shall make good at his expense all defects that may arise or are discovered within six calendar months after the completion of the work specified and required under the provision of this contract. Similarly, if it is found that any work has not been completed according to the requirements and specifications herein contained, the Contractor shall at his own expense take the necessary steps to complete such work according to the required specifications.

14. The Contractor shall give the Superintendent of Public Works twenty-four hours notice of when he intends to start work on any of the separate sections of road specified in clause 1 in order that in each case the road may be closed to the general public. Similar notice shall be given in the case of the completion of work on each section so that the road may be opened for general use.

15. The Contractor shall give the Superintendent of Works twenty-four hours notice for the purpose of inspecting drainage and sewage connections.

16. The Contractor shall be responsible for insurance of all men employed on the project, provided that third party insurance in respect of the vehicles shall be the responsibility of Government.

17. The Contractor shall be responsible for all Old Age Pension transactions and payments in respect of himself and any persons employed by him in connection with this contract.

18. Government shall place at the disposal of the Contractor:-

- (1) A caravan for use as an office or for the safe custody of tools and equipment.
- (2) A garage at the German Labour Camp for carrying out repairs to and the maintenance of vehicles and equipment employed on the contract and Government will undertake to supply or lend such garage equipment as may be available and can be spared in order to assist the Contractor in the maintenance of the vehicles, plant and equipment for which he shall employ a mechanic.
- (3) One Nissen Hut at the Quarry.

19. The Contractor shall be responsible for quarrying, crushing, mixing (in the Spotmix machine) and delivery to the road sites of all tarmacadam and sand required to complete the project, provided that the Contractor may utilise such stocks of crushed metal as are already on the quarry site.

PAYMENT

20. Payment shall be made to the Contractor by Government on the basis of four equal instalments, each instalment to be paid

on the completion of one quarter of the total footage involved to the satisfaction of the Superintendent of Works.

DISPUTES

21. Any dispute or disagreement arising from the provisions of the contract that cannot be settled by mutual agreement between the parties shall be referred for a decision to an arbitrator mutually acceptable to the Contractor and Government.

