

C. S. O.

DEF/NVI/2#9

0 6 2 5/II

2 4 9

(Formerly)

221/46

0 6 2 5/II

SUBJECT :

VISIT OF HIS MAJESTY'S SHIPS

CONNECTED FILES.

NUMBER AND YEAR.

221/46

His Majesty's Ships comprising America & West Indies Station

0625/A

Visit of His Majesty's Ships. Control of sale of stores.

0625/B

" " " " " Stores for

DECODE.

182

TELEGRAM.

From GOVERNOR'S DEPUTY

To H. E. THE GOVERNOR ON JOHN BISCOE

---

Despatched: 29th March 19 49 Time: 1500

Received: ..... 19.... Time: .....

Following from Commander in Chief A.W.I. begins.

As "Sparrow" had a longer and more arduous service in Antarctic than "Snipe" I propose forward name Commanding Officer and say 2 others for some recognition. Do you agree. Ends.

GOVERNOR'S DEPUTY

CYPHER  
MMCA.

291500P

Reply at 183

DECODE.

TELEGRAM.

183

From H.E. THE GOVERNOR

To GOVERNOR'S DEPUTY

Despatched : 31st March 1949 Time : 2315

Received : 1st April 1949 Time : 1000

182 Your 291500P Reference message from C in C America and West Indies Fleet. Agree.

P.L.  
MMcA.

GOVERNOR 312015P

Sent on at 184

184

5

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				1.4.49
To	NAVYCOM BERUDA			A/C PIDS)

2 Your 121959 Agree

GOVERNOR

011605P

CLOSED

Time

~~SEE SECRET~~

VOLUMES

RA

180



Office of the Commander-in-Chief,  
America & West Indies Station,  
Admiralty House,  
Bermuda.  
3rd May, 1949.



Sir,

I have the honour to inform Your Excellency that I have today succeeded Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O., as Commander-in-Chief of the America & West Indies Station.

I look forward to co-operating with you and I hope that I shall have an opportunity of meeting you during my period of command.

I have the honour to be

Sir,

Your Excellency's obedient servant,

*Copy 3*

*R. Symonds-Taylor*

Vice-Admiral.

*Sir R.V. Symonds-Taylor*

KCB, DFC

His Excellency Lieutenant  
Colonel G. Miles Clifford,  
C.M.G., O.B.E.,  
Governor and Commander-in-Chief,  
Government House,  
PORT STANLEY, Falkland Islands.

*File & draft acknowledgment pl.  
inc 30/v*

16th June, 1949.

Sir,

I have the honour in the absence of His Excellency the Governor on leave to acknowledge the receipt of your letter of the 3rd of May, 1949, informing me that you have succeeded Admiral Sir William Tennant, K.C.B., C.B.E., M.V.C., as Commander-in-Chief of the America and West Indies Station.

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

(Sgd) M.R. Raymer,

OFFICER ADMINISTERING THE  
GOVERNMENT.

Sir R.V. Symonds-Taylor, K.C.B., D.S.C.,  
Office of the Commander-in-Chief,  
America & West Indies Station,  
Admiralty House,  
BERMUDA.

*PA 1/19*  
*20/6/49*

DECODE.

TELEGRAM SENT.

4

From SECRETARY OF STATE to GOVERNOR.

Despatched: July 18th/49 Time: 1355Z

Received: July 19th Time: 1000P

WIDEP 108. Combined Production and Resources Board.

Question of Naval support in Dependencies in the season 1949/50 has recently been considered by departments concerned here. After carefully considering the experiences of H.M. ships Snipe and Sparrow in the Antarctic in the last two years, Admiralty are convinced that there is very serious risk of heavily damaging if not losing frigates sent into those waters. They have therefore decided unless it is absolutely essential no more frigates should be authorised in Antarctic waters. Other types of ships more suitable for operating in Antarctic waters are not available on the American and West Indies station and cannot be commissioned specially.

2. It is hoped to maintain a frigate in the neighbourhood of the Falkland Islands and South Georgia in the forthcoming Southern hemisphere summer but she will not repeat not be committed in waters further South unless some unforeseen emergency arises.

3. In consequence this decision which I feel I must accept it has been decided to seek through diplomatic channels the renewal of last seasons agreement with Argentine and Chile, restricting visits of warships South latitude 60 degrees ( My telegram 13 WIDEP and previous correspondence). I will inform you of decisions. If Argentine or Chile should refuse to renew the agreement our own naval disposition might of course have to reconsider.

4. Governor informed.

SECRETARY OF STATE

Boher  
W. R.

 20/7

✓

214  
2  
5

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: July 24th/49 Time: 1153Z Received: July 25th Time 1000P

213-4

NO 152. Combined Production and Resources Board. My telegram FIDEP 108. paragraph 2. <sup>visit</sup> ~~Call~~ of warship now in Force Falkland Islands Colony (R) Colony.

Admiralty have in mind detaching a frigate from American and West Indies squadron to arrive late January 1950 and stay in neighbourhood about 2 months. It is considerably disturbing annual routine of squadron if frigate had to leave West Indies earlier.

2. Grateful for your view whether visit for that period and duration would be satisfactory. So far present information shows it would appear adequate for maintaining our conversation here recently, however Governor (Vice-Admiral away on leave) expressed view that Naval visit should cover as much as possible of your summer with object of reinforcing, if only from a distance, our activity in Dependencies. You may wish to consider what dates would suit that object best; but you will recognise it would not be easy to advance the date of arrival of Frigate substantially.

Reply at 215 7

Cypher  
W. R.

25/7.

SECRETARY OF STATE



6

S/F.

Reply as at cover please.

R

25/7/49.

DECODE.

TELEGRAM SENT.

215 3.

67

From GOVERNOR to SECRETARY OF STATE.

Despatched: July 26th/49 Time: 1230Z

Received: ..... Time: .....

214 5

No. 220. Your No. 152. Combined Production and Resources Board.  
Value of quote protection from a distance unquote by vessel with  
orders not to proceed South of South Georgia does not appear to  
justify disturbance of annual routine of American and West Indies  
squadron, and in circumstances I would agree to proposed period  
and duration of visit.

O.A.G.

Cypher

W.R.

DECODE.

TELEGRAM SENT.

9

From GOVERNOR to SECRETARY OF STATE.

Despatched: 20/12/49 Time: 1000 Received: Time:

FIDEP No. 152 <sup>5-2.</sup> Your 152 of July 24th. Would be grateful to know if it has yet been decided to send frigate to Falkland Islands and Dependencies. If so name of ship and ETA Stanley would be appreciated.

Cypher  
K.G.

80 to me

see U.

29 12 49

Private Secretary.

Pl: send in cypher following to C-in-C, A.W.I.  
"Grateful information re itinerary and arrival here  
A frigate believed to be Highways Bay." Governor.

H.C.S. Sent 29.12.49.

See 10.

28/12/49.

11  
Telegram received. (CYPHER).

From Secretary of State to Governor.

Sent 1155 hrs 31.12.49.

Received 0900 hrs. 1.1.50.

214. Your telegram 152 Fidep. Frigate BIGBURY BAY due to arrive Stanley January 30th.

SECEP.

Telegram received. (S.T.C).

From C. in C., A.W.I. to Governor.

Sent 0812 hrs, 31.12.49

Received 0900 hrs, 1.1.50.

10. Unable decipher your telegram of 29th December.

NAVYCOM.

Y. E.

From the first of the two telegrams above, we learn that the BIGBURY BAY is due to arrive here on January 30th. But that is all we learn. Unfortunately the Navy were unable to decipher our later telegram. We want to know whether she is coming here direct from Bermuda, and whether she will be able to tow the "Philomel" down to S. Georgia for us. Draft telegram to C. in C., A.W.I. at cover submitted for approval, please.

2.1.50.

Issued. Inc. 3/1.50

ACS Accordingly H. U. said yourself, as the last effort was not successful

3/1/50

GOVERNMENT TELEGRAPH SERVICE.

13

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				4/1/50.
To	NAVYCOM			
	BERMUDA			

Following from Governor, Falkland Islands to Commander-in-Chief America and West Indies begins :- Understand from Secretary of State for the Colonies that Frigate BIGBURY BAY due to arrive Stanley 30th January. Have Government owned motor vessel PHILOMEL, approximately 90 tons, which vital link in Colony's communications and must go to South Georgia for repairs. Presume Frigate will visit South Georgia and most grateful if she could tow PHILOMEL down and escort her back. Estimate that repairs could be effected in South Georgia in five days.

*Repeated in G.T.C. 7.1.50*

BID/03/1 (6)  
Time Iwa/ius.

*acc to [unclear] [unclear] [unclear] for inclusion*

*Del 2-7-50*

*4/1/50*

*in the file of [unclear]  
P.S. Please include. 4/1/50.*

*Telegramme Included*

DECODE.

TELEGRAM.

From THE COMMANDER IN CHIEF BERMUDA.

To THE GOVERNOR, FALKLAND ISLANDS.

Despatched: 8th January. 1950. Time: 1352.

Received: 9th January. 1950. Time: 0900.

"BIGBURY BAY" arriving January 30th. Have no objections to undertaking to tow "PHILOMEL" to South Georgia and escort return Falkland Islands.

COMMANDER-IN-CHIEF.

081705Z.

A. C. S.

I have advised H.E. & E.E. On file and attach papers re Philomel pl.,

(Intld) M.R.R.

9/1/50.

G. T. C.  
S. S.

DECODE.

15

TELEGRAM.

From THE GOVERNOR.

To NAVYCOM BERMUDA.

Despatched : 13th January. 19 50. Time : 1600.

Received : ..... 19 ... Time : .....

14

Your 081705Z. "Bigbury Bay". Very many thanks.

GOVERNOR FALKLAND ISLANDS.

Note. F.I.C. as Admirally agent, informed.

*[Signature]* 13/1/50.

G. T. C.

*[Signature]* B.V. 25/1/50.

DECODE.

TELEGRAM.

From THE GOVERNOR'S DEPUTY.

To THE COMMANDER-IN-CHIEF, A.W.I.

Despatched : 17th January. 19 50. Time : 1200.


Received : ..... 19 ... Time : .....

14

Your 081705Z. If "Bigbury Bay" should be calling at Montevideo en route for Falklands grateful if Captain might be asked to collect any mails and bring them.

GOVERNOR'S DEPUTY.

G.T.C.  
S.S.

B.V. 25/1/50. 



DECODE.

TELEGRAM.

From THE C-in-C , Bermuda.

To THE GOVERNOR FALKLAND ISLANDS

Despatched : 18th January. 19 50. Time : 1205.

Received : 19th January. 19 50. Time : 0900.

"Bigbury Bay" repeated to Deputy Governor Falkland Islands. Please collect mail for Falkland Islands before leaving Montevideo.

C-in-C.

181435Z.

G.T.C.  
S.S.

*for information  
19/1/50*

A C S

Good, Pl inform Postmaster accordingly.

(Intld) M.P.R. 19/1/50.

*Tel. in  
at 17  
20/1/50*

DECODE.

TELEGRAM.

*From* HOWARD, MONTEVIDEO.

*To* THE GOVERNOR FALKLAND ISLANDS.

---

*Despatched* : 26th January. 19 50. *Time* : 1341

*Received* : 27th January. 19 50. *Time* : 0900

00026. Following from "Bigbury Bay" arriving 0900 local time  
Monday 30th January.

HOWARD.

Inform H/M and Postmaster.

(Intld) M.R.R.

P/L.

S S

27 Jan. 1950.

RESTRICTED

19

HIGBURY BAY

FROM.....C IN C A W I .

R E S T R I C T E D .

FOR GOVERNOR FALKLAND ISLANDS.

BIGBURY BAY IS REQUIRED IN UNITED KINGDOM EARLY MAY FOR REFIT.

2. IT IS REQUESTED THAT YOUR EXCELLENCY'S PROGRAMME  
MAY BE ADJUSTED TO ENABLE HER TO SAIL FROM PORT STANLEY  
WEDNESDAY 22nd MARCH.

(DATE) TIME GROUP..27 1615Z/ JANUARY'50.

SL B'CAST. TYPEX TOR. 1110Z RCJ 28 1 50.

RESTRICTED

DECODE.

TELEGRAM.

From H. M. S. "Bigbury Bay" .....

To THE GOVERNOR'S DEPUTY.

---

Despatched : 30th January.                      19 50.      Time : 0009  
Received :    30th January.                      19 50.      Time : 0900

*Copy.*  
Your 281300.    Only 1 bag safe hand and 1 letter carried no more  
at Montevideo on sailing.    9 officers and 149 men.    Will not  
be ready to ~~a~~ sail before 1st February at earliest.    Request  
details of tow and whether C-in-C informed as nothing heard of  
it prior to your signal.

BIGBURY.

P/L.  
S. S.

K.I.V. 19

TO: GOVERNOR FALKLAND ISLANDS

FROM: HMS BIGBURY BAY

WE THANK YOUR EXCELLENCY FOR YOUR KIND SIGNAL.

WE ARE BEING WELL LOOKED AFTER AND LOOK FORWARD TO MEETING YOU  
AND JOHN BISCOE IN DUE COURSE.

DTG 31 1826z

DECODE.

0625/A.

21

TELEGRAM.

From Governor's Deputy.

To Governor, JOHN BISCOE.

---

Despatched : 2.1.50. 19 Time : 1500

Received : 19 Time :

GD/7. SECRET. MC. Provisional programme BIGHORN BAY. Leave Stanley  
February 2nd for Port San Carlos with PHOENIX. Return Stanley 6th February.  
Leave Stanley for South Georgia 7th. At South Georgia 10th - 15th February.  
Return Stanley 18th February. Then Camp trip probably calling at Port Howard  
for Westers' Sports, Port San Carlos, Port Stephens, Speedwell, North Arm, and Darwin.  
Grateful early information if you wish any modifications.

DEPUTY.

G.T.C. amended code.

dh.

DECODE.

TELEGRAM.

22

*From* Governor, JOHN BISCOE.

*To* Governor's Deputy.

---

*Despatched :*            2.2.50                            19            *Time :*    1600

*Received :*              3.2.50                            19            *Time :*    1000

MC/36.    Your GD/7 understood.    Please inform me proposed date of return  
to Stanley.

GOVERNOR.

MURIE.

F/L. WH.

DECODE.

TELEGRAM.

From Governor's Deputy. \_\_\_\_\_

To Governor, JOHN BISCOE. \_\_\_\_\_

Despatched : 3.2.50. 19 Time : 1600

Received : 19 Time :

ED/8. Your MC/16. Date of return to Stanley from Camp trip not definite, probably about March 7th.

G.P.C.  
WH.

DEPUTY.



DECODE.

24

TELEGRAM.

*From* Governor's Deputy.

*To* Admin. Officer, S. Georgia.

---

*Despatched :* 5.2.50 19 *Time :* 1600

*Received :* 19 *Time :*

No. 15. As provisionally arranged H.M.S. BIGBURY BAY will leave Stanley for South Georgia 8th February, arriving 14th and staying to 16th. Commander Gooden would be prepared to carry limited quantity stores.

G.T.C.  
WH.

GOVERNOR'S DEPUTY.

See 25

DECODE.

TELEGRAM.

No. 80.

*From* The Administrative Officer, South Georgia.

*To* The Colonial Secretary.

---

*Despatched* : February 4th 19 50 *Time* : 18.00.

*Received* : February 6th 19 50 *Time* : 09.15.

No. 22. Your telegram No. <sup>24</sup>15. Offer much appreciated. Leith Harbour grateful if any number bullock and sheep carcasses could be shipped and they are placing order with F.I.C. direct.

ADMINISTRATIVE OFFICER

P/L.

LJH.

DECODE.

TELEGRAM.

From Governor John Biscoe

To Governor's Deputy, Port Stanley

---

Despatched : 5/2/ 50 19 Time : 2330

Received : 6/2/50 19 Time :

MC/44 FIDEP Important. You will request Admiralty to instruct H.M.S. Bigbury Bay to be prepared to come Deception Island to take off Marguerite Bay personnel and myself when operation completed.

2. Continued adverse conditions may entail considerable delay and Signy is still to be relieved.
3. Since more vulnerable Gold Ranger survived visit Deception in conditions Bigbury Bay quite unlikely to meet can see no justification for not lifting embargo.
4. I am anxious Marguerite Bay party should when evacuated continue homeward journey with as little delay as possible and cannot myself stay down here indefinitely.  
Ends.

G.T.R.  
c.s.

See 30

26

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : 6/2/50

Time : 1400

Received :

Time :

Important. Secret. Following relayed from Governor. Grateful you request Admiralty to instruct H.M.S. Bigbury Bay to be prepared to come to Deception Island to take off Marguerite Bay personnel and myself when operation completed.

