

C.S.

INDUSTRIES
(Fishing & Misc.)
NAVAL & MILITARY
(Naval & Misc.)
MISCELLANEOUS
(General)

DEF/NGE/1#23

19 43.

No. 94/43.

Naval Officer-in-Charge.

SUBJECT.

19 43.

15th July.

Previous Paper.

DESTRUCTION OF FISHING NET BY NAVAL CRAFT.

Ref: 168/38

MINUTES.

1. Letter from Naval Officer-in-Charge of 15. 7. 43.

(2).

St. Hamilton

Will you please discuss this with N.O.I.C. of the Harbourmaster & advise me of the outcome?

H.C.B.

(3)

*I have explained to the N.O.I.C. that this accident was not intended for H.M.S. "Pursuivance" or all that it is personal to herpton. We agree that in future nets shall be marked with a large 'P' and that I shall inform the Navy Office whenever they are set. I shall immediately inform the H.M. ~~at the time~~ I am sending the bill to herpton agents as I feel the damage shd. be paid for. *g.e.d. S.V. 5. VII. 43**

p.a.

4. Letter from Naval Officer-in-Charge of 6. 8. 43.

(5).

St. Hamilton

Please provide N.O.I.C. with the report asked for. I do not see that any correspondence need have been written & to relieve the N.O.I.C. of the "incivility" for unbrig further letters on the subject it might be as well to show him your report in draft

Subsequent Paper.

I so endeavor to provide him with a "case" which will be mutually satisfactory. He may prefer the report to be sent from my office in its final form - though I hope that further reference here will not be considered necessary.

KB
2/8

⑦

N.O.C.

We have already discussed ⑥. I shall not pursue the matter. As I said the off shore ends of my nets when set in the same or similar places will be marked with a pellet and I shall keep you informed of their positions.
gtd. 9/5. 6-ix-43

⑧

G.N. This cooperative attitude is much appreciated & every endeavor will be made to avoid any repetition of this most regrettable accident.

Rdhu 6. ix. 43.

H.C.S.

I think it is clear from ⑦ and ⑧ that the matter has been amicably settled by me N.O.C. and myself.
gtd. 9/5. 6-ix-43

P. 5

(1)

Office of
The Naval Officer-in-Charge,
Falklands.

15th July, 1943.

Ref. I 6.

The Honorable Colonial Secretary, Stanley.
(copy to: The Harbour Master.)

The enclosed undated and unsigned communication is forwarded for enquiry. The following points are submitted:-

- (1) All such communications should be addressed to me and not to members of my ship's company.
- (2) No notification of the laying of this net can be traced in my Office.
- (3) Nets should not be put down in such positions as to interfere with the approaches to Piers; urgent Naval and Military operations may be seriously jeopardised by boats' or ships' propellers becoming emmeshed.
- (4) All nets placed elsewhere and liable to be in the way of boats or ships proceeding anywhere, should be buoyed and distinguished by suitable lights along their length according to normal sea and harbour regulations.
- (5) The Harbour Master is requested to keep my office informed of the laying of all nets, giving their exact position, length, direction and particulars of lights; likewise information is required when they are removed.
- (6) The Admiralty can accept no responsibility for damage unless all usual precautions and notifications as are customary in any harbour elsewhere are carried out.



Commander, R.N.
(Naval Officer-in-Charge)

131

P.O. Laxton.

Dr. to Naturalist's Department.

	£.	s.	d.
To value of fishing net destroyed on			
Sunday, July 4th a.m.	5.	-.	-.
	<hr/>	<hr/>	<hr/>
	5.	-.	-.
	<hr/>	<hr/>	<hr/>

NATURALIST'S DEPARTMENT,
FALKLAND ISLANDS.

4

Office of
The Naval Officer-in-Charge,
Falklands.

6th Aug. 1943
File please
baker

Ref, I 6.



The Honorable Colonial Secretary
Stanley.

Sir

With reference to attached account handed to me by Ldg. Seaman Laxton it is requested that a full detailed report as to this incident be forwarded to me. I will then cause an enquiry to be made and should it be established that full blame is attributable to one of His Majesty's Naval Craft the Admiralty will settle for the amount stated. It is further requested that in future all such claims be sent to me, vide paragraph (1) of my I 6 of 15th July, 1943. The Admiralty's servants are responsible to the Admiralty only for damage done while in the execution of their duty and any claim for such damage should be made to the Admiralty, or their representative, who will deal with it in the proper manner.

Red 1

It is reiterated that with reference to the last paragraph of the enclosed account, Ldg. Seaman Laxton has no personal responsibility whatsoever in this matter, he being a paid servant of the Admiralty acting at the time stated in the execution of his duty. It is regretted that this matter was not referred to me in the first instance and so have avoided this very unnecessary correspondence.

I have the honour to be,

Sir,

Your obedient servant,

R.B. Marki

acc'd

Commander, R.N.
(Naval Officer-in-Charge)

5th August, 1943.

Ldg. Seaman. Laxton.

Dr. to Naturalist's Department.

	£.	s.	d.
To value of fishing net destroyed on			
Sunday, July 4th a.m.	5.	-.	-.
	<u>5.</u>	<u>-.</u>	<u>-.</u>

This account is adressed to Leg. Seaman Laxton personally, not to the Naval Office. I shall be glad of early attention.

J. Hamilton

NATURALIST'S DEPARTMENT.
FALKLAND ISLANDS.

The net which has been damaged is of the common gill net type. In use it is anchored at either end of the foot rope and the head rope is supported by corks 2 3/4" x 1 1/2" and about 18 inches apart throughout its length so that there is a continuous line of corks on the surface. That a line of corks indicates the presence of a fishing net is very well known in general and in particular it must be well known to all users of the Dockyard Jetty, from my constant use of that jetty for fishing gear, the nets occurring thereon either in bundles or hung extended on the railings of the mole.

A row of corks is visible at 200 yards in calm weather and therefore in my opinion is a sufficient mark to indicate the presence of a net; it is more conspicuous than most of the pieces of drift wood common in Stanley Harbour.

Further, I have been setting nets of this character for over two years in the neighbourhood of this jetty and have had no complaints as to insufficiency of buoying nor that they were obstructing the traffic and I have always been prepared to shift my nets on any reasonable complaint.

On this occasion the net was set in a position East of the Dockyard Jetty, with the inshore end close to the sea wall, the net running thence North, through the kelp and a short distance beyond, but as always there was ample room for a boat to pass the North end en route for the steps of the Jetty.

The weather was fine with a light S.W. wind, which, the Dockyard mole acting as a shelter, produced the merest ripple on the East side of the jetty.

The net had been set in the same place for about 36 hours before this incident and persons going to and from the jetty to the moorings of the barge, in boats or the barge, must have passed the line of the net every time.

Damage done. The net was torn from the head rope for several fathoms, and it was itself so torn as to be useless. About two fathoms of the corked head rope were torn away by winding round one of the propellers and had to be removed from it. This piece was thrown up on the jetty from which I recovered it. It is available for examination.

J. H. Hamilton
Sv. 6-1x-43