27th February 1960

PLAN A

FITZROY ROAD



Existing footpath

New footpath

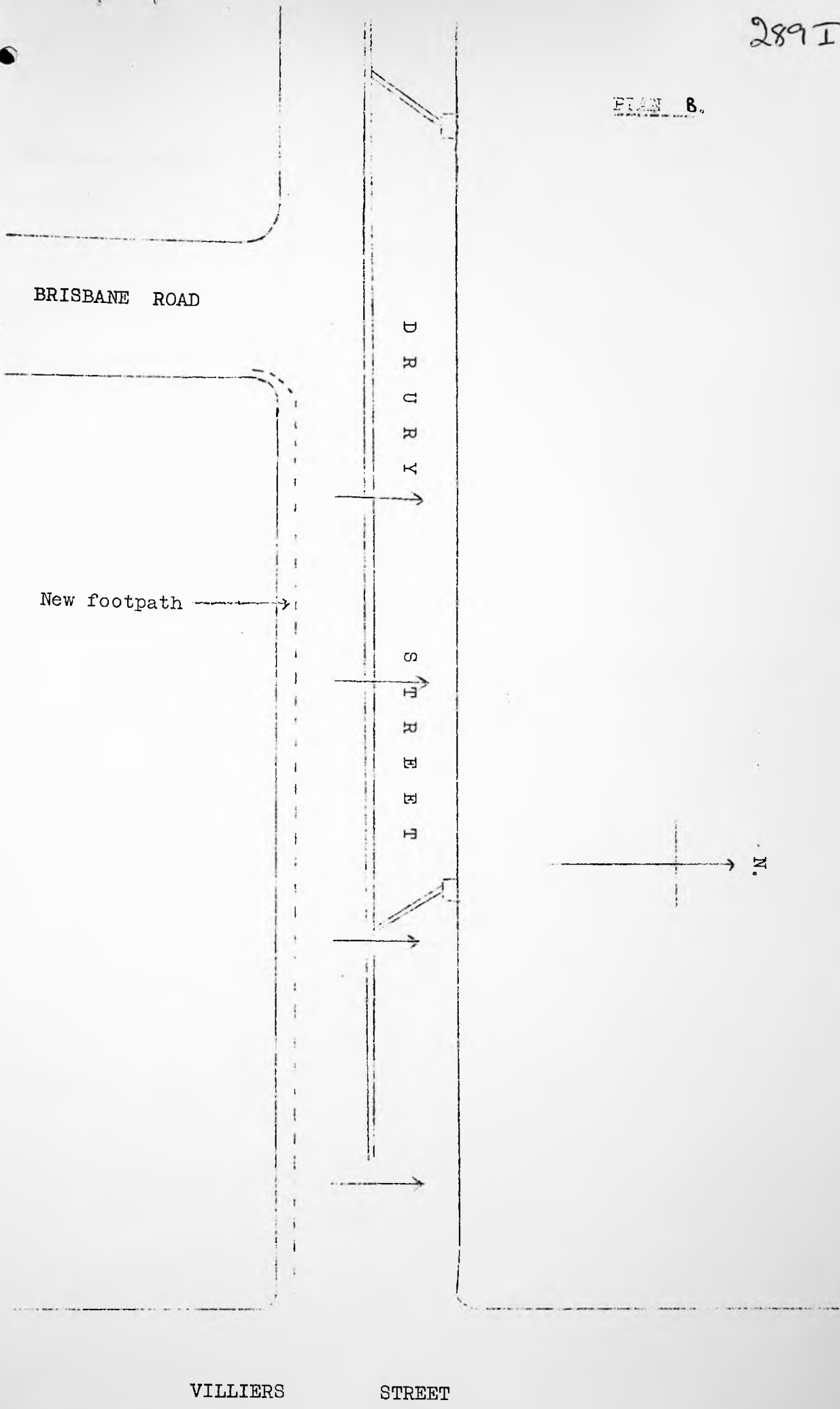
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D A V I S

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PLAN B.



(Halkett's Hill)

PLAN C

New footpath

BRISBANE ROAD

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R

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E

T

N.