2. Continued adverse conditions may entail considerable delay and Signy is still to be received.

3. Since more vulnerable Gold Ranger survived visiting Deception in worse condition than Bigbury Bay at all likely to meet I can see no justification for not lifting embargo mentioned in your telegram FIDEP 108 of July 1949.

4. I am anxious Marguerite Bay party should when evacuated continue their homeward journey with as little delay as possible and cannot myself stay down here indefinitely. Ends. An early reply to the Governor's request would be greatly appreciated as provisional programme of Bigbury Bay proposes visit to South Georgia, leaving here 9th February.

GOVERNOR'S DEPUTY.

Cypher: I.U.S.

DECODE.

TELEGRAM.

*From* The Governor's Deputy.

*To* His Excellency the Governor.

*Despatched* : February 7th 19 50 *Time* : 14.30

*Received* : ..... 19 .. *Time* : .....

G.D./8. Paid flying visit Port San Carlos yesterday. Repairs to Philomel proceeding satisfactorily and visitors hope to finish them today and return here Wednesday evening. Contents of your <sup>26</sup> M.C./44 telegraphed to London and early reply requested. Presume you cannot yet give any date but naturally earliest instruction would be welcome. All delighted to hear three more out. Congratulations.

G. T. C.  
LJH

See ~~30~~ 29

DEPUTY.

DECODE.

No. 3.

TELEGRAM.

*From* His Excellency the Governor.

*To* Governor's Deputy.

*Despatched* : February 7th 19 50 *Time* : 22.30.

*Received* : February 8th 19 50 *Time* : 09.30.

XMC/52. <sup>28</sup> Your G.D./8. <sup>26</sup> My L.C./44 sent direct and copied to you for information.

2. I hope, if the request is approved, to be at Base B on February 19th. Ends.

GOVERNOR.

G.T.C.

LJH

DECODE.

TELEGRAM.

*From* The Colonial Secretary.

*To* The Administrative Officer, South Georgia.

*Despatched* : February 10th 19 50 *Time* : 14.30.

*Received* : ..... 19 .. *Time* : .....

No. 22. My telegram <sup>24</sup>No. 15. Owing to unforeseen circumstances present visit of warship has had to be cancelled but hope that visit will be paid towards end of month.

COLONIAL SECRETARY.

G. T. C.  
LJH

See 35

copy filed in 0604 "H. V. Philomel"

31

DECODE.

TELEGRAM.

From The Governor's Deputy.

To His Excellency the Governor, John Biscoe.

Despatched: February 11th 19 50 Time: 12.00.

Received: ..... 19 .. Time: .....

GD/9. Repairs to Philomel completed satisfactorily subject confirmation by running trials. Your telegram <sup>29</sup> MHC/52 February 7th Grateful confirmation as early as possible that 18th is firm date for visitors to arrive Decatur.

DEPUTY.

G.T.C.  
LJH



DECODE.

32

TELEGRAM.

From Governor's Deputy, Port Stanley

To Governor John Biscoe.

---

Despatched : 14/2/50 19 Time : 1600

Received : 19 Time :

31

GD/10 My GD/9. Visitors leaving early tomorrow 15th to call on you approximately noon 18th.

Nav. Sec - P.L.P.

B.U. 18/2/50.

B.V. 22/2/50.

DECODE.

No. 5.

TELEGRAM.

*From* H.M.S. Bigbury Bay.

Colonial Secretary.

---

*Despatched :* February 21st 19 50 *Time :* 13.30.

*Received :* February 21st 19 50 *Time :* 14.00.

Request Medical Officer and hospital staff be warned gun salute will probably be fired about 0810 tomorrow Wednesday.

GOODDEN.

G. T. C.  
LJH

F18U  
Mo.

File - ~~180~~

RESTRICTED

23 FEB 1950

TO.....C IN C A W I (R) ADMIRALTY. GOVERNOR FALKLANDS  
FROM.....HIGHURY BAY

RESTRICTED.

GOVERNOR FALKLANDS HAS APPROVED FOLLOWING PROGRAMME.  
READ IN THREE COLUMNS.

<u>ARRIVE</u>	<u>PLACE</u>	<u>SAIL</u>
22nd February	STANLEY	24th February
27th February	SOUTH GEORGIA	3rd March
6th March	STANLEY	8th March
8th March	SAN CARLOS	10th March
10th March	PORT SAN CARLOS	11th March
11th March	PORT HOWARD	12th March
12th March	SPEEDWELL	13th March
13th March	STANLEY	22nd March

2. SOUTH GEORGIA probably involving visits to GRYPVIKEN  
and LEITH.

DIST. FULL. H.E. (2) CO. 1ST LT. NO. 201727Z.....  
S/S TYPEX TOD J.P. 20.2.50.

RESTRICTED

35

DECODE.

TELEGRAM.

From The Colonial Secretary.

The Administrative Officer, South Georgia.

---

Despatched : February 24th 19 50 Time : 09.45.

Received : ..... 19 .. Time : .....

30

No. 29. My telegram No. 22. Ship will sail from Stanley for South Georgia noon 24th arriving noon 27th and leaving again probably March 2nd. I am taking opportunity of visiting South Georgia and am looking forward to meeting you.

COLONIAL SECRETARY.

G. T. C.  
LJH

COMMUNICATION SHEET

FROM .....

DATE .....

To .....

Ref. No. ....

FORMER .....

Burton's letter.

B/Ray boxing would like to put in an exhibit on after ship's return from outpost & would like use of gymnasium to train after return from S. Georgia.

Suggested that a small entrance fee might be charged - proceeds to "Truett" fund or some other charity

Ru

A.

A.C.S.

Reverse. I told Commander Goodden that I felt sure a Boxing Exhibition would be welcome. Would you, during my absence, and the absence of the B.B., check up with the Town Council that it will be all right for them to have the Gym



24/2/50.

B

*W.C.S.*  
The Town Council will gladly  
make the Gymnasium available

*R.H. Jones*  
25/2/50

Admiralty House,  
Bermuda.  
22th December, 1949.

A.W.I. No. 661/5

Memorandum

The following programme for the spring cruise of H.M.S. "Bigbury Bay" is promulgated for information.

- 2. This programme is liable to alteration in the event of unforeseen circumstances.
- 3. The visits in this programme will be of an informal nature.
- 4. It is requested that receipt of this programme may be acknowledged by "AIR MAIL".

*of the  
Bermuda  
cruise*

*21/12/49*

R. V. Symonds-Taylor,  
Vice-Admiral,  
Commander-in-Chief,  
America & West Indies Station.

H.M.S. "Bigbury Bay"

Arrive	Place	Leave
—	Bermuda	Wed., 28th Dec.
Mon., 2nd Jan.	Trinidad (Point-à-Pierre) (Port-of-Spain after fuelling)	Wed., 4th Jan.
Thurs., 19th Jan.	Montevideo	Thurs., 26th Jan.
Mon., 30th Jan.,	Port Stanley	At disposal of H.E. the Governor of Falkland Islands.

Notes—(i) H.M.S. "Bigbury Bay" is commanded by Lieut.-Comdr. G. R. P. Goodden, R.N.

(ii) Particulars of H.M.S. "Bigbury Bay":—

Displacement—2,400 tons Length—307 ft. Draught—15 ft. 3 ins.

Complement— 9 officers, 136 men.

RESTRICTED

*PD. Me.*

*He has received his programme wh. I have  
app<sup>d</sup>. Me.*

39

## DISTRIBUTION

Admiralty

H.E. The Governor of Bermuda

" " " " Trinidad and Tobago

" " " " Falkland Islands

Naval Service Headquarters, Ottawa

Flag Officer, Atlantic Coast, Halifax

Flag Officer, Pacific Coast, Esquimalt

Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa

British Joint Services Mission (Naval Staff), Washington, D.C., U.S.A.

H.B.M. Ambassador, Montevideo

" " Buenos Aires

" Consul General, Montevideo

U.K. Representative, Military Staff Committee, United Nations, New York

British Naval Attaché, Washington D.C., U.S.A.

" " " Rio de Janeiro, Brazil

" " " Buenos Aires, Argentine

" " " Santiago, Chile

The Commander, Caribbean Area, Jamaica

Officer Commanding Troops, Bermuda

H.M. Ships, America & West Indies Squadron

Captain-in-Charge, Bermuda

Captain Superintendent, Bermuda

Resident Naval Officer, Kingston



F.I. Ref: 0625/II

Your Ref: A.W.I. No. 661/5

GOVERNMENT HOUSE,

STANLEY.

24th February, 1950.

FAULKLAND ISLANDS.

R E S T R I C T E D.

Sir,

38  
I have the honour to acknowledge the receipt of your Memorandum No. 661/5 dated the 22nd of December, 1949, containing the programme for the spring cruise of H.M.S. "Bigbury Bay".

I have the honour to be,

Sir,

Your obedient servant,  
(Sgd) Miles Clifford.

GOVERNOR, FAULKLAND ISLANDS.

Commander-in-Chief,  
America & West Indies Station,  
Admiralty House,  
BERMUDA.



41

*Final act of the Mc*

*Acc. accounts  
B. 2/2*

H.M.S. BIGBURY BAY,  
At Port Stanley,  
Falkland Islands.

Letter of Proceedings No. 2/1950.

15th February, 1950.

Sir,

I have the honour to submit a report of proceedings for H.M.S. "Bigbury Bay" for the period 26th January to 15th February, 1950.

26th January  
At Sea

2. I sailed from MONTEVIDEO at noon on 26th January and arrived at PORT STANLEY, FALKLAND ISLANDS, at 0900 on Monday 30th January after an unexpectedly long passage. Thick fog was encountered for four hours on the evening of 28th January.

30th January  
PORT STANLEY

3. His Excellency the Governor being absent in the "JOHN BISCOE", I called on Mr. M.R. RAYMER, Colonial Secretary and Deputy Governor, on 30th January, this call being returned next day. I also called on Lady CLIFFORD at Government House.

4. I was informed on arrival that approval had been given for this ship to tow the Government owned PHILOMEL, a 75 foot ex-Motor Fishing Vessel, to GRITVIKEN, SOUTH GEORGIA, for repairs. After consultation however, it was considered that repairs were within the capabilities of ship's staff provided that PHILOMEL could be beached so that the after end of her keel was dry at low water. (Full report is attached as Appendix I.) An attempt had previously been made by her crew and the STANLEY base engineer by beaching at a carenage in approximate position 51° 23' 18" South, 60° 11' West on SAUNDERS ISLAND where there is a spring rise of about twelve feet. After beaching on this occasion the job had been declared impossible. My personal opinion of the reason for this decision is that the crew was hoping to see the bright lights of PUNTA ARENAS or MONTEVIDEO although as it turned out repairs were much more extensive than were at first apparent.

I decided against beaching PHILOMEL on SAUNDERS ISLAND owing to the extra distance from STANLEY, the unpleasant approach and the lack of sheltered anchorage but decided instead to tow her to the carenage at PORT SAN CARLOS. After unshipping the rudder and rudder shoe I took PHILOMEL in tow, weighed and proceeded for PORT SAN CARLOS at 0520 on Friday 3rd February.

3rd February  
PORT SAN  
CARLOS

5. The weather at this time was: -wind East and barely perceptible, sea calm with a long low South Easterly swell of about 4 feet in height, cloudy and with excellent visibility. The tow consisted of a 6" manilla veered to 25 fathoms with a 2½" wire passed ready in case the manilla parted. PHILOMEL rode out to the Starboard quarter throughout and this chafed the manilla in her bullring so that it parted at 0750. The wire was then veered to about 220 fathoms and I towed her on this at 11 knots until arrival at PORT SAN CARLOS at 1850.

At noon the wind backed to West force 4 and the lee of FALKLAND SOUND was reached as the sea was beginning to become uncomfortable. I consider that a tow to SOUTH GEORGIA would have been a very hazardous undertaking for the PHILOMEL and her crew had already refused to sail in her for that passage.

PHILOMEL was coaxed into the inner harbour after I had anchored and was beached next day.

6. I called on NORMAN CAMERON/.....Over.



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Dated 15th February, 1950.

6. I called on Mr. NORMAN CAMERON, the manager of the settlement, on arrival and was pressed to stay to dinner. A goose shoot and a bunk-house-dance were arranged for the following day and throughout our stay this friendly, cooperative and nothing-is-too-much-trouble atmosphere was most noticeable in spite of the fact that sheep shearing was in full swing.

The bunkhouse dance was a great success and various parties armed with an assortment of guns and 0'22 rifles shot a total of 55 geese and 10 goslings. The analysis of rounds per goose has not yet been worked out but is thought to be heavy; at least one person fired at one goose and was surprised when the next in line was bagged.

In addition to this change of diet, Mr. CAMERON presented 2 sheep and 14 lamb carcasses to the ship.

8th February

7. After gruelling day and night work, repairs were almost completed by noon on Wednesday 8th February and PHILOMEL was ready for refloating. The tide failed, however, so, after a preliminary survey, I weighed and proceeded to the inner harbour to attempt to haul her off. It was obvious on entering that there was not sufficient room to manoeuvre comfortably there so I turned and proceeded again to the outer anchorage.

9th February  
At Sea

8. The high water during the middle watch on Thursday 9th February once again failed to come up to expectations so I weighed at 1030, called at SAN CARLOS with mails and proceeded to PORT STANLEY in a heavy sea and with North Westerly winds at times up to force 11 (60 knots.)

On arrival off PORT STANLEY at 2400 the wind increased again to force 12 (70 knots) so I anchored in PORT WILLIAM in the lee of DOCTOR POINT. Fortunately this proved good holding ground, a liberal amount of mud being present with the speckled sand shown on the chart. Anchor watch was set and steam kept at immediate notice until 0430 by which time the wind had decreased to light North Westerly.

10th February  
PORT STANLEY

At 0800 on Friday 10th February anchors were weighed and I proceeded to PORT STANLEY in brilliant sun and warm calm weather.

11th February

9. During the day I received a message from the barman of the Colony Club, the chief operator of the local Kelp Telegraph, that PHILOMEL had refloated herself on the extra high water caused by the North Westerly gale and that she was expected at PORT STANLEY between 1830 and 1930 next day, Saturday 11th February. This message was unusually inaccurate as PHILOMEL actually arrived at 1800; her arrival under her own power caused much indignation among not a few of the inhabitants who had betted heavily against the possibility of repairs being completed locally.

14th February

10. Provisions to maximum capacity (about 7 months) and 110 tons of oil fuel were embarked in preparation for the next part of our programme, a top-up of 55 tons of oil fuel being embarked on Tuesday 14th February. On this day repairs to PHILOMEL were completed.

11. I weighed at 0750.../Over



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15th February  
PORT WILLIAM  
AND  
At Sea

11. I weighed at 0750 on Wednesday 15th February and proceeded to an anchorage in PORT WILLIAM where divers cleared a mass of kelp from both main inlets; this kelp had accumulated to form a virtual forest under the ship's bottom in PORT STANLEY and small pieces and fish had penetrated as far as the condensers.

12. After swinging to correct compasses, I sailed at 1330 on 15th February for DECEPTION.

I have the honour to be,

Sir,

Your obedient servant.

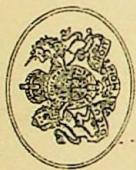
*Lieut. R.P. Godden*

Lieutenant Commander, Royal Navy.

THE COMMANDER IN CHIEF,  
AMERICA AND WEST INDIES STATION,  
H.M.S. GLASGOW.

Enclosures.

Appendix I Account of repairs to M.V. PRILORIEL.



INNER HARBOUR,  
PORT SMITH CHARLES.  
(Not to Scale)

LOW WATER MARK

PIER

PHILMEL  
UP ANCHOR  
2100 YDS

PHILMEL

700m 3" ESWR

900m 2" ESWR

1500m 2 1/2 ESWR

SHIP'S WEDGE  
ANCHOR

INNER HARBOUR



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H.M.S. BIGBURY BAY,  
At Port Stanley,  
Falkland Islands.

15th February, 1950.

Sir,

I have the honour to submit the attached report on the recent making good by ship's staff of the defects of the Falkland Island Government's Motor Vessel PHILOMEL.

I have the honour to be,

Sir,

Your obedient servant.



Lieutenant, Royal Navy.

The Commanding Officer,  
H.M.S. BIGBURY BAY.



REPAIRS TO FALKLAND ISLANDS GOVERNMENT MOTOR VESSEL, PHILOMEL

Upon arrival at Stanley on Monday 30th January, it was discovered that a request had been made by the Government of the Falkland Islands for this ship to tow their vessel PHILOMEL to SOUTH GEORGIA for repairs.

2. PHILOMEL is a 75 feet ex-M.F.V. which was purchased after the War from the Royal Navy. As towing her to SOUTH GEORGIA would have been a somewhat hazardous undertaking it was decided to carry out a preliminary survey by divers to estimate the practicality of repairing her defects with ship's resources.

