

CONFIDENTIAL.

C.S.

1926
~~1924~~

No.

10/26

C.S.O.

SUBJECT.

1926

17th July, 1925Recd. 6th Oct. 1925

Previous Paper.

Naval General Questionnaire

I.D. Form N.G.Q.

G.O. 19/1925

MINUTES.

†

1. Will you please detach one copy of Circular and Questionnaire for record in your Office

2. The answers are to be rendered in duplicate to British Vice Consul, Monte Video

Telegraphic address is MAILBAG, Monte Video

3. Although Naval Intelligence Centre is responsible for collecting all information in Part I, VII + VIII it will no doubt be of assistance if as much information as possible is sent from here and in covering letter it can be stated that this is being done

4. South American Pilot contains information on many points; reference can be given where necessary and where answers are required from the Colony, information in S.A. Pilot can be made use of. I have prepared a very rough draft indicating information which can be sent; the completion of answers will not, I hope, entail much work but if any difficulty arise will you please refer to me

5. Answers to different parts of Questionnaire are to be rendered on separate sheets

Subsequent Paper.

J.W.D. J.M.
11 Dec. 1925

H.E. Copy of Circular despatch and Questionnaire
detached and registered (C.S.O. C/10/1976) 1-2

2 Typed draft of replies to Questionnaire
Submitted. (Juv. 1 B.)
13. 1. 26

Copy of Replies to Questionnaire 3-51

Copy of Conf. Letter to Mr. A. S. Dobree... 23. 4. 26 22

Confidential Despatch from S of S. (Cis) 26. 4. 26. 23.

1. In accordance with the ~~instructions~~ instructions contained on page 3
of vol 1 annual ~~instructions~~ amendments are due
from Colonial Government to Parts II, III, IV, and V,
in the case of the three latter Parts on the 1st July
of each year. These instructions are apparently
cancelled by vol 23, at least by the receipt of further
instructions no action is called for in this connection.

2. I think that it may be assumed that the
same consideration applies in the case of Parts I, III, and
IV, and more especially so as no acknowledgment appears
to have been received to 22. I would not propose to
send at any rate at present any amendments to
these Parts either. They would be of no great importance
in any case.

C.S.O. No. 9/10/26

Inside Minute Paper.

Sheet No. 2

3. I will b.f. at intervals of 3 months
against the receipt of estimates relative to
the issue of the revised edition of the

N. J. Guilmann.

JMS

3. 1. 27.

H.C.S.

1. No action is called for at present.
2. M.P. should be kept as proposed.

R.
3 Jan. 1927.

4. 3. 4. 27.

ke 5. 1. 27.

24. Circular despatch from Secretary of State 2nd Nov-1926

Copy of the Acting Governor's minute of the 19th
February, 1927 in M. P. G.O.C.19/25.

H.C.S.

Please withdraw duplicate copy of despatch
and "Naval Questionnaire 1926"

2. Any copies of "Naval Questionnaire 1925" in
C. S. O. should be destroyed. That filed in this
M. P. will be destroyed on its return.

3. It will be noted that we are required to
furnish a reply to this new Questionnaire. This
can be prepared as opportunity offers, but it will
not be possible to complete it until we receive

the

the Dock Forms referred to in Part II.

intd. A.E.B.
19th Feb. 1927.

y.2.
i

Letter to Lt. Col. Dobree - 6.4.1927 and
Naval Questionnaire.

25-28

2
CIRCULAR.

CONFIDENTIAL.

Downing Street,

17th July, 1925.

Sir,

10
With reference to my Circular despatch of the 27th of March last, I have the honour to transmit for use in the territory under your administration copies of the Naval General Questionnaire (I.D. Form N.G.Q.), superseding the Naval Intelligence Return hitherto rendered (I.D. Form N.I.R. 15910) and the annual return of Sources of Supply (Form S. 563).

2. I have to call your attention to the instructions printed on page 3 in regard to the rendering of the various parts of the Questionnaire.

3. The Naval Intelligence Return has hitherto formed an Appendix to Circular AX (LRO) (or Circular AY in the case of some Colonies), which contains instructions regarding the Naval Intelligence Organisation. Sufficient copies of the Naval General Questionnaire are accordingly supplied for distribution to Reporting Officers.