289K

289D

BARRACK STREET

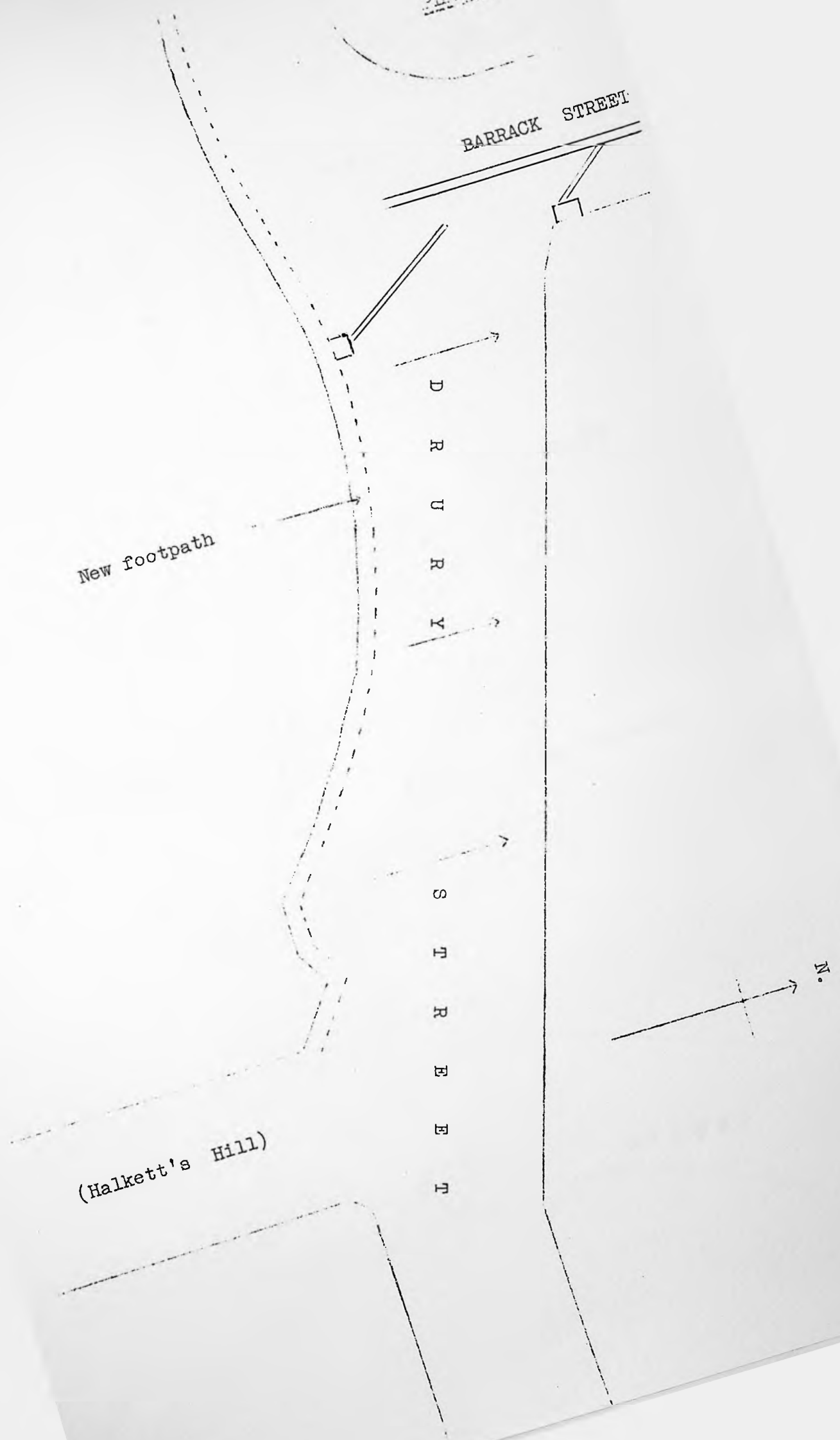
New footpath

D
R
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(Halkett's Hill)

N.



N.

PLAN 2.