3. Information as to the exact nature of the work involved was sketchy but it was said to be the renewal of the propeller shaft and bearing (a new shaft being available for fitting) and the renewal of the bush supporting the rudder pintle.

4. Shipwright WIGG went down in the Sladen suit at 1400 the same day and made a survey of the work involved on the rudder bracket, whilst the Engine Room department inspected the propeller shaft arrangement. It was discovered that the fitting of the new shaft was within the capabilities of ship's staff provided the vessel could be beached. The rudder bracketing appeared to be a more awkward undertaking, as the existing bracket and securing plates were corroded to the extent of inefficiency, and the bush for the rudder pintle had dropped out.

5. It was decided to unship the rudder and remove the bracket and securing plates by divers in Port Stanley, and using the old ones as patterns to make replacements with combined shore and ship's resources. The subsequent plan involved the towing of PHILOMEL to suitable beach at PORT SAN CARLOS, and the completion of the work on the beach between tides.

6. In view of the limited endurance of the ship's shallow water diving gear, a standard diving suit and gear complete was loaned to the Government by the Falkland Islands Company for the use of the ship's divers. Both authorities cooperated well, and the suit was available for use on the following morning, Tuesday 31st January.

7. During the remainder of the day, the rudder was unshipped and a start made on the removal of the bolts securing the bracket and keel plates. These were  $\frac{1}{2}$  inch diameter and passed right through the keel. They started quite easily but some difficulty was encountered in punching them through. The work narrow water was carried out alternately by Shipwright ROBERTSON and Able Seaman (Diver II) WAGSTAFF, with Shipwright WIGG exercising technical supervision from the jetty.

8. Both securing plates had been removed by 1900 on Wednesday, 1st February, when operations had to be suspended in order to avoid overstrain on personnel.

9. The bracket was.../...Over.



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9. The bracket was eventually removed by main force at 1000 on Thursday 2nd, after a further dive had been made with the object of removing further bolts, which in spite of the assertions of PHILOMEL's crew, were found to be non-existent.

10. The remainder of Thursday 2nd was devoted to the fabrication of new plates and bracket. The material used comprised the safe door from the burnt-out Stanley town hall and certain pieces of the jetty to which the PHILOMEL was secured. The task of fabrication was carried out by the entire shipwright staff and all E.R.A's who could be spared, working as a team. The resulting scene of activity was the big attraction of Stanley for the day, though it is not known to what extent the local vocabulary was enriched by some of the phrases in current use. The ship's oxy-acetylene welding set and an electric welding set lent by shore authorities were continuously employed.

11. The shore work of fabrication was completed at about 2100 and the pieces brought aboard. There remained a small amount of welding and drilling to be done whilst on passage.

12. The ship sailed at 0530, Friday 3rd February, with PHILOMEL in tow and arrived at Port San Carlos at 1900 the same day. PHILOMEL was taken into the inner harbour on her own engines, with the ship's motor cutter secured on her starboard quarter to steer. This operation, which was supervised by Lieutenant (ND) O.P. SUTTON, Royal Navy, took an hour and a half to complete due to the contrary wind.

13. Enquiries were made locally as to tides and beaching points. Information varied; and local fishermen declining to commit himself on the grounds that "you never know where you were with tides, sometimes we 'as them at night and at times in the daytime." More reliable information was eventually obtained however, and it was decided to beach stern first in a position about 100 yards west of the jetty at 0900 the following morning. PHILOMEL was accordingly left alongside the jetty for the night.

14. The beaching party landed at 0600 the following morning, Saturday 4th February, and PHILOMEL was secured in her beaching position at 0830 with both anchors down and a manilla from each quarter to the beach.

15. The tide fell sufficiently to commence work at about 1230, though together on this nor any subsequent day was there less than three inches of water under the sternpost at low water. This necessitated all work being done in seaboots and the waders of the ship's fishermen were pressed into service with excellent results. PHILOMEL does not carry the beaching legs normally supplied to M.F.Vs and consequently took on a list of over thirty degrees at low water. Even by reversing her list twice at high water, the mud on the low side made the task of driving home and securing the bolts a difficult one.

16. On fitting the new bracket and plates it was discovered that only a very few bolt holes were in line, the remainder being anything from  $\frac{1}{4}$  to  $\frac{1}{2}$  inch out. This was due partly to the difficulty of accurate measurement of the old corroded plates and partly to a slight warp of the bracket during manufacture.

17. The account of the...../.....over.





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17. The account of the period AM Sunday 5th to PM Monday 6th consists almost entirely of continuous attempts to bolt up the plate and brackets whilst working under the conditions mentioned above, at the same time as the Engine Room department were working on the propeller shaft and bearings. An attempt was made to overcome the difficulty of the list by working at high tide in the diving suit, but progress was too slow and conditions for the diver too awkward to justify this. Eventually by about 1500 Monday 6th eleven of the twenty-three bolts were in place. This was considered entirely adequate to secure the bracket, and the work of lining up the rudder post and cutting the hole for the rudder bush was proceeded with. The early morning tide of Tuesday 7th unfortunately failed to fall sufficiently to fit the bush, and this had to be deferred until the afternoon, when the job was finally completed and the rudder shipped. It was decided to defer the fitting of the remaining bolts until return to Stanley when additional tools would be available.

18. Preparations were accordingly made for refloating in the mid-day tide of Wednesday 8th. This however failed by some nine inches to live up to its reputation in the Tide Tables and the combined efforts of PHILOMEL's engine and her two anchors (which came home) failed to restore her to her rightful element. In view therefore of the relentless approach of neaps, it was decided to make an all out effort to refloat at the succeeding high water. All seamen were mustered and by dint of exercising most of the evolutions in the book, the following arrangements were completed by nightfall. A  $2\frac{1}{2}$  inch wire 300 fathom length was led through the bullring in a direct line across the harbour to the opposite shore and made fast to a projecting piece of Falkland in lieu of bollards which were not available. A 150 fathom wire of the same size was led from the starboard bow to the point at the head of the cove; the ship's kedge anchor was laid out ahead on two 3 inch berthing wires shackled together, the inboard end being secured to the starboard winch drum in place of PHILOMEL's starboard anchor (an ineffective 3 cwt close-stowing model); PHILOMEL's port anchor and cable were laid out as far as possible fine on the port bow, and the preparations were completed by placing on the fore-hold and filling with water some twenty-five 40-gallon oil drums.

19. High tide was due at 0950 and the strain was taken on all these wires shortly beforehand. Unfortunately PHILOMEL's winch is driven off the main engine and cannot be run at the same time as the propeller is being driven. Efforts were therefore concentrated on hauling off. The tide however failed even to reach the standard of its predecessor and was not estimated to have risen to within eighteen inches of the required water line aft. Under these circumstances, even the maximum heave achieved proved unavailing, despite the fact that the heat generated by the ahead wire was sufficient to ignite the paint on the winch drum.

20. The following morning, Thursday February 9th, all gear was recovered in the very short time of one and a quarter hours, except for the wire across the harbour and the oil drums which were left to assist the crew of PHILOMEL to haul off when the time came. The last working parties left PHILOMEL at 0930.

21. Efforts are...../ Over



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No. 2/1950 Dated 15th February, 1950.

21. Efforts are currently being made to ship the remaining bolts in the bracket and securing plates, but even without them the craft is considered entirely seaworthy.

22. No attempt has been made to include in this report the details of the work on the propeller shaft etc, as this is being reported on separately by the Engineer Officer. As an observer however, I could not fail to be impressed by the enthusiasm and efficiency with which this job was carried out.

23. I wish to bring to your notice the conduct during the operation of George E. WIGG, Shipwright Artificer 3, P/MX 635946. This rating was concerned in every part of the task from beginning to end, and his technical skill, leadership, and tireless energy were an inspiration to us all. There is no doubt that he would have been quite capable of organizing and completing the whole job on his own had this been necessary.

24. The following officers and ratings also took a major part in the operation.

Mr. E.O. LYDON, Commissioned Gunner, Royal Navy, efficiently supervised diving operations under adverse conditions, particularly whilst in Port Stanley.

ARMSTRONG, William, P/MX 541992, E.R.A. 2, who carried out all oxy-acetylene welding and cutting and was a great factor in the successful completion of both parts of the task.

ROBERTSON, Alexander, P/MX 864837, Shipwright Artificer 4, who assisted WIGG and myself throughout and carried out several dives under difficult and uncomfortable conditions. This rating has only been in the fleet - his first - for one month and should do very well if he maintains his present standards.

HAGSTOWN, Douglas, P/JX 758871, A.B. Diver 2, who dived, hammered, cooked, stacked and jacked with equal facility throughout and whose cheerful personality alone was a great asset.

25. The following ratings also took part:-

E.R.A.s LEWIS and MITCHELL.

Mechanician BURLAND.

Stoker Mechanics PARKER and DOYLE.

Petty Officers ALLEN and BURGESS, who displayed a high standard of seamanship in the unsuccessful refloating operations.

Leading Signaman BRITTE, who maintained communication and was always there to lend a hand where most needed.

26. In addition all working parties, of which there were many such as diving, beaching, and refloating parties, strove hard and enthusiastically to further the operation.

27. As regards the shipwright party, I have seldom driven men so hard, and I have never encountered a better response.

28. The Engineer Officer, W.P. MARTIN, Senior Commissioned Engineer, Royal Navy, enthusiastically provided the utmost cooperation at all times and was of the greatest assistance to me on the technical side.



H.M.S. BIGHURRY BAY,  
At Port Stanley,  
Falkland Islands.

12th February, 1950.

Sir,

I have the honour to submit the following report on the construction of a new supporting bracket for the rudder of the Motor Vessel PHILOMEL and the fitting of a new propeller shaft, stern tube forward bearing and tail shaft bearing to the same vessel.

2. Construction of rudder supporting bracket.

The fitted rudder supporting bracket was in a very bad state, having been corroded to a remarkable degree, while the bearing which should have supported the rudder was non-existent, undoubtedly due to the fact that the bottom plate of the rudder supporting bracket had corroded away and allowed the bearing to fall out, so that the lower pintle of the rudder was not secured in any way, and the rudder itself was supported only by the coupling at the top.

To make a new rudder supporting bracket seemed a formidable task since it entailed shaping a piece of mild steel nine feet long, half-an-inch thick and seven inches wide and two other pieces five feet one inch long, half-an-inch thick and two feet six inches broad.

The staff employed on the job of work was given the full use of the shore workshops, which was a great help.

The parts required were cut out by an oxy-acetylene torch and the pieces of material nine feet long was shaped to a "U" and a bottom, top and strengthening "bulkhead" electro-welded to complete the required shape.

A naval brass bearing for the rudder pintle was manufactured on board and measured seven inches long, four and a half inches diameter, with a hole bored two and a half inches diameter and three inches deep. Twenty-five bolts three-quarters of an inch in diameter and ten inches long were made on board from boltstave.

Finding material half-an-inch thick and two feet six inches wide presented a problem, which was solved by cutting up the door of the safe, which had been salvaged from the fire in the Stanley Town Hall.

The job entailed the drilling of sixty-four holes, seven-eighths diameter, in half inch material (and the "ex-safe door" was particularly tough) with a hand drill.

The construction was completed in eleven hours and I cannot speak too highly of the staff employed, without whose skill and enthusiasm the job of work could never have been satisfactorily completed.

Outstanding amongst the staff were:-

- (1) E.R.A.2 ARMSTRONG, whose highly skilled welding and cutting were outstanding.
- (2) Shipwright WIGG, who had just finished diving for the removal of the fitted bracket, but who worked **skilfully** in the construction of the new bracket.
- (3) A.B. WAGSTAFF, whose energy and enthusiasm knew no bounds in spite of the fact that he too had just finished diving.
- (4) Chief Mechanician SNOOK, who took charge of the machine work for the bracket and himself manufactured the twenty-five bolts required.

(5) Shipwright Robertson,...../Over.



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(5) Shipwright ROBERTSON, who displayed skill as an electric welder and worked hard, in spite of the fact that he too had been diving.

Also employed were:-

E.R.A. 5 GORDON

E.R.A. 5 WALKER

Stoker Mechanic DOYLE

Stoker Mechanic SHEPPARD

Stoker STARR

3. Fitting of new propeller shaft and bearings.

This was a straightforward engineering job of work, hampered by the fact the PHILOMEL had a list of 32° when beached and that the shaft was four inches diameter and ten feet six inches long, which proportions made it difficult to handle in the vessel's small engine room and crew space.

The shaft and bearings were fitted in the approved manner and it was found that the nut on the stern tube had corroded badly. To overcome this a flange was welded on, using "sil-bronze" to prevent corrosion in the weakest place.

The job was completed in four days and the following staff worked hard and skilfully on PHILOMEL during that period.

E.R.A. 2 ARMSTRONG

E.R.A. 3 MITCHELL

Mechanician 1 BUTLAND

E.R.A. 2 LEWIS

Stoker Mechanic PARKER

Stoker Mechanic DOYLE

Armstrong and Parker were outstanding.

Trials proved entirely satisfactory and the crew of PHILOMEL were delighted that their vessel had lost the vibration which previously existed.

4. All-in-all, a great deal of satisfaction was felt by all concerned and I cannot emphasize too much that the cooperation and skill of the staff was beyond praise.

I have the honour to be,

Sir,

Your obedient servant.

Senior Commissioned Engineer, Royal Navy.

The Commanding Officer,  
H.M.S. BIGBURY BAY.

Members of repair party.

Lieutenant L.W.H. TAYLOR R.N. In general charge and in charge of Shipwright's party.  
Mr. C. L. MARTIN, Senior Commissioned Engineer R.N. In charge of Engineering side.  
Mr. R. O. LYXON, Commissioned Gunner, R.N. In charge of Diving operations.

- |   |   |
|---|---|
| G. WIGG, P/MX. 63624, Shipwright Artificer III.   | W. ARMSTRONG, P/MX. 841992, E.R.A. II.      |
| A. ROBERTSON, P/MX. 804837, Acting Shipwright IV. | F. SNOOK, P/KX. 82503, Chief Mechanician.   |
| D. WAGSTAFF, P/JX. 758871, A.B. Diver II.         | J. MITCHELL, P/MX. 73911, E.R.A. III.       |
| L. ALLEN, P/JX. 15214, P.O.                       | A. BUTLAND, P/KX. 87195, Mechanician I.     |
| R. BURGESS, P/JX. 141437, P.O.                    | G. LEWIS, P/MX. 89709, E.R.A. II.           |
| B. BRITT, P/JX. 163299, Leading Signaller.        | K. GORIKIN, P/MX. 777524, E.R.A. V.         |
|   | D. WALKER, P/MX. 777594, E.R.A. V.          |
|   | T. BOYLE, P/SKX. 808409, Stoker Mechanic.   |
|   | J. PARKER, P/KX. 849884, Stoker Mechanic.   |
|   | T. SHEPPARD, P/KX. 851306, Stoker Mechanic. |
|   | B. STARR, P/SKX. 872703, Stoker.            |



H.M.S. BIGBURY BAY,  
At Port Stanley,  
Balkland Islands.

22nd February, 1950.

Letter of Proceedings No. 3/1950.

Sir,

I have the honour to submit a continuation to my letter of proceedings No. 2/1950, covering the period 15th to 22nd February, 1950.

2. S.S. "FITZ ROY" was due to arrive in PORT WILLIAM at 1400 on 15th February and I hoped to extract our mail from her before she entered STANLEY. By 1330, when I had finished swinging compasses, she was not in sight so I set course for DECEPTION at 12 knots leaving our mails behind and carrying with us the morale-lowering news that Portsmouth had been beaten at football on the previous day. However we were all pleased to be "going south" after the considerable preparations which had been made against such an event.

15th February  
FORT WILLIAM  
and  
At Sea.

3. The weather was unexpectedly calm to begin with but on the second day out of STANLEY the barometer started to fall. It continued to fall throughout the day and by 1600 it registered 955 millibars; at this time a slight swell was noticeable from the South South East. Shortly afterwards it started to blow from this direction and by 1655 the barometer was rising, there was a force 12 wind and snow had reduced visibility to half a cable. Having had no sights for 30 hours and as this ship makes a lot of leeway I decided to heave-to and abandon the idea of making BOYD STRAIT at 0730 on 18th by dead reckoning. At this time I was approximately 125 miles North West of GREENWICH ISLAND.

17th February  
At Sea.

At 2245 the wind veered suddenly to South West and I proceeded again at 6 knots for BOYD STRAIT. At 0400 on 18th February visibility improved and speed was increased to 12 knots. The wind remained South West force 8 to 10 for the remainder of the passage.