I have the honour to be,

Sir,

Your most obedient, humble servant,

L. S. AMERY.

The Officer Administering

the Government of **FALKLAND ISLANDS**

FALKLAND ISLANDS.
CONFIDENTIAL.

GOVERNMENT HOUSE,
STANLEY
23rd April, 1926.

Sir,

I have the honour to transmit, in duplicate
replies to the Naval General Questionnaire 1925
(I. D. Form N. G. Q).

2. Information under Parts I, VII and VIII
has been included in case it may prove of assist-
ance.

I have the honour to be,

Sir,

Your obedient servant,

J. Middleton.

LIEUT.-COLONEL DE S. DOBREE, R.M.A.,
HIS BRITANNIC MAJESTY'S VICE-CONSUL,
BRITISH CONSULATE GENERAL,
MONTE VIDEO,
URUGUAY.

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FALKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE

1925.

(I. D. Form N. G. Q.)

PART I. - HYDROGRAPHICAL.

Section A. - The Coast.

For information required see the South American Pilot, Part I, Seventh Edition, 1922, on the pages undernoted.

1. Pages 15 and 418 to 420.

2.)

3.) Pages 420 to 462.

4.)

Section B. - Ports & Anchorages.

Stanley Harbour.

1. Stanley Harbour.
2. Entrance at the south-west part of Port William, Lat. $51^{\circ} 41' 15''$ S., Long. $57^{\circ} 51'$ W.
3. Three miles long by about one-third of a mile broad.
4. Sheltered.
5. 20 to 32 feet over stiff mud.
6. Safe anchorage at all times for vessels drawing up to 26 feet. The anchorage is somewhat confined, as the deep-water space is only a strip running east and west in the middle of the harbour. Deep draught vessels should anchor south of Navy Point in $4\frac{1}{2}$ to 5 fathoms water.

- 2 -

7. 30 feet.
8. 6 to 7 feet.
9. At spring tides there is a current of approximately 4 knots at the Narrows.
10. Copies of the Harbour Ordinance, 1902, and the Port Regulations 1921 are attached.
11. The approach of vessels making the port is communicated by telephone from Cape Pembroke Signal Station.
12. None.

Note.

The information regarding Stanley Harbour appearing on pages 425 to 427 of the South America Pilot, Part I, Seventh Edition, 1922, is up-to-date with the following exceptions :

Page 427.

- (1) Compressed peat is unobtainable.
- (2) The steam tug referred to as being available for assistance to disabled vessels is no longer in use. There is now only a small tug for harbour service fitted with one pump.
- (3) The method of signalling approaching vessels by a flag hoisted at the Dockyard has been discontinued.

Section C. - Submarine Cables.

The following particulars relate to the Admiralty Cable laid down in 1915 and operated under the Administration of the Western Telegraph Company from 1915 to

1921/

FALKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE

(A) Falkland Islands Company Limited,
1925.

(I. D. Form N. G. Q.)

PART II. - PORTS.

Section A. - The Harbour.

1. General.

- (a) Stanley.
- (b) Commercial. An Oil Fuel Installation has been established by the Admiralty on the north side of Stanley Harbour.
- (c) Colonial Government (undelegated).

2. Quayage.

There are five small jetties particulars of which are given on page 427 of the South America Pilot, Part I, Seventh Edition, 1922.

Section B. - The Town.

1. Population.

- (a) 897
- (b) 950

2. Principal Industries.

- (a) Stanley is the only town in the Colony. It serves as the port of export for the produce of the sheep farming industry and the distributing centre of the Colony's imports.

(b) Sheep farming.

- 3. Positions of business and residential quarters) See plan of
- 4. Streets and buildings.) Town attached.

5. Food, equipment and livestock.

- (a) Falkland Islands Company Limited,
Estate L. Williams.

(The above firms cater only for the limited requirements of the Colony. Any exceptional demand on their stocks would result in a serious shortage of stores locally).

- (b) Mutton and Beef.
(c) Horses, cattle and sheep.