B
A
R
R
A
C
K

JOHN STREET

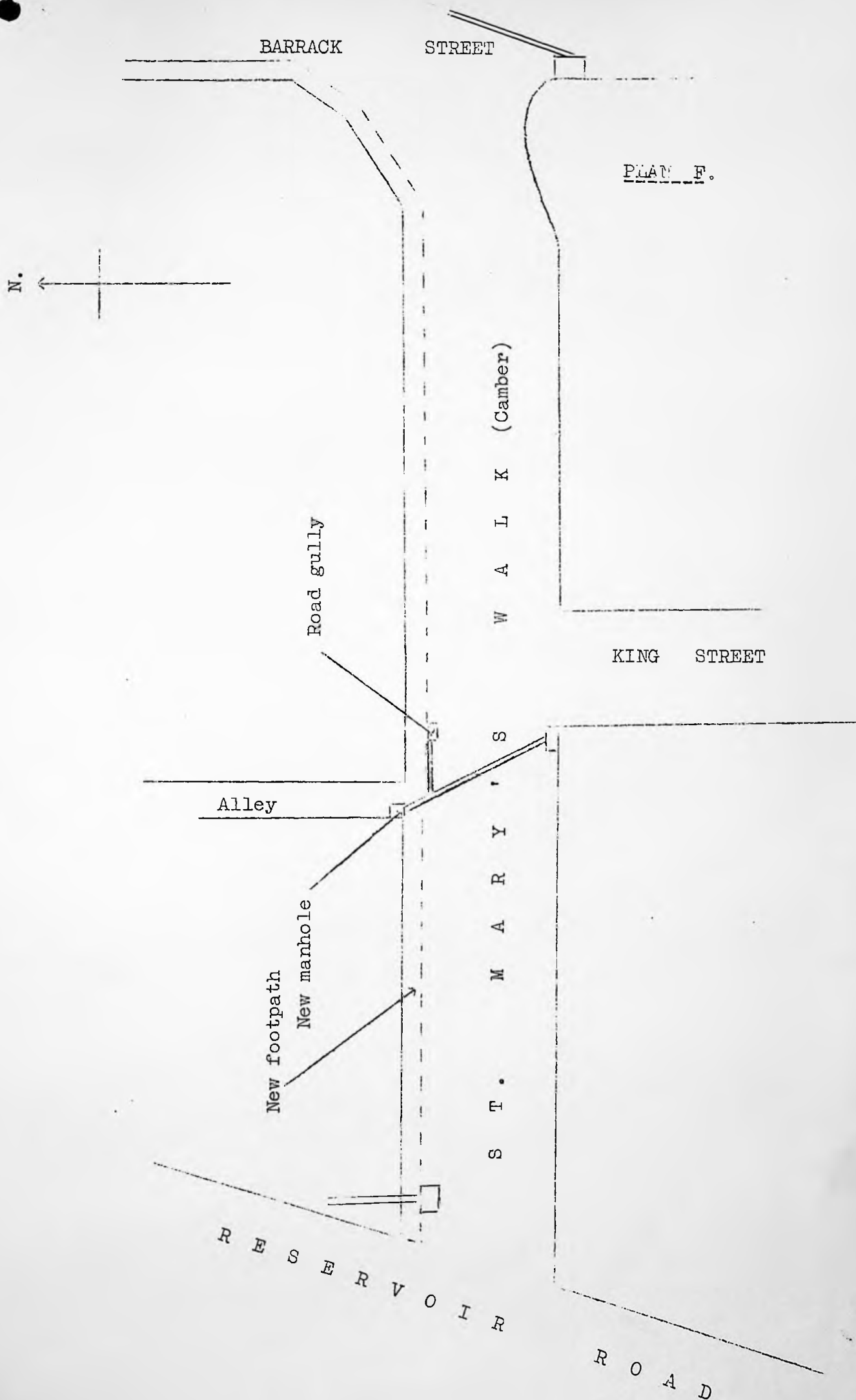
ST. MARY'S WALK

S
T
R
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T

New footpath.

DRURY

S
T
R
E
E
T



TENDER : STANLEY ROAD PROJECT.

Sir,

I beg to submit my Tender for the reconstruction of a Section of the Stanley Roads.

I consider the sum of £6,000 to be sufficient to cover the Section from Davies Street to connect up with the Section already completed at the Hospital and St. Mary's Walk Junction.

At the completion of the Contract the Accounts will be made available to the Officer Administrating the Government or his Representative for inspection, after which I may tender for a further stretch of road, by mutual agreement with the Government.

Reply of 298.

J.S. Barnes
J.S. BARNES.

7, Brisbane Road,
Stanley,
6. 3. 60.

Dear Sir,

289

In reply to your announcement inviting tenders for the contract of Road Building.

I hereby offer to complete the work as set out in the specification, and to your satisfaction, for the payment of, Three Thousand Six Hundred Pounds, (£3,600,).

Should I be honoured by your acceptance of my tender, I wonder if it would be possible to have the money paid out in Six installments, rather than Four, so that the period of time between the commencement of the work and the first installment would be considerable reduced, which would make it better for some of the married men I would have in my gang, as that first period would be by far, the longest.

I remain,

Yours faithfully, James B. B. B.

Reply at 297.

To: The Chairman, Tender Board,
Secretariat.

7th March]

60

Sir,

290

I am directed to refer to your tender for the Stanley Roads Contract and to inform you that the Tender Board has been unable to accept either of the two tenders received.

2. I am, however, to say that the Tender Board is prepared to consider a revised tender which, should you still be interested, should reach this office by noon on Friday, 11th March,

I am,

Sir,

Your obedient servant,

J. Bound

(Sgd.) ~~A. C. Denton-Thompson.~~SECRETARY, TENDER BOARD

J. S. Barnes, Esq.,

STANLEY

AGDT/MT

7th March,

60

Sir,

291

I am directed to refer to your tender for the Stanley Roads Contract and to inform you that the Tender Board has been unable to accept either of the two tenders received.