18th February  
At Sea

4. As "JOHN BISCOE" had by this time arrived at DECEPTION, I decided to attempt to get there and to sail as early as possible next day in case the pack should drift up too quickly from the ARGENTINE ISLANDS. At 0630 a radar contact was obtained on Mount BARNARD, LIVINGSTONE ISLAND, at 80 miles and SMITH ISLAND was detected at 75 miles at 0845. Our first iceberg was sighted at 1030 and from this time onwards there were between six and ten in sight at any one time; Bergy bits and growlers were also encountered, the latter being very difficult to see among the breaking seas.

I increased to 15 knots, on passing SMITH ISLAND and on entering reasonably surveyed water, so as to make DECEPTION in daylight.

5. The entrance to...../Over.



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DECEPTION  
ISLAND

5. The entrance to DECEPTION is most impressive and is called NEPTUNE'S BELLOWS; on one side is a vertical 300 foot cliff and on the other a rocky point with shoals lying off it and an unmarked submerged rock on the edge of the channel. It is necessary, therefore, to keep close to the cliff. The outer beacon looked like a penguin; the disused lighthouse was almost indistinguishable; the inner beacon was not seen until the entrance had been passed; Neptune was bellowing. He bellowed to such an extent that the ship made more than 18 degrees of leeway at 14 knots, 10 knots being found useless. At the far end of the bellows something odd occurred and 30 degrees of rudder was required to check a sheer towards the cliff face. It is unpleasant to look over the side of the bridge and see submerged rocks.

6. The wind inside WHALERS BAY was still South West force 7 to 8 in spite of the 1,500 foot Hills which might have broken its force. At 1915 I came to in position 179° observation spot 5 cable with 8 shackles on the starboard anchor and 4 shackles on the port anchor in 50 fathoms. "JOHN BISCOE" was anchored close inshore to the Northward of me but until 2230 it was too rough for boatwork. Anchor watch was set and maintained until 0455 next day.

7. At 2230 I called on His Excellency the Governor, Sir MILES CLIFFORD, K.B.E., C.M.G., E.D., and Commander KIRKWOOD in "JOHN BISCOE". Arrangements were made to disembark 15 sheep carcasses, vegetables and mail and to embark passengers on the forenoon on Sunday 19th February.

19th February

8. This forenoon was perfect with a warm sun and no wind and a temperature of 35 degrees. I called on the Base Leader Mr. JOHN GREEN who later came onboard to call on the mess.

"JOHN BISCOE" came alongside at 1155 to embark 5 tons of fresh water. This facilitated the transfer of one 16 foot motorboat, 2 Emperor penguins, 8 Adelle penguins and gear. The party of 8 ex-STONNINGTON ISLAND also embarked at this time; they were

BERNARD STONEHOUSE - Meteorologist and Biologist.

PATRICK A. TOYNBEE - Pilot.

KENNETH V. BLAIKLOCK - Surveyor.

COLIN C. BROWN - Surveyor.

HAROLD D. JONES - Air Mechanic.

TERENCE M. RANDALL - Wireless operator.

ROBERT E. SPIVEY - General Assistant.

JOHN S.R. HUCKLE - Assistant Surveyor.

9. His Excellency embarked at 1300 and I weighed and proceeded. NEPTUNE'S BELLOWS appeared as narrow as before but no unpleasant wind or stream was noticed. It seems that it is rarely unpleasant and then only in a South West Gale.

I increased to 15 knots to prevent the pack-ice, which was expected to have moved within 25 miles of BOYD STRAIT, from beating me to it. None was seen though I suspect that it was close to the southward. The weather was good on the whole with a light northerly wind, occasional snow showers and a slight northerly swell.

10. At 1715,...../Over.



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Page 3 of H.M.S. BIGBURY RAY's Letter of Proceedings No. 3/1950.  
Dated 22nd February, 1950

10. At 1715, on reaching the relatively uncharted part of the strait, I reduced to 12 and sometimes 10 knots; on crossing the 1000 fathom line at 1910 speed was again increased to 15 knots for three and a half hours to make a comfortable offing. At 2250 course was set for the FALKLAND ISLANDS at a speed of 12 knots in a moderate westerly swell and with a North westerly wind of force 4.

11. This wind increased shortly and remained North westerly force 6 to 7 with a fairly heavy accompanying swell for the remainder of the passage; this caused discomfort all round and considerable distress to some members of the STONNINGTON ISLAND Party.

Arriving at PORT STANLEY I anchored at 0640 on Wednesday 22nd February. His Excellency The Governor disembarked at 0810 to a 17 gun salute.

22nd February  
PORT STANLEY

12. The health of the ship's company has been excellent and their conduct ashore exemplary since sailing from BERMUDA on 28th December, 1949.

I have the honour to be,

Sir,

Your obedient servant.

Lieutenant Commander, Royal Navy.

THE COMMANDER IN CHIEF,  
AMERICA AND WEST INDIES STATION,  
H. M. S. GLASGOW.



25th February,

50.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 15th of February, 1950, submitting a report of proceedings for H.M.S. BIGBURY BAY for the period 26th January to 22nd February, 1950.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

Lieut.-Comdr. G.R.P. Goodden, R.N.,  
H.M.S. BIGBURY BAY,  
at Stanley.

WH.

A.C.S.

T.7.

Lt. Comdr. Goodden informed.

*Recd your letter at 34 & my minute at 37/20*

*25/2/50*

*1/3/51*

TO: - Admiralty D.N.I. for C.N.I. (R) 1 in C AWI, Captain in Charge Bermuda.

FROM - Bigbury Bay.

Unclassified Routine.

Continuing my 301256.

After four days in Port Stanley, Falkland Islands, Government owned 79 foot ex M.F.V. Philomel was towed 100 miles to Port San Carlos in Falkland Sound. Here extensive repairs were carried out by ship's divers, shipwright and engineering staff's over period of one week, personnel working night and day.

(2) Meanwhile unemployed officers and men attended bunkhouse dance and goose shoots. Assortment of shotguns and small rifles produced 61 geese locally considered vermin but providing excellent diet change. 16 sheep carcasses also presented to ship by Mr. Cameron settlement manager. When repairs completed Bigbury Bay returned to Stanley on full North Westerly gale. Philomel arrived two days later causing grievous loss to locals who had bet heavily that ship's staff incapable effecting repairs.

.....201402.

Disc Full.

26  
g/s  
S/O

P 1

FOU

20.2.50.

3 0  
RESTRICTED

To:- Admiralty D.N.I. for C.N.I. (R) C in C A.N.I. Capt i/c Bermuda

From...Bigbury Bay.

Restricted

57 My 201410Z continued.

14th February seven months provisions and oil fuel to capacity embarked. Following day sailed for Reception early afternoon. Morale lowered by Portsmouth being beaten football and minor annoyance caused by missing incoming mail by hours. Monotony of passage south broken by albatross Fulmar Petrels and many whales. Weather reasonable until evening 17th February when with Barometer at 955 millibars or 28 point 2 inches south easterly Blizzard hit causing ship heave-to six hours.

Passed Boyd Strait medium visibility afternoon 18th passing numerous icebergs and arriving Deception towards dark. 19th weather permitted transfer provisions to John Biscoe; Governor eight members Stonnington Island survey party two emperors eight Adelle penguins were embarked and ship sailed for Falklands.

.....201435Z.....

Dist:-

S/S

TYPEX

TOD

J.P.

20.2.50.

RESTRICTED

59

GOVERNMENT TELEGRAPH SERVICE,

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				9. 3. 50.

To  
BONNER SAN CARLOS

Camp tour of Bigbury Bay delayed pending arrival of Fitzroy from Montevideo stop will sail for San Carlos earliest thereafter probably arriving 15th.

*See 62*

COLONIAL SECRETARY.

Time

LJH

60

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

**S E N T.**

Number	Office of Origin	Words	Handed in at	Date
				9 <sup>1</sup> / <sub>2</sub> 3. 50.

To  
AMERON PORT SAN CARLOS.

amp tour of Bigbury Bay delayed pending arrival of Fitzroy from Montevideo  
with replacement for echo sounder stop Now probably calling yours  
approximately 16th.

See 61

COLONIAL SECRETARY.

Time

---

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				10. 3. 50.

To

CAMERON PORT SAN CARLOS

<sup>60</sup>  
Reference my telegram of 9th inst owing to further delay in arrival of Fitzroy ex Montevideo it is regretted that proposed camp trip of Bigbury Bay will have to be cancelled.

COLONIAL SECRETARY.

Time

LJH

62

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				10. 3. 50.

To  
BONNER SAN CARLOS

Reference my <sup>52</sup>telegram of 9th stop Owing to further delay in arrival of Fitzroy ex Montevideo it is regretted that proposed camp trip of Bigbury Bay will have to be cancelled.

COLONIAL SECRETARY.

Time  
LJH

63

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

**RECEIVED.**

Number	Office of Origin	Words	Handed in at	Date
21	Port San Carlos	9	08.30	8.3.50
To	C C A Stanley			

March 13th quite convenient

Cameron

*File under 1171*

Time PGS



RESTRICTED

TO.....GOVERNOR FALKLANDS

FROM....BIGBURY 040

173 MAR 1950

RESTRICTED

FOLLOWING PROGRAMME IS SUGGESTED.

FRIDAY 17TH MARCH 1830-2000. OFFICIAL COCKTAIL PARTY ONBOARD.

THEN,	ARRIVE	PLACE	SAIL
-		PORT STANLEY	EARLY A.M. 19/3
P.M. 19/3		SAN CARLOS	EARLY A.M. 21/3
A.M. 21/3		PORT HOWARD	1700 21/3
0630 22/3		PORT STANLEY	1700 22/3

2. THIS WOULD ALLOW TIME TO EMBARK F.I.D.S. PERSONNEL P.M. ON WEDNESDAY 22ND MARCH.

3. I DO NOT CONSIDER THAT PROGRAMME WILL BE WORTH WHILE SHOULD S.S. "FITZROY" NOT ARRIVE IN TIME FOR ME TO EMBARK ECHO SOUNDER SPARE AND MAILS BY 0900 ON SUNDAY 19TH MARCH.

.....121134P.....

DIST. FULL. CO. 1ST LT. NO. SHIPS OFFICE. YEO.

HAND

P/L

TOD P.M.

J.P

12.3.50.

RESTRICTED

TO.....GOVERNOR FALKLANDS (R) MANAGER F.I.C.

FROM.....REBEURN BAY

UNCLASSIFIED

S.S. " ROYDHUR" IS NOW CONSIDERED USELESS BY FALKLAND ISLANDS COMPANY AND MR BARTON HAS EXPRESSED HIS WILLINGNESS TO ALLOW ME TO TOW HER TO DEEP WATER AND SINK HER.

2. I INTEND, THEREFORE, SUBJECT TO YOUR APPROVAL, TO TOW " ROYDHUR" TO A POSITION APPROXIMATELY 9 MILES EAST SOUTH EAST OF CAPE PEMERROKE LIGHT AND THERE SINK HER BY GUNFIRE IN ABOUT 100 FATHOMS.

3. THIS WOULD TAKE PLACE ON 14TH, 15TH, 16TH OR 17TH MARCH, SAILING AT 0800 ON THE FIRST OF THESE DATES ON WHICH CALM WEATHER PREVAILS.

4. UP TO 5 SPECTATORS COULD BE ACCOMODATED IF DESIRED.

5. ON THE MORNING OF SAILING A SPHERE AND A CONE WILL BE HOISTED AT EACH YARD-ARM BETWEEN 0600 AND 0800.

6. IT IS ANTICIPATED THAT SHIP WILL RETURN TO PRESENT BERTH BY ABOUT 1400 ON THE DAY IN QUESTION.

*BCS.*  
HAND

F/L

TOD P.M.

.....121112.....

J.P.

12.3.50.

*before weekly news broadcast*

*12/3.*

TO.....C IN C A W I (R) ADMIRALTY GOVERNOR FALKLANDS

FROM.....BIGBURY BAY

ROUTINE UNCLASSIFIED

INTEND GIVING PASSAGE TO SANTOS TO SEVEN F.I.D.S. PERSONNEL  
EX STONNINGTON ISLAND.

ADMIRALTY PASS TO RIO DE JANEIRO.

.....121201Z.....

DIST. FULL. CO. NO. SHIPS OFFICE.

HAND & S/S

P/L

TOD P.M.

J.P.

12.3.50.

GOVERNMENT TELEGRAPH

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

13. 3. 50.

To

COMMANDER BIGBURY BAY.

<sup>64</sup>  
Your suggested programme stop I concur.

GOVERNOR.

Time

GOVERNMENT TELEGRAPH SERVICE,

FALKLAND ISLANDS AND DEPENDENCIES.

68

SENT.

Number

Office of Origin

Words

Handed in at

Date

13. 3. 50.

To

COMMANDING OFFICER BIGBURY BAY

S. S. Roydur stop I concur with your proposals.

See 65

COLONIAL SECRETARY.

Time

69

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				13. 3. 50.

To  
POLE EVANS PORT HOWARD.

Provided Fitzroy reaches Stanley by early a.m. Sunday next 19th which at present appears probable Bigbury Bay proposes to do brief camp trip including one day visit to Port Howard on 21st March.

COLONIAL SECRETARY.

*see 75*

Time

70

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				13. 3. 50.
To				
BOENER SAN CARLOS				
<p>Provided Fitzroy reaches Stanley by early a.m. Sunday next 19th which at present appears probably Bigbury Bay proposes to do brief camp trip arriving yours dusk Sunday 19th and leaving yours for Port Howard on morning of Tuesday 21st.</p>				
				COLONIAL SECRETARY.
Time				
LJH				

14th March, 50.

Sir,

72  
I am directed by His Excellency the Governor to forward the attached list of suggested guests for your official cocktail party on Friday next, 18.30 - 20.00 hours. The list numbers 37, but two at least of those listed will not be able to attend by reason of illness.

The invitation cards, a sufficient number of which were given me by Lieut. Selby, will be completed and issued from my office.

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

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

Lieut. Comdr. G.R.P. Goodden, R.N.,  
Commanding Officer,  
H.M.S. "Bigbury Bay".



GUESTS FOR H.M.S. BIGBURY BAY COCKTAIL PARTY

72

- His Excellency Sir Miles Clifford and Lady Clifford.
- Mr. and Mrs. Raymer.
- Dr. Slessor.
- Mr. and Mrs. Bunting.
- Mr. and Mrs. Aldridge.
- Mr. and Mrs. Boumphrey.
- Mr. and Mrs. Oliver.
- Mr. and Mrs. Barton.
- Dr. and Mrs. Hamilton.
- Lt. Col. Piercer-Butler.
- Dr. Fuchs.
- Commander Kirkwood. *D.S.C. R.N.*
- Mr. and Mrs. A.L. Hardy.
- Mr. S. Luxton.
- Mr. and Mrs. Honeyman.
- Mr. and Mrs. Mercer.
- Mr. and Mrs. Howkins.
- Mr. A.H. Jenkins.
- Mr. & Mrs. M. Robson.
- Mr. and Mrs. W.J. Hutchinson.
- Mr. and Mrs. M.G. Creece.
- Mr. F.G. Rowe.

*Miss M. Biggs M.B.K.*

Total of 37 guests.

H.M.S. BIGBURY BAY TO CARRY OUT TARGET PRACTICE

73

Subject to suitable weather conditions, H.M.S. Bigbury Bay will, on one of the following dates, i.e., the 14th, 15th 16th or 17th March, tow the s.s. "Roydur" to a position approximately 9 miles east south east of Cape Pembroke Lighthouse, and there sink her by gunfire.

On the morning on which the target practice is to take place, a sphere and a cone will be hoisted at each yard-arm of H.M.S. Bigbury Bay between the hours of 0600 and 0800

74

TO.....ADMIRALTY FOR D.N.I. AND C.N.I. (P).....S.A.W.I. C/PT Y/C BRISBANE

.....RIGHT BAY

Ship arrived Port Stanley Falkland Island on 22nd February and Governor disembarked to 17 gun salute. Several members of survey ex- Stonnington Island landed as did 7 Ringed and two Emperor Penguins. Latter are said to be first Emperors held in captivity and they appeared to enjoy diet of herrings in tomato sauce and frequent hosing down.

2. On 24th February after embarking Colonial Secretary ship sailed for Grytviken South Georgia arriving after a fairly calm and uneventful trip whose monotony was broken by about 100 icebergs. Ship anchored close to Shackleton's monument, a simple white cross on a headland.

3. Luncheon was given for us by Magistrate and supper by Manager of Whaling Station, followed next day by official luncheon onboard. These functions were punctuated at intervals by noises like gunfire as ice broke off nearby NORDENSKJOLD Glacier. After stay of 28 hours and after game of football sailed 28th February for LITTLE 18 miles away. Here we secured alongside a large tanker with bows only 150 feet from shore but still in deep water, surrounded by towering snowy mountains close on three sides.