6. Hospitals. - King Edward VII Memorial Hospital.

- (a) Civil.
(b) General.
(c) Marked on plan of Stanley.
(d) Suitable for officers and other ranks.
(e) White.
(f) Nil.
(g) X-Ray.
(h) 20 beds.

7. Sanitation.

- (a) At present the sanitation of Stanley is defective. Works are in progress for the improvement of the drainage by the provision of three main sewer outfalls and the laying of main drains in the principal roads of the town.
- (b) General diseases are rare. There are no endemic diseases.

Section C. - Transport.

There are no railways, roads, navigable rivers nor canals.

Section D./

Section D. - Signal Communications at the Port.

1. By Telephone.

The majority of the farm stations on East Falkland Island are connected by telephone with Stanley and on West Falkland Island with Fox Bay.

2. By W/T.

(a) General.

A copy of the Wireless Telegraph Ordinance, 1925, is attached.

(b) Admiralty High-power Station (dismantled).

(2) 51° 41' 30" S. 57° 55' W.

(3) Situated in a valley at the head of Stanley Harbour. Surface soil is peaty. The foundation of power house is on solid clay.

(4) The station is invisible from seaward from all directions.

(5) No protection.

(7) Spark. Marconi's Wireless Telegraph, Company Limited.

(b) Colonial Government Wireless Station, Stanley.

(2) 51° 41' 15" S. 57° 49' 15" W.

(3) Peat Soil. Level ground about 60 feet above sea level.

(4) Clear to seaward in north, east, and south directions.

(5) No protection.

(6) V P C.

(7) Marconi Valve Transmitter. Marconi Asynchronous Rotary Spark Transmitter.

(10) Navy. All South American Coast Stations

(8) No

(9) Naval Type; two circuit Receiver with Marconi.

(11) No.

7 valve amplifier, 600 - 5000 metres. Marconi

(12) No.

No. 66 Receiver, 7 valve H. F. amplifier, two

(13) No.

valve note magnifier also local oscillator;

wave range 300 - 30,000 metres.

(14) No.

(10) Only for experimental use.

(11) No.

(11) 10 K.W. Valve Transmitter. 5 K.W. Spark

(12) No.

Transmitter.

(12) Spark - 600. 1250, 1600 metres.

C. W. 1800, 2100, 2400, 3000, 4000 metres.

(13) No.

(13) Spark 600. C. W. 2100.

(14) Spark 600. C. W. 2000 miles.

(15) No.

(15) Two masts, aerial supported by Star spreaders

(16) No.

12' diameter.

(17) No.

(16) 220 ft. 600 ft.

(18) No.

(17) Petter Semi-Diesel 28 H.P. Cold Starting

(19) No.

Engine. Campbell 15 H.P. Single Cylinder

(20) No.

Horizontal Engine.

(21) No.

(18) Public Telegraphic Service; also Coast Station

(22) No.

Service. 8 a.m. to 2 a.m. local time.

(23) No.

(19) Cerrito - 1400 GMT and 0200 GMT on 2400 metres

(24) No.

C.W.

(25) No.

Punta Arenas - 2310 GMT on 3000 metres C.W.

(26) No.

Rio de Janeiro - 0300 GMT on 2100 metres C.W.

(27) No.

South Georgia - 2030 GMT and 0130 GMT on

(28) No.

2400 metres C. W.

(29) No.

Fox Bay - 1100 GMT and 2000 GMT on 600 metres

(30) No.

Spark.

(31) No.

2100 GMT.

(20)/

(32) No.

Argentine Coast Stations.

(33) No.

Telephone system only.

(20) Rugby. All South American Coast Stations
between Rio Grande de Sul., Brazil and
Bories, Chile.

(21) Yes. Stanley. *Wiring and Engineering*

(22) Three. *Establishments.*

(23) No. *Equipment to machinery can be transported by
the Falkland Islands Company Limited who have a crane*

(b) Government Wireless Station, Fox Bay, West Falkland.

(2) 51° 59' S. 60° 02' W.

(3) Situated on the crest of a ridge 100 ft. above
sea level. The site of station is on hard
ground.