2. I am, however, to say that the Tender Board is prepared to consider a revised tender which, should you still be interested, should reach this office by noon on Friday, 11th March.

I am,

Sir,

Your obedient servant,

(Sgd.) J. Board
A. A. Denton-Thompson.

SECRETARY, TENDER BOARD

James Clifton, Esq.,

STANLEY

AGDT/MF

CONFIDENTIAL.

304

C14/5.

AUDIT OFFICE,

STANLEY,

FALKLAND ISLANDS.



8th. March, 1960.

Sir,

re Roads Tender - Stanley.

I have studied the above tender and I must say at once that the tender is most comprehensive and I have only one or two minor points which I think may cause trouble in auditing at a later date.

2. I wonder whether in clause 3, it might not be advisable to state that the equipment on loan from Government, is for use on the roads project only and not on any other job the contractor may have on hand at the time.

3. I have spoken to the Supt., of Public Works and he agrees that all plant and equipment etc., that is going to be loaned to the contractor should be listed and signed for by the contractor as being in reasonable running order at the time of handing over.

4. Clause 5, gives me some concern, has no 'Bill of Quantity' been prepared for the roads project. Tar is not too serious, but cement can I think be listed in the category of desirable items, also to some extent drainage pipes. Is it not possible to have any limit on the quantity to be supplied.

5. I am not quite clear in clause 7, as to the basis of the first £10. Is it the first £10, on each item of plant through the life of the contract, or each time each item of plant requires any repairs.

6. What is meant in clause 11, by the 'Public Works Department rates', does it include the normal 20% on cost.

7. I can appreciate the difficulty of dealing with local contractors, but I do feel that a lot of the advantages of having a 'fixed price contract' is being lost by the provisions of clause 5, and to a lesser extent by clause 3, and 4. I know that what we would charge for stores and loan of equipment would be included in the contract price, but we would then have a true fixed price. Also equipment if it was being paid for would not be kept in use unnecessarily by the contractor.

8. The above is even more important in view of the fact that the above contract will I understand be subject to a C.D.&W. grant. In this connection rule 6(i)(ii) of Miscellaneous 522, is relevant. The proposed contract is not really a true fixed price contract, has the Secretary of State agreed to the draft contract.

251 100040/III
The Hon. Colonial Secretary,
Secretariat,
Stanley.

I have the honour to be,
Sir,
your obedient servant,

She Cour
Auditor.

29⁵₄

7, Brisbane Road,
Stanley,
9th March 1960.

Dear Sir,

293.

In reply to your letter Ref. No.0452/11.

I regret to inform you that I am unable to revise my price for the job in question, I arrived at that figure after considerable planning, going through the job stage by stage, which I was able to do through having had the practical experience in this particular job.

I do hope, however, that you will honour me, by giving my original estimate further consideration.

I am,
Sir,
Yours respectfully,

James Edliff

To: The Chairman, Tender Board,
Secretariat,
Stanley.

296

Approved. - Tender Board C.S. A.C.S. C.T. Sup't. P. & E. & Sup't. P.W.

11th March, 1960.

D.G./1
11.3.60

2957

TENDER STANLEY ROAD PROJECT.

Sir,

I beg to submit my tender for the reconstruction of a Section of the Stanley Roads.

I consider the Sum of £6520 to be sufficient to cover the Section from Davies Street to connect up with the Section already completed at the Hospital and St. Mary's Walk Junction. Particulars of which are as follows:-

(a) Villiers Street.

Road	960 sq. yds.
Path	220 " "

(b) Drury Street.

Road	12' wide	614 sq. yds.
"	18' "	420 " "
Path		288 " "

(c) Barrack Street.

Road	200 sq. yds.
Path	45 " "

(d) St. Mary's Walk.

Road	1748 sq. yds.
Path	380 " "

(e) Plus 125 sq. yds allowing for curves,
Garage ways etc.,

£ 5,162. 7. 11.