4. Manager of whaling station gave supper party followed by impromptu vocal entertainment in Wardroom.

Morning of 1st March many officers and men saw two whales being cut up and cooked for oil. Several were unable to stomach the smell of cooking which was truly surprising; imagine all the filthiest smells you know rolled into one then imagine a hundred diabolical variations and the imagination still fails to grasp enormity of the stench.

Later a lunch party was given at the repair shop and supper at neighbouring station of HUSVIK course consisting whale and reindeer meat.

67 visitors came onboard during afternoon; ships team once again played soccer and cod fishing party had fair sport.

5. Sailed for STANLEY early 2nd March but unpleasant passage took four days instead of three. Encountered very heavy moderate and light rain, mist and fog, two north-westerly gales and 950 icebergs which, in combination, necessitated reductions of speed at night to as low as four knots. Largest berg seen was 4 miles long and ones as many as 34 were in sight at one time.

6. PORT STANLEY was reached on 6th March and there we were at last able get to know "JOHN DISCOE" who we had met briefly in Deception fortnight earlier.

= 12 2145 Z.

S/S PL TOD ROJ J.P. 12 3 50.  
DIST. FULL. SHIPS OFFICE. MAIN N.B. W.R. N.B.

*File*  
*Account of 1st ship*

12/2/10

75  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed In at

Date

17. 3. 50.

To

POLE EVANS PORT HOWARD

My telegram of 13th <sup>69</sup> Regret Bigbury Bay now not repeat not able to do  
camp trip.

COLONIAL SECRETARY

Time

LJH

76

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				17. 3. 50.

To  
BONNER SAN CARLOS.

Reference our conversation it is confirmed that Bigbury Bay will not repeat not be doing camp trip.

COLONIAL SECRETARY.

Time

P.A.

0625/II

77

18th March,

50.

From: The Colonial Secretary,

To: Officer-in-Charge,

TREASURY.

Cheques - cashing of - for H.M.S. "Bigbury Bay"

Reference our recent conversation, I confirm that it will be in order for you to cash cheques for amounts up to \$25, for officers of H.M.S. "Bigbury Bay".

(Sgd) Michael R. Raymer  
COLONIAL SECRETARY.

P.A. 

VP

File in 'VIEWS OF I.M. SHIPS'

H.M.S. BIGBURY BAY,

At Port Stanley.

c/o G.P.O.

LONDON.

File (PP) Mr.

Saturday 18<sup>th</sup> March,  
1950.

ACS please file

Dear Sir Miles,

I would like to thank you on behalf of the officers and ratings concerned for the very generous gifts of clocks and fountain pens which have been made to those concerned in the repairs to the "Philomel". These gifts will, I know, be treasured by each of those who received them.

We are all only so pleased that it was within our power to effect these repairs locally, thus saving the risk of a long ocean tow and, I dare say, extra expenses and time. My men do have a very useful sense of

79

price which prods them into attempting the well-nigh impossible!

Once again, Sir, very many thanks from us all.

Yours very sincerely.

Giles Goodden.

Lieutenant Commander, Royal Navy.

R.A. /



S.G. No. D/5/49.



80

C.S. No. \_\_\_\_\_

26th May, 19 59.

From :-

THE ADMINISTRATIVE OFFICER,  
**THE MAGISTRATE,**

South Georgia.

To :-

The Honourable,  
THE COLONIAL SECRETARY,  
Stanley.

I have the honour to submit, for His Excellency's favourable consideration, an application for the grant of a small allowance in connection with the entertainment of His Majesty's Ships visiting South Georgia.

2. As you are no doubt aware it is necessary to do a certain amount of entertaining during these visits and I feel certain it is not the wish of the Government that the Administrative Officer should bear such expenses personally.

*A. Steer*

Administrative Officer.

*R*  
21 JUL 1950  
*Hs.*

*Reply at 82*

41

76.

Reverend. I am unsympathetic. A.O. S. Georgia gets an allowance of £100 p.a. additional to his pay, and I do not really think that the yearly visit of one of H.M. ships puts him to much expense. I know for a fact that it cannot have done when I was there last February.

? Decline

D

27/8/50.

They do not expect to be entertained by him; should he be put to expense on any occasion ex post facto. a refund may be considered

MC. 27/vii

No. \_\_\_\_\_

MEMORANDUM.

82

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

28th July, 19 50.

To: Administrative Officer, \_\_\_\_\_

From: Colonial Secretary, \_\_\_\_\_

SOUTH GEORGIA.

Stanley, Falkland Islands.

SUBJECT :-

Entertainment Allowance.

80

I am directed to refer to your memo. D/5/49 of the 26th of May, 1950, and to inform you that His Excellency does not consider the amount of entertaining required by visits of His Majesty's Ships to South Georgia to warrant the granting of an entertainment allowance. He states, however, that should you be put to extra expense on any particular occasion, a refund may be considered ex post facto.

(Sgd) MICHAEL R. RAYMER,  
Colonial Secretary.

WH.

RAYMER  
3/7/50



88443/50

COLONIAL OFFICE,  
The Church House,  
Great Smith Street,  
London, S.W.1.

SECRET

31<sup>st</sup> July, 1950.

Dear Clifford,

I am enclosing for your information an exchange of semi-official correspondence between the Admiralty and ourselves on the subject of visits by naval vessels to the Falkland Islands Colony and Dependencies. The correspondence is self-explanatory.

84-86

Did the courtesy of  
sending my views might  
have been followed  
before X am Y of  
the letter of 5th July  
was written?

W.C. 17/iii

Yours sincerely  
J.S. Bennett

W. Seen.

24 AUG 1950

SIR MILES CLIFFORD K.B.E., C.M.G.,  
GOVERNMENT HOUSE,  
FALKLAND ISLANDS.

M.2014/50

Military Branch,  
Admiralty,  
S.W.1.

Whitehall 9000  
Extension 305

26th June, 1950.

Dear Carter,

I wonder whether you are in a position to say now, or in the very near future, whether activities in the Antarctic during the 1950/51 season are likely to be such as to require the assistance of any of H.M. Ships, as in the case of the BIGBURY BAY last February. My reason for asking is that the Commander-in-Chief, America and West Indies Station, who provided the BIGBURY BAY, has to arrange his programmes well in advance, and as he is about to make his arrangements for the Spring of 1950/51, it is essential that he should know as soon as possible of any possible "outside" commitments.

Yours sincerely,

(Sgd.) F. Broughton.

*See 85*

P. A. Carter, Esq.,  
Colonial Office,  
Church House,  
Great Smith Street,  
S.W.1.

The Church House,  
Great Smith Street,  
S.W.1.

88443/50

M. 2014/50

5th July, 1950.

SECRET

Dear Broughton,

I am replying to your letter of the <sup>24</sup>26th June to Carter about whether activities in the Antarctic during the 1950/51 season are likely to be such as to require the assistance of any of His Majesty's ships.

As I think you already know, it has now been decided that only 4 bases, all in fairly accessible localities, are to be maintained in the Dependencies during the coming Antarctic summer. My letter No. 88451/50 of last week to Fordham at the Foreign Office, copied to Abercrombie, refers. The "John Biscoe" should be able to cope single handed with the relief of these bases, and on these grounds I do not think that we will need to ask for any naval assistance.

Nor do we think it likely, on the grounds of prestige, that we will need a frigate in the Antarctic this summer; but this would be subject to the understanding that Argentine and Chile, as was the case last year, should be asked to prolong the standstill agreement whereby no naval vessels belonging to any of the three powers concerned should proceed further south than latitude 60°. We would then see no objection to your informing the Commander-in-Chief, America and West Indies Station, that as far as the Falkland Islands Dependencies are concerned, no "outside" commitments are expected.

I am sending a copy of your letter, together with this reply, to Fordham at the Foreign Office, for his views on the above proposal about a further renewal of the naval standstill agreement.

Will the Admiralty be providing for the usual annual visit by one of His Majesty's ships to the Falkland Islands Colony itself? That is of course quite a separate matter from adventures in the Antarctic; and in our view the occasional presence of the Navy at Port Stanley is a useful reminder to the Argentine that our interest in the Colony is not slumbering.

Yours sincerely,

(Sgd.) J..S. Bennett.

F. BROUGHTON, ESQ.,  
MILITARY BRANCH,  
ADMIRALTY, S.W.1.

Reply at 86.

COPY

CONFIDENTIAL

86

M. 2014/50

Military Branch,  
Admiralty,  
S.W.1.

18th July, 1950.

Dear Bennett,

85 | With reference to your letter  
88443/50 of the 5th July, I write to tell  
you that C. in C. America and West Indies  
is planning to visit Port Stanley in  
his Flagship about the middle of  
February.

Yours sincerely,

(Sgd.) G.C.B. Dodds.

J.S. Bennett, Esq.,  
Colonial Office,  
Church House,  
Great Smith Street,  
S.W.1.





87.

H.M.S. GLASGOW  
1st August, 1950

**CABLES FOR SHIPS AND AUTHORITIES ON THE  
A. & W.I. STATION**

---

As there is now no Naval wireless organisation at Bermuda, cables arriving there for the Commander-in-Chief, America & West Indies Station, or one of the ships of the America & West Indies Squadron have to be re-transmitted by commercial methods if the addressee is not present.

2. In order to avoid the expense to the Crown which this involves, it is requested that, if the whereabouts of the ship or authority for whom a cable is intended is not known, the cable may be sent to the Admiralty, London, for onward transmission by Naval wireless.

3. It would be much appreciated if this could be brought to the notice of all who have occasion to communicate by cable with the Commander-in-Chief, America & West Indies Station or with H.M. Ships.

*D. Armstrong*  
Admiral's Secretary

The Secretary to His Excellency the Governor  
of the Falkland Islands,  
c/o His Britannic Majesty's Consul,  
Calle Rincon, 454,  
Montevideo.

*A.C.S. - I think maybe you should keep this. I have you*

*[Handwritten signature]*  
18/8/50



DECODE.

89

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 10.11.50. Time: 1405 Received: 13.11.50. Time: 1000

88 FIDEP 114 SECRET Bennett's letter 88443/50 July 31st. Naval visits to Dependencies.

Arrangements have now been agreed with Argentine and Chile Governments for renewal of the tripartite naval declaration to cover 1950/51 season. Declarations will be exchanged in all three capitals on November 20th repeat November 20th. Text United Kingdom's declaration which will be presented to Argentina and Chile Ambassadors here by Foreign Office at 4.30 G.M.T. that day is as follows :-

"Being anxious to avoid any misunderstanding in Antarctica which may involve H.M.'s Government in the Falkland Islands, this country and Argentine (Chile), H.M.'s Government in the United Kingdom inform Argentine (Chile) Government that in the present circumstances they foresee no need send warship South of latitude 60 degrees during 1950 to 1951 Antarctic season, apart, of course, from movements such as have been customary for a number of years."

2. Text will be issued to Press later same day with communique recounting circumstances and continuing as follows :-

"H.M.'s Government in the United Kingdom feels confident these parallel statements of intention will continue to ensure that incidents likely to cause unnecessary friction between three powers are avoided. The United States Government have been kept informed."

3. News may be released locally if you wish at any time after release here.

From Vice-Admiral R. V. Symonds-Tayler

91



ADMIRALTY HOUSE,  
BERMUDA.

26th October, 1950.

A. I. No. 661/2.

Sir,

I have the honour to inform Your Excellency that I have proposed to the Admiralty I should visit Port Stanley in H.M.S. SUPERS from 19th to 23rd February, 1951.

I trust that the dates will be convenient and I am much looking forward to meeting you.

I have the honour to be,

Sir,

Your Excellency's obedient servant,

*R. V. Symonds-Tayler*  
VICE-ADMIRAL.

His Excellency  
Sir C. Miles Clifford, K.B.E., C.M.G.,  
Governor and Commander-in-Chief of the  
Falkland Islands,  
Government House,  
Port Stanley, Falkland Islands.

*He says nothing about  
S. Georgia wh. I would like him  
to visit. Reply please saying*

that I am delighted to hear of his proposed visit  
and that I hope he will stay ashore with me  
for at least part of time. Ask if there is  
any possibility of <sup>very brief visit to</sup> ~~visits~~, S.G. ~~to~~ which would  
have in my opinion some political advantage.

MC.  
30/11

J.E.

Draft telegram attached. As ship  
movements are concerned it should go in  
code? (Naval Cypher - IDC?).

Yes MC.

30/11/50.

Miss Owen.

For encyphering pl.

1/12/50

DECODE.

TELEGRAM.

From Governor

To C. in C., A.W.I., Bermuda

---

Despatched : 2.12.50.

19

Time : 1000

Received :

19

Time :

Your letter 26th October. Delighted to hear of your proposed visit and hope you will be able stay ashore with me for at least part of time. Is there any possibility of your paying very brief visit to South Georgia as well since in my opinion this would be politically advantageous?

NAVAL CYPHER COD : MLO.

B.V. 12/12/50.

92.

DECODE.

93

TELEGRAM.

*From* Commander-in-Chief, America and West Indies Station.

*To* Governor.

*Despatched* : 9.12.50. 19 *Time* : 1600

*Received* : 11.12.50. 19 *Time* : 1200

RESTRICTED.

Reference your telegram 2nd December delighted accept invitation stay during visit which I have had to unavoidably change from 12th February to 16th February. Hoping still convenient. Cannot unfortunately include South Georgia in very full programme.

CP

Go see - telegram about South Georgia.

MC 12/XII

COD cypher: N.H. T.

*[Handwritten initials]*

*For E.S.O. files  
"Memoranda" 11.11.51  
Shops 11.11.51  
[Signature]*

Y.E.

Seen t.y. Sir. Brief acknowledgement, stating that  
attached dates are still convenient?

2) Inform Secretary, Red Cross (for canteen)? { O.C. F.I.D.F. ✓  
Hon. Sec. S. Football Club ✓

13 DEC 1950

We have provision in Estimates and can  
advance up to that limit to Red + as on  
previous occasions; I don't want Members to  
be put to the expense of using their own  
ingredients.

me 13/xii

ACS Action accordingly. P.S. to enclose.

12/12/50.

all informed  
13-12-50

DECODE.

TELEGRAM.

*From* Governor

*To* C-in-C, A.W.I.

---

*Despatched* : 14th December, 19 50 *Time* : 1000

*Received* : 19 *Time* :

Your telegram 9th December.  
Altered dates are still convenient.

COD cypher: MLO

95  
BN  
5/3/51

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 3.1.51.

Time: 1310.

Received: 4.1.51. Time: 0900

No 1. H.M.S. "SUPERB"

Spring cruise of above named ship includes informal  
visit to Port Stanley from 12th to 16th February.

SECRETARY OF STATE.

J.E.

Above. Very interesting!

G.T.C.  
S.S.

For index

Mc 6/1

6/1/51.

What precisely is an informal visit?  
I assume that the normal courtesies  
will be exchanged.



97

A.C.S.

We ~~had~~ keep an official list of persons to whom  
hospitality should be extended by H. P. shift etc.  
Pl let us see it. I think it wants bringing up to  
date.

6 JAN 1951

G.A. I believe this list is at G.H. May  
we borrow it pl

*[Signature]*  
8/1/51

A.C.S.

No list as mentioned above is kept. H.E. will  
discuss with C.S.

G.L.O.  
8/1.

JE

I have placed at cover a first draft list which JE may care to consider.

*[Handwritten initials]*

I have added some who shd. certainly be included.

8 JAN 1951

Please discuss at convenience.  
MC.  $\frac{8}{1}$

ACS

Jan list at cover - K.I.V.

*[Handwritten initials]*

9 JAN 1951

ACS list at cover, pl.

*[Handwritten signature]*  
11/1/51

ACS

We should prepare a programme of events, which should be posted up to 17/1 by next Friday if possible. Pl find out what persons mentioned in para 2 on L.54 would perform, and any other fixtures which might be suggested. (Dance etc.)

*[Handwritten initials]*

11 JAN 1951

Mr. Scand...  
...  
Dance - ...  
Shooting  
SRA - ...  
SRB - ...  
...  
...<sup>2</sup>



99 L

ADMIRALTY HOUSE,  
BERMUDA.

11th December, 1950.

A.W.I. No. 661/2.

Sir,

I have the honour to forward the following notes in connection with the visit of H.M.S. SUPERB to Port Stanley.

2. H.M.S. SUPERB, under my command, wearing the Flag of Vice-Admiral R.V. Symonds-Taylor, C.B., D.S.C., Commander-in-Chief, America and West Indies Station, will arrive at Port William at 9 a.m. on Monday 12th February.

3. I should appreciate your views on where to anchor so as to avoid as far as possible interference from kelp. Confirmation is requested that the zone time kept during H.M.S. SUPERB's visit will be three hours slow on Greenwich.

4. It is requested that you will arrange the calls and return calls for the Commander-in-Chief. It is suggested that these should commence at 10 a.m.