(4) Clear visibility from seaward from about 3 miles
distance.

(5) No protection.

(6) V.Z.

(7) Marconi Spark Coil.

(8) No.

(9) Crystal Detector.

(10) No.

(11) 300 watts.

(12) 600 metres.

(13) 600 metres.

(14) 100 miles.

(15) Two masts. Twin wire aerial.

(16) One mast 125 ft. other 35 ft. spaced 250 ft.

(17) Accumulator battery.

(18) Inter-island communication. 1300 to 1400 and
2000 to 2100 GMT.

(19) Stanley Wireless Station. 600 metres, 1300 and
2100 GMT.

(20) Argentine Coast Stations.

(21) Telephone system only.

(22) One.

(23) No.

Section E. - Shipbuilding and Engineering Establishments.

Small repairs to machinery can be undertaken by the Falkland Islands Company Limited who have a crane which will lift half a ton on the wharf and one, in the smithy, lifting a ton.

Sections F. & G.

There are no Ordnance nor other works.

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FAIRLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE

1925.

(I. D. Form N. G. Q)

PART III. - HARBOUR CRAFT.

GOVERNMENT STEAM LAUNCH. "PENGUIN".

Section A. - Particulars as to Hull.

1. Wood Screw Tender.
4. 1907. Dartmouth. Philip & Son, Ltd.
5. 47 ft. 7 in.
6. 7 ft. 4 in.
8. One.
9. None.
10. 5 ft. 8 in.
11. None.
13. 3 with a total capacity of 450 gallons.
14. No.
15. Towing hook.
16. 3.
17. Inner harbour service.

Section B. - Particulars as to Engines.

1. Philip & Son, Ltd., Dartmouth.
2. Compound surface condensing.
3. 1907.
4. 50 I.H.P.
5. One.
6. 10 inch.
7. One. Scotch multitubular marine (now condemned - see 17).
8. 1907.

9. 140 lbs. when new.
10. 250 sq. ft.
11. 8 sq. ft.
12. 1 ton per day.
13. 9 knots.
14. 2½ tons.
15. None.
16. Amidships.
17. When in commission the engines and boiler are overhauled every six months. At present the vessel is laid up for repairs. She will be fitted with a new boiler.
18. None.

Harbour Tug "HELP" owned by The Falkland Islands Company Limited.

Section A. - Particulars as to Hull.

1. Steel tug. Reg. No. 146231.
2. 26.27 tons.
3. 5.9 tons.
4. 1916. Dartmouth. Philip & Son, Ltd.
5. 48 ft. 3 in.
6. 12 ft.
8. One.
9. None.
10. 6 ft. 9 in.
11. None.
12. About 15 tons.
13. One of 400 gallons.
14. No.
15. (a) Only for towing lighters.
(b) Small pump.
(c) None.

16. Three.
17. Towing lighters in harbour.

Section B. - Particulars as to Engines.

1. Philip & Son, Dartmouth.
2. One engine, one shaft. Compound inverted vertical.
3. 1916.
4. 10 H. P. 80 I. H. P.
5. Two.
6. 12 inch.
7. One steel cylindrical multitubular return tube. Size 6 ft. 6 in. by 6 ft.
8. 1916.
9. 140 lbs. when new (see 17).
12. $\frac{1}{2}$ ton per day.
13. 8 knots.
14. 4 tons.
15. None.
16. Amidships.
17. (1) 1925.
(2) New boiler to be fitted in 1926 for 180/190 lbs., pressure. Size 7 ft. long by 6 ft. diameter.
18. None.

Section C. - Name and address of owner.

The Falkland Islands Company, Limited,
Stanley.

Address in England:

61, Gracechurch Street, London, E.C.

Telegraphic Address:

Fleetwing London.
Fleetwing Stanley.

FALKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE

1925.

(I. D. Form H. G. Q.)

PART IV.- DOCKS, PATENT SLIPS,
AND GRIDIRONS.

Sections A, B, C, & D.

There are no docks, patent slips nor gridirons.