(f) Laying of double curbs 1420 yds.

710 - -

(g) Insurance O.A.P. etc.,

48 - -

(h) 15% to cover overheads etc.,

600 - -

£ 6,520. 7. 11

At the completion of the Contract the Accounts will be made available to the Officer Adminstrating the Govern-
ment or his Representative for inspection, after which I
may tender for a further stretch of road, by mutual
agreement with the Government.

J. Barnes
J. S. BARNES.

10th March, 1960
STANLEY.

GENERAL CONTRACTOR.

11th March,

60.

Sir,

291

I am directed to refer to your tender in the sum of £3,600 to complete the work in connection with the Stanley roads as set out in the specification and to inform you that your tender has been accepted. Government however proposes to appoint a Clerk of Works.

2. You should now contact the Superintendent of Works and make the necessary arrangements to sign a contract and commence the work.

I am,

Sir,

Your obedient servant,

(Sgd.) J. Bound.

for COLONIAL SECRETARY.

J. Clifton, Esq.,
STANLEY.

Copy to S/W.

JB/LH

11th March,

60.

Sir,

290

I am directed to refer to your tender for work in connection with the Stanley Roads and to inform you with regret that your tender was unsuccessful.

I am,

Sir,

Your obedient servant,

(Sgd.) J. Bound.

Secretary
Tender Board.

J.S. Barnes, Esq.,
STANLEY.

JB/LN

KIV 288

~~289~~

300.

a copy of the specifications shd. be
filed preceding 289.

Q

301 12/3/60.

WORK:

copy of specification filed
in 14/3/66

302

16/9 Recd. for copy of signed contract
from P.W.D.

Q

14/3/60.

Public Works Department,
Stanley, Falkland Islands.

17th March, 19 60

STANLEY ROADS.

I HEREBY CERTIFY THAT I HAVE TODAY TAKEN OVER THE UNDERMENTIONED PLANT
IN ACCORDANCE WITH PARAGRAPH 3 OF THE SPECIFICATION ATTACHED TO CONTRACT
NO 3/60 dated 17th MARCH, 1960.

1	FORDSON SIX WHEELER LORRY.	REG. No. 82.
1	FORDSON SIX WHEELER LORRY.	REG. No. 83.
1	FORDSON SIX WHEELER LORRY.	REG. No. 356.
1	AVELING BARFORD DUMPER.	REG. No. 289.
1	AVELING BARFORD DUMPER.	REG. No. 290.
1	AVELING BARFORD ROLLER.	REG. No. 261.
1	AVELING BARFORD ROLLER.	REG. No. 88.
1	CHASESIDE LOADER.	REG. No. 291.
1	VIBRATOR ROLLER.	
1	WINGET CONCRETE MIXER.	
2	RAMMERS.	
6	WHEELBARROWS.	

I AGREE THAT THE ABOVE ARE ALL IN A REASONABLE STATE OF REPAIR
AND IN WORKING ORDER.

..... Contractor.

..... For Colonial
Government.

Public Works Department,
Stanley, Falkland Islands.

17th March, 19 60

I HEREBY AGREE TO CARRY OUT THE RECONSTRUCTION AND RESURFACING OF
STANLEY ROADS AND FOOTPATHS AS PER THE ATTACHED SPECIFICATION FOR THE
SUM OF THREE THOUSAND SIX HUNDRED POUNDS (£3,600).

See 289A

ALL WORK WILL BE CARRIED OUT TO THE SATISFACTION OF THE SUPT. OF WORKS,
OR HIS REPRESENTATIVE.

..... Contractor.

..... Witness.

..... For Colonial
Government.

..... Witness.

Serial KIV 288

COPY

304 A

No. _____

MEMORANDUM.

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

18th March, 1960.

To: The Honourable, _____

The Colonial Secretary, _____

STANLEY _____

From: Superintendent of Works, _____

Stanley, Falkland Islands.

SUBJECT:- Appointment of Clerk of Works

I have the honour to request that authority be given for the payment of an additional Ten pounds (£10) per month to Mr. D. L. Browning whilst carrying out the duties of Clerk of Works with effect from 18th March, 1960.