5. The Commander-in-Chief would like to give a lunch and/or dinner party for about 10 guests each. We should also like to give a reception for up to about 100 people onboard one evening other than the day chosen for the Commander-in-Chief's dinner party. Blank invitation cards will be forwarded for these functions and it would be appreciated if you would issue these. You will notice that the time of the evening reception has been left blank on the cards. We should like to give this reception from 6 p.m. to 8 p.m., but if local custom is that the party should be a little earlier we should be glad to comply. The assistance of shore boats to convey guests to and from the ship would be appreciated.

6. Leave will be granted to half the ship's company daily from 1 p.m., and up to about 300 men can be expected to land. Will it be convenient if this leave expires at midnight. A small patrol can be landed to assist the local police if you think this would be desirable.

7. H.M.S. SUPERB has football and cricket teams and it is hoped that some matches can be arranged against local sides. We should also like to take part in any other sports, particularly shooting.

8. The ship can be made open to general public on any one afternoon other than that chosen for the Commander-in-Chief's lunch party and that of the reception. The assistance of shore boats would be appreciated.

9. It would be much appreciated if some form of transport could be made available for the Commander-in-Chief and myself. Would you please also make arrangements for the supply on arrival of £2,000 in local currency. (£1,800 in £1 notes, £200 in 10/- notes). It would be appreciated if arrangements can be made for the return of surplus currency before the ship sails.

10. H.M.S. SUPERB will require 750 tons of furnace oil. It is understood that this can be supplied by lighter.

11. The following W/T frequencies would be used on high power: 4,145, 6,217.5, 8,290, 12,435, 16,580 K/cs. Would you please say if there is any local objection to use of any of these.

Check; we can get all the formalities over the first day.

Niguel's comes right in.

10:30 Almond on me  
3:00 see Almond

A bunch and a dinner with me

500 per ton

Reply at 107

/12 ...

12. H.M.S. SUPERB will sail for Buenos Aires early a.m. on 16th February.

13. Perhaps you would be good enough to address your reply by Air Mail to me in H.M.S. SUPERB at a convenient port on our cruise.

I have the honour to be,

Sir,

Your obedient servant,

*[Handwritten Signature]*  
FLAG CAPTAIN.

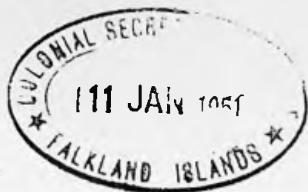
The Honourable the Colonial Secretary,  
Fort Stanley,  
Falkland Islands.

Note. By para 3 spoke Capt. White who will send me a note on this.

File - p.v.

*[Handwritten Initials]*  
... 12/1/51.

Admiralty House.  
Bermuda.  
30th November, 1950.



A.W.I No. 661 2  
Memorandum.

H.M.S. "Superb"

The following programme for the Spring cruise of H.M.S. Superb, Flagship of Vice-Admiral R. V. Symonds-Taylor, C.B., D.S.C., Commander-in-Chief, America & West Indies Station, is promulgated for information.

2. This programme is liable to alteration in the event of unforeseen circumstances.
3. The visits in this programme will be of an informal nature.

4. It is requested that addressees marked \* overleaf will acknowledge receipt of this programme by "AIR MAIL".

R. V. Symonds-Taylor,  
Vice-Admiral,  
Commander-in-Chief,  
America & West Indies Station.

Place	Arrive	Leave
Bermuda	—	Fri., 5th Jan.
Guantanamo	Mon., 8th Jan.	Sat., 13th Jan.
Trinidad	Tues., 16th Jan.	Thurs., 18th Jan.
Rio de Janeiro	Mon., 29th Jan	Tues., 6th Feb.
Port Stanley	Mon., 12th Feb.	Fri., 16th Feb.
Buenos Aires	Mon., 19th Feb.	Mon., 26th Feb.
Montevideo	Tues., 27th Feb.	Wed., 7th March
Punta del Este	Wed., 7th March	Mon., 12th March
Punta Arenas	Fri., 16th March	Wed., 21st March
Valparaiso	Mon., 26th March	Mon., 2nd April
Callao	Thurs., 5th April	Tues., 10th April
Balboa	Fri., 13th April	Sat., 14th April
Bermuda	Thurs., 19th April	—

Notes—(i) H.M.S. Superb is commanded by Captain W. J. Yendell, R.N.

(ii) Particulars of H.M.S. Superb :—

Displacement—9,000 tons Length—556 ft. Draught—22 ft.  
Complement—59 officers. 780 men.

Reply at 106

Nli.  
This  
includes  
no.  
11

12 JAN 1951

103

## DISTRIBUTION

### Admiralty

H.E. The Governor of Bermuda  
\* " " " " Trinidad & Tobago  
\* " " " " The Falkland Islands  
" " " " British Guiana  
" " " " British Honduras  
" " " " Bahamas  
" " " " Barbados  
" " " " Windward Islands  
" " " " Leeward Islands  
" " " " Jamaica  
\* H.E. The British Ambassador, Lima, Peru  
\* " " " " Quito, Ecuador  
\* " " " " Santiago de Chile  
\* " " " " Montevideo, Uruguay  
\* " " " " Buenos Aires, Argentina  
\* " " " " Rio de Janeiro, Brazil

His Britannic Majesty's Minister, Havana  
\* " " " " Panama City, R.P.

Naval Service Headquarters, Ottawa  
Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia  
Commander-in-Chief, Caribbean Command, Balboa  
Commander, Naval Operating Base, Guantanamo  
Flag Officer, Atlantic Coast, Halifax  
Flag Officer, Pacific Coast, Esquimaux  
Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa  
British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.

\* His Britannic Majesty's Consul-General, Valparaiso  
\* " " " " " Rio de Janeiro  
\* " " " " " Buenos Aires

\* His Britannic Majesty's Consul, Colon  
\* " " " " " Panama City  
\* " " " " " Montevideo, Uruguay  
\* " " " " " Punta Arenas, Chile

\* His Britannic Majesty's Vice-Consul, Callao, Peru  
\* " " " " " Maldonado, Uruguay  
\* " " " " " Santiago de Cuba

U.K. Naval Representative, Military Staff Committee, United Nations,  
New York

\* British Naval Attaché, Washington D.C., U.S.A.  
\* " " " " " Rio de Janeiro  
\* " " " " " Santiago de Chile  
\* " " " " " Buenos Aires

The Commander, Caribbean Area, Jamaica  
Officer Commanding Troops, Bermuda  
Captain-in-Charge, Bermuda  
Captain Superintendent, Bermuda  
Resident Naval Officer, Kingston  
The Colonial Postmaster, Hamilton, Bermuda  
H.M. Ships, America & West Indies Squadron and H.M.S. Devonshire

Y.E.

Please see from p.99.

Regarding p.99 (same paragraph refs):

*She can get right in as did the Nigeria.*

2. She proposes to anchor in Port William. The only trouble is that it increases the boating distance from ship to shore. This is a factor to be borne in mind when working out times for calls etc.

3. Capt:White has advised me about this and there is a sketch map at back cover which I will send.

10.30 Admiral  
12.00 me, if ship in  
15.00 4 in Pt. Wm.

4. Routine. The time suggested will be convenient to Y.E. for the Admiral to pay his call ? Return Call at 1115 hrs ?

5. See provisional programme at back cover. The invitation cards have arrived and are with me. Lists in draft at cover too.

*Agree in toto*

6. I suggest that leave expiring at midnight is quite late enough. Personnel attending dances could be given 0100 hrs at discretion of Navy. His small ~~war~~ patrol will be most welcome.

7. See provisional programme.

*Yes - and if not in, Penelope.*

8. " " " " . Y.E. has already instructed that the "Philomel" should be laid on.

*My car will be available for Admiral but I might need a driver.*

*Except that we would be the money for the Captain.*

9. Transport. We are a bit short here. We cant very well lend the Admiral the P.W.D.jEEP, it is too disreputable. Nor can we put the G.H.car at his disposal all the time. It might be possible to hire a car for the period of his visit and charge it to entertainment of visiting warships. The money aspect is quite all right. The Treasury can do that.

10. F.I.C.confirm that this is O.K.

11. S.P.T.confirms that this is in order.

*Oh yes*

*Yes*

2. Page 102, which is for acknowledgement. She will be coming here from Rio so cant bring us mail. This does not matter as the "Fitzroy" will be sailing from M/V about the 5th Feb: . On departure from here she is going to Buenos Aires, which again is inconvenient for mail. She could take any urgent official mail and send it via the Embassy in B.A.

-17.1.51.

*I would like the Admiral to stay with me for the nights of 12-14th inclusive. I expect to dine with him the first evening and have a dance or cocktail party on the 13th. He could give his lunch party as/when convenient to him (Cawthell, Heicars, Biggers, Michael Roberts and Elliotts.) and might come to have his dinner (HE, CS, SMO, AD + wife, Camerons, Bartons, Lloyd Jones and ~~from Biggs~~ <sup>Matron</sup>) on the 15th. ~~after the ship's~~ Ship's reception 14th 6.0 pm - 8.0 pm.*

*If the ship liked to stage a Boery Tommand ashore this would be very popular?*

*? Childrens Party.*

*Mc 18/*

Y.E.

Ref. minutes on reverse. I submit draft reply to p.99 with provisional programme. I have intentionally put a visit to the ship by the children, and if the ship likes to turn it into a party for them so much the better but I did not like to suggest it.

M

21.1.51.

Very helpful. <sup>in the letter</sup>  
 Reference might be made to the Red + Cowles  
 for ratings?  
 Enquiries about dive { <sup>disturbance in harbour if possible confirmed.</sup>  
 Hull of OC 82  
 .. .. above as "Fideline" }

M.C. 22/

As Misses Bester are down for the C. in. C.'s dinner party,  
 I will ask Mr Gung to oversee.

A.C.S.

Letters as in draft at cover to Capt:Yendell to be faired please, with enclosures. They should be addressed to him at

H.M.S. "Superb".  
 c/o The Naval Attache  
 H.B.M. Embassy,  
 Rio de Janeiro.  
 Brazil.

It should be marked "URGENT" and should go Air Mail. It is essential that the letters should go from M/V to Rio by first air mail after the "Fitzroy" arrives in M/V if they are to catch him at Rio before the ship leaves Rio for here.

23.1.51.



FALKLAND ISLANDS.

His Excellency the Governor of the Falkland Islands presents his compliments to the Commander-in-Chief, America and West Indies Station, and has the honour to acknowledge receipt of the latter's

102. Memorandum A.W.I. No.661/2 dated the 30th of November, 1950.

GOVERNMENT HOUSE,  
STANLEY, FALKLAND ISLANDS.  
24th January, 1951.

COLONIAL SECRETARY'S OFFICE  
STANLEY, PALM AND ISLANDS

24th January, 1951.

Sir,

99. I have the honour to acknowledge receipt of your letter dated the 11th of December, 1950.

2. It is not clear to me from your letter whether you would propose to anchor in Port William or in the inner harbour. If you are able to do so it would be more convenient from the point of view of communications with the shore to anchor in the inner harbour, and you may wish to know that H.M.S. NIGERIA did so when she called here in 1947. I enclose a chart showing what I am advised are the best places to anchor in either the inner or outer harbour. I must ask you to accept my apologies for the condition of this chart, but it is the only one I could lay my hands on.

3. It is confirmed that local time will be three hours slow on Greenwich.

4. His Excellency the Governor suggests that the Commander-in-Chief should call on him at 10.30 a.m. His Excellency would wish to return the Commander-in-Chief's call at 12 noon if the ship is anchored in the inner harbour, or at 3 p.m. if anchored in Port William.

111 & 113

5. His Excellency suggests that the Commander-in-Chief might like to give a luncheon party on Tuesday, the 13th of February and/or a dinner party on Thursday, the 15th. I attach lists showing the names of guests to whom invitations might be issued, and if you could inform me by signal whether this is agreeable to the Commander-in-Chief, I will issue the invitation cards, which I have received. It is suggested that Wednesday, the 14th of February, might be convenient for the evening reception for which the time suggested by you would be convenient, and I have prepared a list of some 85 persons to whom I will issue invitations accordingly.

112.

6. The Government's Harbour Department operates an ex-H.F.V. (75 foot length, 20 foot beam, draft 9 foot aft) which His Excellency has directed should be placed at your disposal for liberty men should you require it, and which, in any case, could be used to bring off guests for the reception, school children etc. There is also a small Government motor-launch which will be available.

110.

7. I enclose a provisional programme which has been drawn up under His Excellency's direction. Since there is great interest in the Royal Navy locally, provision has been included in the programme for a visit by the school children (under the supervision of their teachers) on Tuesday afternoon, and for the adult public on Thursday afternoon. If this is not convenient to you would you please let me know? You will observe

Capt. W.S. Yendell, R.N.,  
H.M.S. Superb,  
C/o The Naval Attache,  
H.B.M. Embassy,  
Rio de Janeiro,  
BRASIL.

that on most evenings the item "Dance in Town Hall" appears. These dances are organised by various people in the town, and are comparable to the English "local hop". The one organised by the Football League for Wednesday may be a slightly more superior affair. Visiting ships have sometimes asked to hire accommodation ashore in order to give a dance and I have therefore arranged for your ship to be given first option on the Town Hall for Thursday, but please understand that there is no obligation to do this. Incidentally, the Town Hall itself is a fine building with a good dance floor, and has only just been completed. We also have a gymnasium, and if your ship's company wishes to stage a boxing tournament I believe this would be greatly appreciated.

8. There will be no objection to leave for your ship's company from 1 p.m. until mid-night, but a small patrol to assist the local police would be appreciated.

9. As shown in the provisional programme football matches will be arranged but I fear that cricket is not played locally. Two rifle shooting matches have been included as well, but I am afraid that in the vicinity of Stanley there is no rough shooting to be had except for a few hares. The local branch of the Boys Brigade is anxious to have a rowing, or "pulling" match with any youngsters you may have on board, and it may be possible to arrange also for an adults team. Most of the personnel for the latter are absent from Stanley at the moment but may have returned in time for your visit.

10. I am afraid that we are a little short of suitable transport, but His Excellency will be glad to make his car available to the Commander-in-Chief as required. The local currency which you require can be provided, and arrangements will be made for it to be sent on board on the morning of your arrival. May I bring to your notice that English notes are not legal tender in Colony (it is very likely that they would be accepted in the shops but they should not be offered). Arrangements for the return of surplus currency can be left until after your arrival.

11. 750 tons of furnace oil can be supplied by lighter. The Falkland Islands Company act as Agents for the Admiralty in this matter (telegraphic address Fleetwing, Stanley: Colonial Manager, Mr. A.G. Barton).

12. There is no local objection to the use of any of the W/T frequencies which you mention.

13. At the risk of appearing inhospitable, may I say that it would be appreciated if the officers and men under your command would refrain from making too large or wholesale purchases in the shops. Our communications with the outside world are infrequent and we are limited to what one small vessel of 850 tons can bring us in ten trips a year.

14. I trust that the above will provide you with the information you require, and I should be grateful if you would acknowledge receipt of it by signal in order that I may be sure that it has reached you. If there is any

further information which you want I hope you will not hesitate to signal for it. In the meantime, we anticipate your visit with great pleasure.

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

(sgd) Michael R. Bayner

COLONIAL SECRETARY.

PROVISIONAL PROGRAMME FOR VISIT

110

of H.M.S. SUPERB

- Monday, 12th Feb.
- 0900 Arrive
  - 1030 C.-in-C. calls on Governor
  - 1200 Governor calls on C.-in-C. (if anchored in inner harbour)
  - 1500 Governor calls on C.-in-C. (if anchored in Port William).
  - 1815 Football match (1st XI)
  - 2000 Dinner party Government House (Men only).  
Formal.  
Dance in Town Hall.
- Tuesday, 13th Feb.
- 0900 Rifle shooting match
  - 1245 C.in-C.'s Luncheon Party (List A. Attached)
  - 1500 School children to visit ship (accompanied by teachers)
  - pm Rowing match.
  - 1815 Football match (2nd XI)
  - 2030 Dance or Cocktail Party (20 Officers) Government House.  
Dance in Town Hall.
- Wednesday, 14th Feb.
- 0900 Rifle Shooting match.
  - 1800 Ship's reception (List B attached)  
Dance in Town Hall organised by Football League.
- Thursday, 15th Feb.
- pm Ship open to the public (adults)
  - 1815 Football match (1st XI)
  - 1945 C.-in-C.'s Dinner Party (List C Attached).  
Town Hall can be taken by ship if they wish to give a dance, or if they were able to arrange a Boxing Tournament in the gymnasium next door to Town Hall this would be greatly appreciated.
- Friday, 16th Feb.
- am Depart.

NOTES.