- 1. About 1870 tons.
- 2. About 1200 tons.
- 3. None.
- 4. 2500 tons is a better effect.
- 5. Coaling from hulks and lighters alike.
There is no steam lifting power on hulks.
- 6. One bag and one motor boat.
- 7. None used:-
 - a. "Lady Elizabeth" 1500 tons.
 - b. "Cape Horn" 400 tons.
 - c. "Flying" 300 tons.
 - d. "J. P. Smith" 200 tons.
- 8. Four lighters would be used for lightering in an emergency.
- 9. There are no coaling charges.

FALKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE

1925.

(I. D. Form N. G. Q)

PART V.- SUPPLIES.

Section A.- Coal and Patent Fuel.

1. Falkland Islands Company, Limited.

Address in England:

61, Gracechurch Street, London, E.C.

Telegraphic Address:

Fleetwing London.
Fleetwing Stanley.

Nationality of persons holding controlling interest :- British.

2. About 1500 tons.

3. About 1000 tons.

4. Welsh.

5. 2250 tons in 4 hulks afloat.

6. Coaling from hulks and lighters afloat.

There is no steam lifting power on hulks.

7. One tug and one motor boat.

Hulks afloat:-

"Lady Elizabeth" 1300 tons.

"Capricorn" 400 tons.

"Fleetwing" 350 tons.

"J. P. Smith" 200 tons.

Four lighters could be used for lighterage in an emergency.

8. There are no coaling wharves.

10./

10. About 12 to 14 tons per hour.
11. Hulks are put alongside colliers. Colliers use their own tackle.
12. None.
13. Coal is imported from Bristol Channel Ports by vessels of the Pacific Steam Navigation Company.
14. The only vessels using the port as a regular bunkering station are the floating factories belonging to the whaling companies operating at the South Shetlands.

Sections B. & C. Oil Fuel.

The only stocks of oil fuel are those held by the Admiralty.

Section D.- Petrol, Paraffin and Lubricating Oil.

Paraffin.

1. As in Section A.
2. 17,000 gallons.
3. 4,500 gallons.

Small stocks of petrol and lubricating oil are also held by the Falkland Islands Company.

Section E.- Cotton Waste.

1. As in Section A.
2. 10 cwt.
3. Packed in 2 cwt bales.

Section F.- Fresh Provisions.

1. Mutton may be purchased in any quantity and beef in limited quantities; fish are plentiful in the sea but are rarely to be purchased ashore. Vegetables are scarce. A limited supply of bread may be obtained.
2. There are no facilities for cold storage.

Section G.- Water.

Water can be obtained from the Falkland Islands Company Limited, but there is only one tank holding about 16 tons.

Works are in progress for a supply of drinking water for Stanley. The water is to be brought by a 4 inch cast iron main from Mount William and a reservoir is under construction on position marked (R) on the town plan, which is designed to hold 350,000 gallons.

Section H.- General.

1. Labour is scarce.
 2. Strong winds in summer and winter interrupt loading.
 3. One small steam tug.
One motor boat used for towing.
Five lighters.
-

FALKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE.

1925.

(I. D. Form N. G. Q.)

PART VI. - TRADE.

Section A. - General.

Sheep farming is the one industry on which the trade of the Colony depends. The production of wool is at present the sole consideration. A general description of the trade is given in the Annual Report for 1924 copies of which are attached.

- 3. The Colony is dependent on supplies from the United Kingdom for essential foodstuffs (excluding beef and mutton), raw materials and manufactured articles.

Section B. - Vital Commodities.

- 1. Nil.
- 2. Nil.
- 3. Nil.

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FALKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE.

1925.

(I. D. Form N. G. Q.)

PART VII.- SHIPPING.

Section A.- General.

1. Nil.
2. Pacific Steam Navigation Company's vessels:
Average Speed: Steamers 10 knots.
Motor vessels 9 knots.
Norwegian Whaling Factories:
Average Speed: 9 knots.
3. Nil.
4. Nil.
5. Nil.

Section B.- Companies.

The Pacific Steam Navigation Company.
See also South America Pilot, Part I,
Seventh Edition, 1922, page 426 "Communications".

FAULKLAND ISLANDS.

NAVAL GENERAL QUESTIONNAIRE

1925.