(Sgd) A. E. Livermore.

SUPT. OF WORKS.

Copy typed FH

Reply at 307

AuditorRoads Tender - Stanley

see folio 294.
Your points are helpful. There is a lot of room for improvement and we shall have to learn as we go along.

As you may know, I have put a "Clerk of Works" on to the job and it his whole time responsibility to make certain that the equipment (such as it is - its all breaking down) is properly used for what it is intended for and that adequate materials go into the job. But we can note this point for future contracts.

There is nobody in the Colony capable of producing a Bill of Quantity and if there was there is nobody capable of checking its accuracy. I discussed this point at some length with Borys (he has recently done some £11,000,000 worth of public works in West Africa) and he was quite adamant that there was nobody short of a Quantity Surveyor that could produce anything worth anything more than the paper it was written on. I have, however, told the Supt. P.W.D. to draw up an estimate - as close an estimate as he could - from past experience as to what should be required for the job, and keep a close eye on how it was going.

Clause 17 is intended to mean each time a repair is necessary, but unless all work is to come to a grinding halt, and this is about our last chance of getting anything done, there is goint to have to be a lot of give and take on this clause - so far as I can see.

Clause 11 means P.W.D. rates - basic plus 20%

I dont agree that we get a true fixed price by including a charge for this equipment, in the circumstances of this particular case, because there is no accurate basis for assessing the charge and I really dont think that the contract is anything more of a true fixed price contract in the context of the big public works contracts because we have added another £1-1-0 nominal weekly hire fee - which is about all it would be, or whatever we decide on in the way of an arbitrary figure to add on both sides of the ledger. I dont really think that either the finance department of the C.O. or the Treasury are going to spend much time chasing that one. Nor can I find any ruling that the S.of S has got to approve in advance - it is more of a case that "it is generally desirable etc." - which of course in the case of Stirling Astaldi with a £25,000,000 road contract or McAlpines building a new deep water harbour it most certainly is. Its largely a matter of proportion and a common sense, practicable arrangement in the circumstances that prevail.

A.G.T.
21.3.60

Hon. Colonial Secretary.

With reference to your final paragraph of minute 305.

294
2. I quite agree with you that the inclusion or exclusion of hire charges has no great bearing on the contract and this was I think made clear in my letter as I said "by the provisions of clause 5, and to a lesser extent by clause 3 and 4". Clause 5, however is I think material, as the value of the tar, cement etc., to be supplied free and without at the moment anyway any estimate of quantity needed, will approx., equal in value the labour charge. This position should be improved to some extent if the Supt., of Public Works produces estimates of quantity needed and the 'Clerk of Works' exercises sufficient control on the site.

251 in cono/11
3. The ruling of the Secretary of State on contracts other than normal 'fixed price' contracts was quoted in my letter and is Misc.522, rule 6(i)(ii). This ruling states inter alia "all such proposals (i.e. contracts other than 'fixed price' contracts) should be referred to the Secretary of State."

440 in cono/11
4. The position is I think now further complicated by the fact that the approved C.D. & W. scheme as detailed on the "Appendix 'B', bears little relation to the present method of completing the road works by outside contract. This I know was unavoidable as at the time of submission of the application for a grant, contract work was not envisaged. However do you not think that covering approval should ~~not~~ now be obtained for the present method of utilizing the grant.

294.
5. This I appreciate has strayed rather from the scope of my original letter, but it is I think better to clear up these points before I have to deal with the audit report on the scheme at a later date.

She Gann

Auditor. 26th. March, 1960.

Y. E.

As the roads are now out to contract and as Government equipment and machinery are being used and materials are being supplied to the contractor, I arranged for Browning, the Peat Foreman, to be seconded to the project as a whole time "Clerk of Works". His busy time with peat is now over and we need to have someone on the scheme the whole time. He is getting his ordinary pay plus a responsibility allowance of £10 a month.