1. Officers are eligible to be honorary members of the Colony Club where they will be welcome during normal club hours.
2. The Colony Club would like to give a cocktail party for the officers one evening.
3. The local branch of the Red Cross will organise a canteen for the Ratings and details will be given to the ship on arrival.
4. Football matches. It would be appreciated if, for all matches 1 linesman could be supplied and for the match on 12th, a referee also. The Stanley 1st XI will wear Royal Blue shirts and the 2nd XI red and white.
5. Rifle Shooting. 8 men to a team. It is suggested that S.R. (a) (open sights) should be used. The services of three markers would be welcome.

LIST A. Admiral's Luncheon Party

111

Mr. & Mrs. E.M. Cawkell

(Superintendent of Education)

~~Mr. & Mrs. A. Mercer~~

~~(Superintendent Posts & Telegraphs)~~

~~Mr. & Mrs. B. McNaughton~~

~~(Red Cross)~~

~~Mr. & Mrs. M. Robson~~

~~(Collector of Customs)~~

Mr. & Mrs. E.R. Elliott

(Secretary, Falkland Islands  
Dependencies Survey).

111

LIST B. Ship's Reception.

Senior Medical Officer  
Agricultural Officer \*  
Mr. & Mrs. N.K. Cameron  
Mr. & Mrs. A.G. Barton & Mr. Michael Barton  
Miss Madge Biggs, M.B.E.  
Mr. & Mrs. A.L. Hardy  
Mr. S.C. Luxton & Miss Luxton  
Rev. E. Lloyd-Jones  
Father Kelly  
Mr. & Mrs. McShan  
Mr. & Mrs. M. Robson  
Superintendent of Education \*  
Superintendent, Posts & Telegraphs Department \*  
Mr. & Mrs. S.R. Summers  
Mr. & Mrs. M.G. Creece  
Mr. & Mrs. L.W. Aldridge  
Mr. K.S. Pierce-Butler \*  
Mr. & Mrs. F.K. Elliott  
Mrs. G.H. Howkins  
Matron, K.E.M. Hospital \*  
Captain F.W. White  
Mr. & Mrs. D.J. Clarke  
Mr. V.H. Spencer  
Mr. & Mrs. M. Smith  
Mr. & Mrs. D.H. Jones  
Mr. & Mrs. McNaughton  
Mr. & Mrs. B.N. Biggs  
Mr. & Mrs. L. Gleadell  
Mr. H. Bennett  
Mr. & Mrs. E.F. Lellman  
Mr. & Mrs. Duncan Watson  
Mrs. Bert Fleuret  
Chief Constable  
Miss M.L. Onions  
Mr. E.C. Gutteridge  
Mrs Robertson  
Mr. L.W.H. Young  
Mr. & Mrs. Ainsley  
Mr. J.S.R. Huckle  
Mr. & Mrs. L. Sedgwick & Miss U. Sedgwick  
Dr. & Mrs. Szeley  
Mr. Lattermann  
Mr. & Mrs. Livermore  
Mr. & Mrs. Stokes  
Mrs. Greta Pitaluga  
Mr. & Mrs. E. Enestrom  
Mr. & Mrs. Howard  
Mr. John Bound  
Mr. & Mrs. Cahill  
C.D.C. ?  
Mr. & Mrs. Honeyman  
Mrs. A. Newing.

Note indicates wife

LIST C. Admiral's Dinner Party

112.

His Excellency the Governor

Mr. M.R. Rayner

(Colonial Secretary)

Dr. R.S. Slessor

(Senior Medical Officer)

Mr. & Mrs. M.K. Cameron

(Fara Manager. Member of  
Executive Council)

Mr. & Mrs. J.P. Oliver

(Agricultural Officer)

Mr. & Mrs. A.G. Barton

(Manager, Falkland Islands Company)

Rev. E. Lloyd-Jones

(Church of England parson)

Miss J.C.M. Baker

(Hospital Matron)



0625/II

26<sup>th</sup> January, 51.

Sir,

I attach herewith an envelope addressed to Captain W.J. Yendell, R.N., Commanding Officer, H.M.S. "Superb" which ship is due to arrive at Rio De Janeiro on Monday the 29th of January, 1951, and to leave for this Colony on the 6th of February, 1951.

2. It is urgently desired that this envelope should be in the hands of Captain Yendell before he sails from Rio De Janeiro, and I am therefore to ask you to be good enough to arrange for it to be forwarded to that port by air mail as soon as possible after you receive it.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer  
COLONIAL SECRETARY.

H.B.M. Consul,  
MONTEVIDEO.

*A.C.S. How B/U 4/2/51 pl?  
L.R. Jacobs  
27.1.51*

VP

S/E.

107-110 for information, especially para 7  
on p. 107 and Tuesday - p. 110.

2) I will let you know as soon as Captain  
of "Superb" confirms.

2 FEB 1951

HCS.

Noted. I shall not send the infants they are  
too young - and there will be other ships.

b. I assume that the 'Puelope' or 'Philomet' will  
be at the public jetty at 15.00, Tues. 12th.

c. I am more than surprised that this  
arrangement should have been made without  
any prior reference to me at all.

K.M.C. 5.11.51.

ACS

The spare copy at back of 107-110 should be  
circulated to A/T, C.C., Harbour Master, C.A.C., &  
S.P.T. for information.

2) The file itself may go to S.N.O. to see for  
his information.

Done  
W.A.C.  
6/2/51

How. S.M.D.

circulated accordingly, pl.

HCS. Seen, check of R.H. 6/2/51

W.A.C.  
6/2/51



115  
Town Council Office,  
Stanley.

5th Feb. 1951.

The Honourable,  
The Colonial Secretary,  
Stanley.

Sir,

I am directed to inform you that it is the intention of the Town Council to hold a dance in honour of H.M.S. Superb on the evening of that vessel's arrival. I am to ask if intimation could be given to H.M.S. Superb in order that her programme may be arranged accordingly. A formal invitation will of course be made on arrival.

I am,

Sir,

Your obedient servant,

*Kane*

Town Clerk.

Reply at 119

211  
116

CONFIDENTIAL  
SECRET

ACS

P. 115. U. send message as at even, if  
S.P.T. can contact them. They left Rio  
to-day. Reply to T.C. saying still  
unified.

116

SECRET

CONFIDENTIAL  
SECRET

DECODE.

TELEGRAM.

*From* COMMANDER-IN-CHIEF, AMERICAN WEST INDIES.

*To* THE GOVERNOR, FOLKLAND ISLANDS.

---

*Despatched:* 6th February, 19 51 *Time:* 2316

*Received:* 7th February, 19 51 *Time:* 0900

Grateful if brief outline programme visit and best anchor berth  
be cabled. Could give variety concert ashore one night if  
desired.

C-in-C A. V. I.  
061650Z

*Reply at 118*

TELEGRAM.

From The Colonial Secretary.

To The Captain H.M.S. "SUPERB" (AT SEA)

Despatched: 7th February, 19 51 Time: 1400  
Received: ..... 19 .. Time: .....

117

C-in-C's telegram of 6th. Letters sent by Governor to C-in-C and by me to you via Embassies at Montevideo and Rio have clearly not reached you. I very much regret this, though they were posted in good time.

2. Would urge anchor in inner harbour if possible. H.M.S. "Nigeria" did so in 1947. Draw line north and south passing through centre of Narrows (as entrance to inner harbour is called) and anchor on that line at point half way between Narrows and south shore of inner harbour. Reasonable Port William anchorage is half way along line from east arm of BLANCO BAY to the NARROWS.

3. Brief outline of suggested programme is as follows:  
Monday 12th: 1030 hrs C-in-C to call on Governor. 1200 hrs Governor to call on C-in-C (if anchored in inner harbour) 1500 hrs if anchored in Port William. 1800 hrs Football match (1st XI) 2000 hrs. Dinner Party at Government House. Evening, dance organised by Stanley Town Council in honour of ship.  
Tuesday: 13th: 0900 hrs Rifle shooting match (teams of 8). 1245 hrs C-in-C's luncheon party. 1500 hrs School children to visit ship accompanied by teachers. Afternoon, rowing matches. 1800 hrs Football match (2nd XI). 1900-2100 hrs Cocktail party and dance for 20 officers at Government House.  
Dance in Town Hall.  
Wednesday 14th: 0900 hrs Rifle shooting match. Afternoon, hare shoot (say 8 guns). 1800 hrs Ships reception, 2115 hrs party for officers at Colony Club. Dance in Town Hall organised by Football League.  
Thursday 15th: Afternoon, ship open to public (adults). 1800 hrs Football match (1st XI). 1945 hrs C-in-C's dinner party.

4. Local branch of Red Cross will organise canteen ashore for Ratings.

5. 750 tons furnace oil can be supplied by lighter. Agents are Falkland Islands Company (Manager MR. A.G. Barton).

6. There is no local objection to use of the W/T frequencies which you mention. Leave for ship's company as suggested by you. Assistance of patrol would be appreciated. Confirmed that local time will be three hours slow on Greenwich. Local currency notes for which you ask will be supplied on arrival. Assistance of shore boats arranged.

7. Variety concert would be much appreciated. Suggest Thursday evening in Town Hall which has good stage.

8. Grateful you acknowledge receipt of this message. Have received your invitation cards but will not issue pending your reply with either confirmation or any amendments you may wish to suggest.

COLONIAL SECRETARY

P/L.  
S. S.

119

2th February,

51.

Sir,

118

With reference to your letter of the 5th of February, 1951, I am directed to inform you that the Commanding Officer, H.M.S. "Superb" is being advised of your intention to hold a dance in honour of his Ship on the 12th of February, 1951.

I am,

Sir,

Your obedient servant,

(Sgd) MICHAEL E. RAYMER,

Colonial Secretary.

The Town Clerk,  
STANLEY.

WEL

DECODE.

120

TELEGRAM.

*From* The Captain, H. M. S. "Superb"

*To* The Colonial Secretary.

---

*Despatched* : 9th February, 19 51 *Time* : 0210

*Received* : 9th February, 19 51 *Time* : 0900

118 Your telegram of 7th February received.

CAPTAIN SUPERB.

P/L.  
S. S.



DECODE.

121

TELEGRAM.

From The Captain, H.M.S. "SUPERB."

To The Colonial Secretary.

*Despatched* : 9th February, 19 51 *Time* : 1325.

*Received* : 9th February, 19 51 *Time* : 0430

Proposed programme. Suggest C-in-C calls 1000 hrs and if convenient His Excellency returns call later in forenoon using C-in-C's barge if desired.

2. Intend to anchor Port William.
3. If guests dinner party Thursday wish to attend concert C-in-C suggests change to lunch party.
4. Concur remainder programme.
5. Must now sail about 2300 hrs Thursday.

SUPERB.

P/L.

S.S.

172

J.E.  
From f. 117 f. The ship will be anchored in Port William.

Forward calls: The C-in-C is apparently still anxious to I will leave  
for his call at 10.0 a.m. + for J.E. to return it before lunch. May I please have J.E.'s instructions on this. <sup>Genl. jolly at 11.40 - shall require Barge.</sup>

2) Para 3 on f. 121. This would mean that the C-in-C would be giving two lunch parties, one on Tuesday and one on Thursday. I presume that if Thursday's dinner is moved to lunch the Tuesday's lunch party stands as well? Except that they would be transposed?

3) If he is to sail at 2300 hrs Thursday he will have to get his concert party team away sharply. Yes.

... 9/2/51.

MC. 10/11

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

125

Number

Office of Origin

Words

Handed in at

Date

25.1.51.

To

VENTNOR AJAX BAY.

HQ V/C

Cruiser "Superb" visiting Stanley 12th to 16th February stop  
Captain has asked for motor transport to be put at disposal of  
Admiral stop Should you not be in Stanley during that time would  
you be kind enough to allow your Land Rover to be used for this  
purpose if suitable and careful driver is provided.

COLONIAL SECRETARY

Time  
43

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED

124

Number	Office of Origin	Words	Handed in at	Date
77	Ajax Bay	30	1000	26.1.51.
To	Colonial Secretary	Stanley		

Permission has been given with pleasure for use of Landrover by Admiral and yourself stop Please note vehicle not insured for drivers other than CDC personnel

Barrett

Y.E.

Above for information. I have sent a reply thanking them for their co-operation in this matter.

Time

WJSS

26 JAN 1951

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

125

SENT

Number	Office of Origin	Words	Handed in at	Date
				27.1.51.
To	BARKETT BAY.			HQA/C

Thanks for your telegram stop Permission to use Land Rover very much appreciated.

COLONIAL SECRETARY.

Times

DECODE.

TELEGRAM.

From The Admin. Officers, South Georgia H. M. S. "SUPERB".

To The Colonial Secretary.

*Despatched* : 11th February, 1951 *Time* : 1710.

*Received* : 12th February, 1951 *Time* : 0900

No communicable diseases onboard and a clean bill of health is held.

2. Will assume pratique is granted unless otherwise informed.

SUPERB.

TELEGRAM TO

CAPTAIN H.O.S. SUPERB. (AT SEA) 127

AGREE C in C calls at 1000 hrs. Governor  
will call 1200 hrs and would be grateful for  
barg at 1140 hrs at Public Petty

2) Suggest Concert party 2100 hrs Tuesday  
13<sup>th</sup>

Colonial Secretary



56. 128

With the Compliments of the

Secretary to the

Commander-in-Chief,

America & West Indies

10/2.

Mc.

Field

For information of the Press for the oncoming visit of H.M.S. SUPERB. A list of Officers of H.M.S. SUPERB is also enclosed.



● Vice-Admiral R. V. Symonds-Tayler, C.B., D.S.C.

---

Vice-Admiral Symonds-Tayler became Commander-in-Chief of the America & West Indies Station on 3rd May, 1949, in succession to Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O. He is 53 years of age and entered the Navy as a Cadet in 1910.

In the 1914-1918 War he served in H.M.S. Agamemnon during the Dardenelles Campaign and was awarded the D.S.C. as a Midshipman at Gallipoli, in 1915. The remainder of the War he served in destroyers.

Commander Symonds-Tayler was promoted to Captain on 31st December, 1936. He commanded the old battleship Centurion, then used as a Radio Controlled Target Ship, from December, 1938, to September, 1939.

At the beginning of the 1939-1945 War, Captain Symonds-Tayler was serving on the Staff of the Commander-in-Chief, Western Approaches, and in June, 1940, he assumed command of the cruiser Sussex which was employed in Atlantic and Arctic waters.

During 1941 and 1942 he was Director of Training and Staff Duties at the Admiralty.

From 1942-1944 he was Captain of the cruiser London and served in Atlantic, Arctic, East Indies and Australian waters. From February, 1945, to February, 1946, Captain Symonds-Tayler served as Chief of Staff to Commander-in-Chief, Portsmouth, in the rank of Commodore, being promoted to Rear-Admiral on 2nd January, 1946. In February, 1946, he became Chief of Staff to the Naval Representative on the Military Staff of U.N.O.

In June, 1947, Rear-Admiral Symonds-Tayler took up the appointment of Flag Officer Commanding, 1st Cruiser Squadron in the Mediterranean, flying his Flag in H.M.S. Mauritius and other ships of the Squadron until October, 1948.

Rear-Admiral Symonds-Tayler was promoted to Vice-Admiral on 20th March, 1949.

## Captain W. J. Yendell, Royal Navy

---

Captain W. J. Yendell took over command of H.M.S. Glasgow and the duties of Chief of Staff to the Commander-in-Chief, America & West Indies Station, in April, 1950.

Captain Yendell was born in 1903 and entered the R.N. College, Osborne, as a Naval Cadet in 1917.

His first sea appointment was as Sub-Lieutenant of H.M.A.S. Adelaide.

In 1929 he specialised in gunnery and served as Gunnery Officer of H.M.S. Revenge and H.M.S. Colombo.

On promotion to Commander in 1937 he was appointed to command H.M.S. Bittern.

On the outbreak of war in 1939, Commander Yendell served as Liaison Officer to Admiral Gensoul in the French battleship Dunkerque. Afterwards he was lent to the Greek Navy as an adviser and instructor. This was followed by two years as Fleet Gunnery Officer to the Commander-in-Chief, Mediterranean. The last two years of the war were served in command of H.M.S. Shah, an escort carrier in the East Indies.

Commander Yendell was promoted to Captain on 30th June, 1945.

In 1946 Captain Yendell served on the Staff of the Chief Naval Representative in the Ministry of Supply, dealing with Naval Aircraft Armament.

In 1948 he served in Washington with the British Joint Services Mission for one year.

# THE OLD SUPERB

131

The wind was rising Easterly, the morning sky was blue,  
The Straits before us opened wide and free.  
We looked towards the Admiral, where high the Peter flew,  
And all our hearts were dancing like the sea.  
The French have gone to Martinique with four and twenty sail :  
The Old Superb is old and foul and slow,  
But the French are gone to Martinique, and Nelson's on the trail,  
And where he goes, the Old Superb must go.