(I. D. Form N. G. Q.)

PART VIII.- PRESS.

- (a) Falkland Islands Magazine and Church Paper.
 - (b) Cathedral Press, Stanley.
 - (c) Monthly.
 - (d) Church of England Chaplain. 1890.
 - (e) Supported by Church Funds.
 - (f) About 360 monthly.
 - (g) No.
 - (h) Non-political.
 - (r) 6d per issue. Annual subscription 4/-.
-

CIRCULAR.

23

CONFIDENTIAL.

Downing Street,

26th February, 1926.

Sir,

With reference to my Confidential Circular despatch of the 17th July, 1925, I have the honour to inform you that, pending the issue of a revised and shortened edition of the Naval General Questionnaire (I.D. Form N.G.Q.), no further information should be collected in reply to Parts II, III, IV and V of the Questionnaire, but that information which has already been collected should be forwarded in due course.

I have the honour to be,

Sir,

Your most obedient, humble servant,

L. S. AMERY.

The Officer Administering

the Government of

CIRCULAR.

CONFIDENTIAL.

Downing Street,

2nd November, 1926.

Sir,

With reference to my Confidential Circular despatch of the 26th of February, 1926, I have the honour to transmit to you *two* copies of the revised and shortened edition of the questionnaire referred to therein, entitled "Naval Questionnaire, 1926," I.D. Form N.Q., which the Director of Naval Intelligence has supplied for distribution to each official who acts as Reporting Officer in connection with the Naval Intelligence Organisation; and to request that directions may be given for the destruction by fire of all copies of the previous questionnaire (N.G.Q.) which have been supplied to officers in the territory under your administration.

2. Copies of the Dock Forms referred to in Part II of the Naval Questionnaire, 1926, are being issued to all Reporting Officers through the Staff Officers (Intelligence) of the areas in which they are situated.

3. In regard to the number of copies of this document supplied to you, I have to refer you to the explanation in my Confidential Circular despatch of the 30th of October, respecting the distribution of documents to Reporting Officers and Local Reporting Officers, and to state that pending the receipt of the information asked for in paragraph 3 of that despatch the provisional distribution list which has been adopted allows for a copy of the document for the Governor in all cases. In the event, however, of any copies being received in excess of actual requirements they should be returned.

I have the honour to be,

Sir,

Your most obedient, humble servant,

L. S. AMERY.

The Officer Administering
the Government of

I.D. Form N.Q.

N.I.D. 7355/26.

NAVAL
QUESTIONNAIRE.

1926.

NAVAL STAFF,
INTELLIGENCE DIVISION.

I.D. Form N.Q.

N.I.D. 7355/26.

NAVAL QUESTIONNAIRE.

1926.

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NAVAL STAFF,
INTELLIGENCE DIVISION.

This book is the property of H.M. Government.

Its contents are not to be communicated either directly or indirectly to the Press or to any person not holding an official position in H.M. Service, but such portions of the "Questionnaire" as are necessary may be communicated to persons outside H.M. Service when called upon to supply the information required.

INSTRUCTIONS.

1. The Naval General Questionnaire (1925), (N.L.D. 038/25), is hereby cancelled, and is to be destroyed.

2. Reports which have already been forwarded complete in accordance with N.G.Q. (1925), Parts III and V, need not be again rendered.

3. The following authorities are requested to provide replies to the Naval Questionnaire (1926), as far as they are able, for the areas for which they are respectively responsible :—

- (a) India, Dominion and Colonial Governments.
- (b) Consular Reporting Officers.
- (c) S.O.'s (I) at Malta, Colombo, Hong Kong and Bermuda.

4. It is realised that the amount of work involved in making complete returns for certain large ports may be prohibitive. In such cases, Reporting Officers are expected to use their discretion. For example, it might suffice to say that stocks of oil, coal, &c., at a great port are sufficient to meet all requirements; whilst at important entrepôt ports, returns of harbour craft would not be expected in the same detail as for small ports.

5. All reports from Consular Reporting Officers should be forwarded in duplicate to their respective Intelligence Centres.

Distribution List.