There is of course money under the roads vote and there will be savings under the Peat Foreman's salary item. We need to pay him under a P.E. head - so a S.W. is involved and is submitted for your approval.

308 .

S/c

a.g.f.i.
28.2.60

S.W. has been signed

Q
a

309

RW sent to C.T.

D. 24. 60

Copy in 1/127.

file at
Stirling Road

0015/II

301
310.

4th April, 60.

To: Superintendent of Works,

From: The Colonial Secretary,

Public Works Department,

STANLEY.

Allowance to Clerk of Works

304A. I am directed to refer to your Memorandum of 18th March, 1960, and to authorise you to pay Mr. D.L. Browning \$10 per month with effect from 18th March, 1960, whilst carrying out the duties of Clerk of Works for the duration of Mr. J. Clifton's current contract in connection with the Stanley Roads Project.

2. You should communicate with the Colonial Treasurer regarding the Head and Item of expenditure to which this should be charged.

(Sgd.) J. Sound.

for

~~COLONIAL SECRETARY~~
Copies to: Treasury

Audit

0452/II - 2/727

KIV 306 - complete ref. & resubmit 2/11/60

16th April, 1960.

Dear

Radford,

I have a small problem over which I am not too sure whether I should write to you or to Baxter or to one of the other members of the Finance Department. If it should be to someone else, then perhaps you would pass this to the right in-tray.

The problem is one connected with our C.D. & W. Scheme for roads. As you know we originally employed a German labour gang under the supervision of a Civil Engineer (who was principally required for the filtration plant). Then, when the second Civil Engineer departed we put the gang under the supervision of the Superintendent of Public Works, an arrangement that worked very well indeed (and we got quite a lot of road built) until the German labour gang departed to the Argentine.

The next stage was to attempt to carry on with P.W.D. labour, or such labour as could be found (we are in the position here of jobs chasing men and not men looking for jobs.) That did not work, so we have put a small section of the roads scheme out to public tender, having spent a great deal of time endeavouring to persuade possible contractors to tender. In the event, and I must confess somewhat to our surprise, we did get two tenders, one of which was financially reasonable, has been accepted and is working out well. If things go on this way and the contractor keeps up to his present standard, then we shall continue to put the roads out, stretch by stretch, to tender and we should be able to do so within our estimates of cost.

But of course our position is a little different here when compared to most other places where there are firms ready and indeed anxious to tender. Here we have to talk the one or two (and there are not more) people whom we think could do the job, into tendering and we have to draft a tender that includes provisions they are prepared to accept. The alternative is no offer, no work and no roads.

/I need.....

R. E. Radford, Esq.,
Finance Department,
COLONIAL OFFICE.

Reply at 320

AGDT/MF

I need not worry you with all the details, but the contract does of course come down to a tender for labour only. We supply the tar and cement and we have had to lend the equipment (machinery, road making equipment, lorries, crushers, cement mixing machine, rollers etc.) all of which is five, or more than five years old. The attitude of the contractor is that "if you want to charge for it - well and good - but tell us what the charge will be and then we will just add that amount to the tender". I should add that we have done our best to devise practicable arrangements for ensuring that the contractor pays for any damage caused to the equipment by carelessness or wilful misuse.

Now it might be argued (in fact the argument has been advanced here) that this arrangement gets us away from the preferable "fixed" contract and that in accordance with rule 6 (ii) of the Revised Instructions for the Administration of C.D. & W. Schemes the arrangement should be referred to the Secretary of State. Personally I think this is stretching the argument a little too far but it might be as well to make sure before we get involved in heavy correspondence at a later stage. Perhaps you could confirm whether or not we are in order, or as much in order as it is possible to be in our circumstances. The alternative of course is two book entries, one on either side of the ledger.

Yours sincerely,

~~A. G. Denton-Thompson.~~

As I am leaving shortly and as Mcardell (our Colonial Treasurer) will be on leave - perhaps you would reply to my successor (who should be known by the time this reaches you)

Yours sincerely,
Aubrey

(sgd.) A.G. Denton-Thompson

KIV-288
G. G. G.

BU 14.6.60
(encl)