Consular Reporting Officers.
Reporting Officers in India, the Dominions and Colonies.
Directors of Naval Intelligence, Ottawa and Melbourne.
All Staff Officers (Intelligence).
Vice-Consuls, Callao and Montevideo.

PART I.—HARBOUR CRAFT.

1. If a port directory is published in the country, a copy should be forwarded. If the information asked for in paragraphs 2 and 3 is contained therein, no further action is required. Annual amendments should, however, be forwarded.

2. In furnishing the following information a distinction should be drawn between British and foreign craft.

All British registered craft need be reported only by name, number or other designation.

3. Subject to the preceding paragraphs the following particulars are required :—

Tugs.

- (1) Name, number or other designation.
- (2) Indicated horse-power.
- (3) Length.
- (4) Whether sea-going, and if so, bunker capacity.

Ferry or Passenger Craft (not less than 40 ft. in length).

- (5) Name, number or other designation.
- (6) Length.
- (7) Number of passengers for which licensed.
- (8) Whether paddle or screw.

Salvage Vessels.

- (9) Name, number or other designation.
- (10) Indicated horse-power.
- (11) Length.
- (12) Whether sea-going.
- (13) Pumps.
- (14) Lifting appliances.

Cargo Craft, Lighters and Barges.

- (15) Total number self-propelled.
- (16) Total number non-self-propelled.
- (17) Approximate total capacity in cubic tons of (15 and 16).

Water Tanks and Oilers.

- (18) Name, number or other designation.
- (19) Capacity.

Steam Trawlers.

- (20) Total number.
- (21) Dimensions of typical vessel.

PART II.—DRY AND FLOATING DOCKS.

Information is required only of dry and floating docks, patent slips and marine railways built, altered, or dismantled after 1925. Details should be rendered on Dock Forms A, B, or C, copies of which will be distributed by Staff Officers (Intelligence).

Although preferable that information be given as complete as possible, replies to items 8 and 9 of Dock Forms A and B, and to items 4 and 6 of Dock Form C, need not be given unless the particulars are easily obtainable.

Details of patent "hauling-up" slips, referred to in Dock Form C, are required only for slips capable of lifting 500 tons and over.

PART III.—SUPPLIES.

1. If a port directory is published in the country it should be forwarded. If the information asked for below is contained therein no further action is required. Annual amendments should, however, be forwarded.

2. If no port directory is available the following information is required:—

Coal and Patent Fuel (including Government stocks).

- (1) Name of firm, with that of their agents, if any, in the United Kingdom. Nationality of persons holding controlling interest.
- (2) Average number of tons kept in stock, and nature of storage, *e.g.*, afloat or ashore.
- (3) Name and description, *e.g.*, Welsh, Westport, Japanese, &c., or brand in the case of patent fuel.
- (4) Method of coaling, alongside or at anchor, *e.g.*, baskets, bags, tips, &c.; normal bunkering rate in tons per hour.
- (5) Length of coaling wharf. Depth of water alongside, at mean low water springs.

Fuel Oil (including Government stocks).

- (6) Name of firm, with that of their agents, if any, in the United Kingdom. Nationality of persons holding controlling interest.
- (7) Average number of tons kept in stock, and total storage capacity.
- (8) Country of origin, *e.g.*, Texas, Borneo, Mexico, Trinidad, &c.
- (9) Method of fuelling at anchor or alongside, *e.g.*, by tank lighter, or pipe line from quay.

- (10) Rate of fuelling in tons per hour. Number, cargo, and pumping capacities in tons per hour, of lightering craft.
- (11) Length of firm's wharf. Depth of water alongside at mean low water springs.
- (12) Whether Diesel oil is stocked; if so, what supplies are available.

Petrol, Paraffin, Lubricating Oil (including Government stocks).

- (13) Name of firm, with that of their agents, if any, in the United Kingdom. Nationality of persons holding controlling interest.
- (14) Average number of gallons kept in stock by each firm, except where total stocks are small, giving separate figures for petrol, paraffin, and lubricants.

Water.

- (15) Whether there is a supply of water available for,
 - (a) drinking, (b) boilers.
- (16) Facilities and rates of supply for vessels, (a) alongside, (b) at anchor.

Fresh Provisions.

- (17) Whether supplies of fresh meat, vegetables and bread are plentiful at all seasons.
 - (18) Facilities for cold storage.
-

(16)

FALKLAND ISLANDS.
FALKLAND ISLANDS.
CONFIDENTIAL.

GOVERNMENT HOUSE,
STANLEY.

6th April, 1927.

I.D. FORM N. 2.
H.M.S. 1362/26.

ROYAL NAVAL RESERVE.

Sir,

I have the honour to transmit, in duplicate replies to the Naval Questionnaire, 1926, (I. D. Form N. 2.)

I have the honour to be,

Sir,

Your obedient servant,

A. E. Beattie.

LIEUT.-COLONEL DE S. DOBREE, R.M.A.,
HIS BRITANNIC MAJESTY'S VICE-CONSUL,
BRITISH CONSULATE GENERAL,
MONTE VIDEO,
URUGUAY.

FALKLAND ISLANDS.

NAVAL QUESTIONNAIRE.

1926.

I.D. FORM N.O.

N.I.D. 7355/26.

PART I. - HARBOUR CRAFT.

TUGS. - There are no tugs, but the following vessels are available for moving hulks and lighters.

- A. (1) Government Steam Launch "PENGUIN".
- (2) 50 I.H.P.
- (3) Length 47 feet 7 inches.
- (4) Not sea-going.

- B. (1) Harbour Tug "KELP" owned by The Falkland Islands Company, Limited. Registered No. 146231.
- (2) 80 I.H.P.
- (3) Length 48 feet 3 inches.
- (4) Not sea-going.

- C. (1) Motor boat owned by The Falkland Islands Company, Limited.
- (2) 20 I.H.P.
- (3) Length 36 feet.
- (4) Not sea-going.

FERRY OR PASSENGER CRAFT.

(5) to (8) Nil.

SALVAGE VESSELS.

(9) to (14)

There are no salvage vessels. The "Kelp" is fitted with a small salvage pump.

CARGO CRAFT, LIGHTERS AND BARGES.

- (15) Self-propelled: none.
- (16) Non-self-propelled: 4 hulks and 10 light
- (17) Approximate total capacity: 3465 cubic t

26.

WATER TANKS AND OILERS.

(18) & (19) One small water boat is available for the supply of water to vessels at anchor. Capacity 40 tons.

There are no oilers with the exception of the Admiralty barge OC.81.

STEAM TRAWLERS.

(20) & (21) Nil.

PART II. - DRY AND FLOATING DOCKS.

There are no dry docks or floating docks.

PART III. - SUPPLIES.

COAL AND PATENT FUEL.

(1) The Falkland Islands Company, Limited.

Address in England :-
61, Gracechurch Street, London, E.C.

Nationality of persons holding controlling interest :- British.

- (2) Average number of tons kept in stock - 1000 tons.
- (3) Class of coal - Welsh. No patent fuel.
- (4) Coaling is effected from hulks and lighters afloat by means of baskets and tubs. There is no steam lifting power on hulks. The normal bunkering rate is 8 tons an hour.
- (5) There is no coaling wharf.

FUEL OIL.

(6) to (12) The only stocks of oil fuel are those held by the Admiralty.

PETROL, PARAFFIN, LUBRICATING OIL.

- (13) As in (1).
- (14) 4,500 gallons of paraffin. Small stocks of petrol and lubricating oil are also held by The Falkland Islands Company, Limited.

/WATER.

WATER.

- (15) An ample supply of water is available for (a) drinking (b) boilers. The reservoir of the Stanley Water Works has been designed to hold 350,000 gallons.
- (16) Vessels are supplied (a) alongside, by hydrant (b) at anchor, by water boat. Rate of delivery (a) alongside 10 to 20 tons an hour (b) at anchor about 40 tons an hour.

FRESH PROVISIONS.

- (17) Mutton can be purchased in any quantity and beef in limited quantities; fish are plentiful in the sea but are rarely to be purchased ashore. Vegetables are scarce. A limited supply of bread may be obtained.
 - (18) There are no facilities for cold storage.
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