### *Chorus :*

So Westward Ho ! for Trinidad and Eastward Ho ! for Spain.  
And "Ship Ahoj" ! a hundred times a day ;  
Round the world if need be, and round the world again,  
With a lame duck lagging all the way.

The Old Superb was barnacled and green as grass below,  
Her sticks were only fit for stirring grog.  
The pride of all her Midshipmen was silent long ago,  
And long ago they ceased to heave the log.  
Four year out from home she was and ne'er a week in port,  
And nothing save the Guns aboard her bright ;  
But Captain Keats, he knew the game, and swore to share the sport.  
For he never yet came in too late to fight.

*Chorus :—* So Westward Ho ! for Trinidad, etc., etc.

"Now up my lads," the Captain cried, "For sure the case was hard—  
If longest out, were first to fall behind.  
Aloft, aloft, with studding sails and lash them on the yard,  
For night and day the Trades are driving blind."  
So all day long and all day long, behind the Fleet we crept,  
And how we fretted, none but Nelson guessed ;  
But every night the Old Superb she sailed when others slept,  
Till we ran the French to earth with all the rest.

*Chorus :—* So Westward Ho ! for Trinidad, etc., etc.

## SHORT HISTORY OF H.M.S. SUPERB

---

SUPERB is one of the old names of the Royal Navy, the first Superb having been captured from the French in the English Channel in July, 1710. The first Superb later saw action in the Mediterranean and later in the West Indies and was finally broken up in 1757.

The second Superb was built in 1760 at Deptford and was flagship at Portsmouth for seven years before becoming the Flagship of Sir Edward Hughes in the East Indies. She was wrecked off Telicherry in 1783.

The third ship of the name was built on the Thames in 1798 and was part of Lord Nelson's fleet when the chase of Villeneuve to the West Indies took place in 1805. She was broken up in 1826.

The fourth Superb, 1815 — 1869, was of 2580 tons and equipped with 80 guns and spent most of her time in the Mediterranean.

The fifth Superb was renamed Alexandria after launching.

The sixth was an ironclad of 9107 tons and carried sixteen 10" guns. She was launched in 1878 as the Turkish Navy 'Hamidieh' but was bought in 1878 and renamed Superb. She took part in the bombardment of Alexandria of 1882 and was sold in 1906.

The seventh Superb was a battleship of 18,600 tons and carried ten 12" and eleven 4" guns. She first commissioned in 1909 and joined the Grand Fleet in 1914. After taking part in the Battle of Jutland she was Flagship of Commander-in-Chief, Mediterranean, until 1919. She was broken up in 1922.

*Only 8 years' life.*

A marching song called 'The Old Superb' was written by Sir Henry Newbolt, and this song is sung and used as the ship's march by the ship's company of today.

The present Superb, the eighth of her name, was built by Messrs Swan, Hunter, & Wigham Richardson at Wallsend-on-Tyne. She was launched by Lady Cunningham, the wife of Admiral of the Fleet Viscount Cunningham of Hyndhope, and was completed in 1945.

Displacement	...	9,000 tons
Armament	...	Nine 6" guns in three turrets Ten 4" guns in five mountings Six 21" torpedoes and numerous smaller anti-aircraft guns.
Complement	...	800 officers and men

H.M.S. Superb is fitted with every modern fighting device and is largely illuminated with fluorescent lighting. She has all-electric galleys and is fitted with a modern laundry, bookstall and recreation space where films are shown to the ship's company nightly.

From October, 1945, to October, 1950, H.M.S. Superb served in European waters and has been the Flagship of the Flag Officer Commanding, 2nd Cruiser Squadron.

133

**LIST OF OFFICERS SERVING IN H.M.S. SUPERB**

RANK	NAME	DUTY	SENIORITY
Vice-Admiral	R. V. Symonds-Taylor, C.B., D.S.C.	C-in-C., A. & W. I.	20.3.49
Personal Staff	(Commander (S)) D. Armstrong, O.B.E.	Admiral's Secretary	31.12.46
	(Lieut.-Cdr.) W. A. B. Bland	Flag Lieut. & Fleet Communications Officer	7.12.49
Captain	W. J. Yendell	Flag Captain & Chief of Staff	30.6.45
Commander	G. D. Pound, D.S.C.	Executive Officer	30.6.47
Commander (E)	A. E. Turner	Fleet Engineer Officer	31.12.42
Commander (S)	E. J. Webb	Fleet Supply Officer	31.12.45
Commander (L)	J. S. Caunter	Fleet Electrical Officer	31.12.46
Major, R.M.	G. P. D. Pease	Fleet Royal Marine Officer	31.12.47
Lieut.-Cdr.	J. B. Willis	Fleet Gunnery Officer & 1st. Lieutenant	16.10.44
"	R. A. St. C. Sproul-Bolton, O.B.E.	Staff Officer (Operations) & Public Relations Officer	16.11.46
"	C. H. C. O'Rorke		1.2.47
"	L. G. Lyne, D.S.C.	Fleet Navigating Officer	4.9.47
Lieut.-Cdr. (E)	G. L. Yorke	Senior Engineer	16.10.48
Lieut.-Cdr.	N. Dixon	Fleet T.A.S. Officer	16.6.49
Lieut.-Cdr. (S)	G. C. Lindop	Deputy Supply Officer	1.9.49
Surg. Lieut.-Cdr.	A. O'Connor, M.B., B.S., D.A.	Fleet Medical Officer	25.9.49
Lieut.-Cdr.	R. J. R. Cundall		16.10.49
Inst. Lieut.-Cdr.	G. N. Butters, B.Sc.	F. Met. Officer & F. Ed. Officer	6.1.50
Lieut.-Cdr. (L)	W. G. Drogo-Montagu		1.8.50
Lieut.-Cdr.	D. R. Lewis		7.10.50
Chaplain	Rev. D. S. Bennett		8.1.47
Lieut.	W. G. England	Fleet Recreation Officer	18.3.44
Lieut. (E)	K. B. Birkett		1.5.44
Lieut. (S)	J. A. Hassard-Short	Asst. Secretary to C-in-C.	1.5.44
Lieut.	S. R. Duncan		1.7.45
Lieut. (S)	A. Pringle	Secretary to C.O.S.	1.10.45
Lieut.	J. P. Seddon		1.4.46
Lieut. (E)	S. G. Pearce		1.7.47
Surg. Lieut. (D)	G. J. Boyd, L.D.S.	Dental Officer	23.8.48
Inst. Lieutenant	L. Cave		13.11.48
Lieut., R.M.	L. P. F. Edwards		24.6.46
Ty. Surg. Lieut., R.N.V.R.	P. S. Carton-Kelly, M.R.C.S., L.R.C.P.		13.10.49
Lieut. (E)	K. F. Spiller		1.3.50
Lieut. (S)	A. S. Tippet	Captain's Secretary	1.3.50
Lieut.	R. O. V. Stoney		16.4.50
Lieut. (E)	H. E. Chappell		13.8.50
Sub-Lieut. (E)	J. W. Furnivall		1.2.48
Sub-Lieut.	D. S. Hutchinson		1.1.49
Sub-Lieut. (S)	C. S. P. Sherwood	Admiral's Office	1.5.49
Sub Lieut. (S)	C. D. Wilson		1.5.49
Snr. Cd. Gunner	C. P. German		1.10.46
" Cd. Shpt.	R. S. W. Darley		"
" Cd. Ord. Officer	J. A. Brownlee		1.4.48
" Cd. Elect. Officer (L)	R. C. Brooks		1.4.49
Cd. Gunner	C. H. Humble		4.5.45
Cd. Gunner	J. Oxlade		7.9.47
Cd. Comm. Officer	D. A. Jones		22.9.47
Cd. Eng.	S. J. Mullard		1.4.49
Midshipman	T. M. Bevan		1.5.50
" "	D. F. Mills		"
" "	E. R. Bowman		"
" "	M. F. Parry		"
" "	P. P. L. Wells		"
" "	R. W. Kent		"
Midshipman (S)	E. Bilsborough		"
Midshipman	J. W. F. Briggs		1.9.50
" "	L. T. Hickson		"
" "	D. P. R. Lermite		"
" "	A. F. Hosie		"
Midshipman (S)	P. A. Dickinson		1.9.50



134

H.M.S. SUPERB,  
at PORT STANLEY,  
FALKLAND ISLANDS.

15th February, 1951.

*My Dear Rayner,*

On leaving Port Stanley I would like to thank you personally and all the others concerned for the arrangements that have been made for our visit.

We have enjoyed our stay and are grateful for the assistance and co-operation we have received from you ashore. I would be grateful if you would convey the thanks of myself, my officers and men to those who have helped.

*Yours sincerely*

*John Gendley*

CAPTAIN, ROYAL NAVY.

M.R. RAYNER, Esq.,  
The Colonial Secretary,  
PORT STANLEY,  
FALKLAND ISLANDS.

*A.C.S. W*

16 FEB 1951

*A.C.S. W  
Wtd thank  
you  
R.A.C.S.  
16/2/51*

135

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

**RECEIVED**

Number	Office of Origin	Words	Handed in at	Date
1	Warship Superb etat	63	1540	16.2.51.
To	Colonial Secretary	F.Is.		

Information to Admiralty CinCAWI from Chatham Britnavat B.Aires Fitzroy  
 PO/X6359 Marine Eric Oldham absentee on sailing from Port Stanley stop Leave expired  
 2000 15th February stop Request he be sent Fitzroy to Montevideo reporting eta  
 stop Escort will meet ship stop Expenses claim on Admiralty for passage should be  
 forwarded to Superb

*and maintenance?*

Superb

*Passport 15 0*  
*Veter 1 11 4*  
*Passage*  
*Boarding 2 - -*

Time VJSS

136

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number	Office of Origin	Words	Handed in at	Date
				16.2.51.
To				
	WARSHIP SUPERB.			HOA/C

YOUR TELEGRAM 16TH FEBRUARY MARINE ERIC OLDHAM WILL BE SENT BY CUTTER VIA HOWLAND 1ST MARCH STOP EXPENSES CLAIM FOR PASSAGE AND MAINTENANCE WILL BE FORWARDED AS REQUESTED.

COLONIAL SECRETARY.

Time

---



137

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
SENT.

Number Office of Origin Words Handed in at Date

17.2.51.

To

WARSHIP SUPERB.

HOA/C.

FOLLOWING FOR C-IN-C A. W. I. FROM GOVERNOR STOP BEING STOP  
WE HAVE ALL MUCH ENJOYED YOUR VISIT AND THAT OF SHIPS COMPANY  
SUPERB STOP WELDM WISH YOU COULD HAVE STAYED LONGER WITH US  
AND HOPE THAT REMAINDER OF CRUISE WILL BE ENJOYABLE IN EVERY  
WAY STOP BON VOYAGE STOP ENDS.

COLONIAL SECRETARY.

A.T.  
to note 135 for action in due course, pl

*[Signature]*  
19.2.51

Hones

Noted. Thank you.

*[Signature]*  
19/

*[Handwritten notes and signatures]*  
3/13/51  
28/2/51  
15/3/51  
2/12/51

Time

138

Colonial Treasury,  
STANLEY, Falkland Islands.

25th April, 1951.

*Non es*  
*copy. f.i. p.*  
*for 20/4.*

Sir,

30

I have the honour to attach hereto a schedule shewing the amounts paid by this Government in respect of Marine W. Oldham P.O./X6359.

The amount# shewn (i.e. £16. 6. 3.) has been claimed on the Admiralty in the usual way.

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

Assistant Treasurer.

The Supply Officer,  
H.M.S. "Superb",  
c/o Postmaster,  
Hamilton,  
Bermuda.

efl/htr.


*file you*

ADVANCES ADMIRALTY

139

Marine E.Oldham P.O/X6359. Schedule of Payments  
made by Colonial Treasury.

21st February, 1951 Uruguayan Consulate, Stanley in respect of Uruguayan Visa on Passport No.2673 property of E.Oldham.	£1.	11.	3.
31st March, 1951 Falkland Islands Co.Ltd. in respect of Passage per s.s."Fitzroy" Stanley to Montevideo.	12.	-.	-.
5th April, 1951 Mrs.G.Brechin in respect of Board & Lodging 16th - 24th February 1951, (8 days @ 5/- per day.)	2.	-.	-.
24th February, 1951, Colonial Secretariat in respect of cost of passport.	-.	15.	-.
	<hr/>	<hr/>	<hr/>
	£16.	6.	3.
	<hr/>	<hr/>	<hr/>

  
Assistant Treasurer,  
Government of Falkland Islands.

  
284.

DECODE.

No 38.

TELEGRAM.

140

From H.M.S. "SUPERB"

To The Colonial Secretary,

Despatched : 4th May, 19 51 Time : 0224.

Received : 5th May, 19 51 Time : 0900.

135

136

My telegram 16th February and your reply. Expense claim not yet received request you forward.

031500Z  
SUPERB.

P/L.  
S.S.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

141

Number

Office of Origin

Words

Handed in at

Date

8.5.51.

To

H. M. S. SUPERB ADMIRALTY LONDON.

10/0

138-139.

YOUR TELEGRAM 4TH MAY REVERSE CHARGE MAILED TO YOU 27TH APRIL.

COLONIAL SECRETARY.

Time

85

0764

~~1951~~  
15/51

142



**H.M.S. SUPERB**  
10th April, 1951.

H.M.S. Superb is expected to arrive at Bermuda p.m. on 20th April.

2. It is requested therefore, that correspondence for the Commander-in-Chief, America and West Indies Station, may be addressed to Admiralty House, Bermuda, until further notice.

*Admiral's Secretary*

*Fra  
Mc*

*22/5/51*

144

COPY

C.W.7316/51

Admiralty, S.W.1.

4th June, 1951.

Sir,

I am commanded by My Lords Commissioners of the Admiralty to inform you, for the information of the Secretary of State for the Colonies, that Vice Admiral Sir William G. Andrewes, K.B.E., C.B., D.S.O., has been appointed to be Commander-in-Chief, America and West Indies Station, in succession to Vice Admiral Sir Richard V. Symonds-Tayler, K.B.E., C.B., D.S.C. The appointment will take effect in October, 1951.

I am, Sir,

Your obedient Servant,

(Sgd.) C.G.H. Cardo.

The Under Secretary of State,  
Colonial Office,  
London, S.W.1.

B.V. 10/18  
(B on 143)  
147

C.O. /3081/51

145

46

143-144 f 2

Si W. Adams was visited recently by R.M. White - Korean  
waters.

W

C.S.

10.2.51

Interlocking.

Symonds-Cayler has been appointed as  
Deputy to the American Admiral in N-Atlantic I believe.

MC. 10/viii

W

Barry  
11/8/51



146

ADMIRALTY HOUSE,  
BERMUDA

23rd July, 1951.

The Commander-in-Chief, America & West Indies Station, will be absent from Bermuda from 23rd July to 1st October, 1951, cruising in H.M.S. Superb.

2. It would be much appreciated if copies of despatches which you send him could, during this period, be addressed to him in H.M.S. Superb c/o the appropriate British Consular or Colonial Government Authority.

3. A copy of H.M.S. Superb's cruise programme (~~is attached for information.~~  
has already been forwarded.

*[Handwritten Signature]*  
for Admiral's Secretary

*[Large handwritten flourish]*

*[Handwritten initials]*  
9/8/51

ACS K.I.V. We have a letter due to  
to him by this next mail.

His Excellency the Governor of the Falkland Islands,  
FALKLAND ISLANDS.

ACS  
Note for a  
K.I.V.  
9/14/51

147

Admiralty House,  
Bermuda.  
26th June, 1951

A.W.I No. 661/2  
Memorandum.

**H.M.S. SUPERB**

The following programme for the Summer cruise of H.M.S. SUPERB, Flagship of Vice-Admiral Sir Richard Symonds-Taylor, K.B.E., C.B., D.S.C., Commander-in-Chief, America and West Indies Station, is promulgated for information.

- 2. This programme is liable to alteration in the event of unforeseen circumstances.
- 3. The visits in this programme will be of an informal nature.
- 4. It is requested that addressees marked \* overlent will acknowledge receipt of this programme by "AIR MAIL".

**R. V. Symonds-Taylor,**  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

Place	Arrive	Leave
Bermuda	—	Mon. 23rd July
Norfolk	Wed 25th July	Fri. 27th July
St. Johns. N.F.	Tues. 31st July	Mon. 6th Aug.
Halifax	Wed. 8th Aug.	Wed. 15th Aug.
St. John. N.B.	Thurs. 16th Aug.	Mon. 20th Aug.
Bar Harbour, Maine	Mon. 20th Aug.	Mon. 27th Aug.
Newport. R.I.	Tues. 28th Aug.	Tues. 4th Sep.
Boston	Wed. 5th Sep.	Wed. 12th Sep.
Philadelphia	Thurs. 13th Sep.	Thurs. 20th Sep.
New York	Fri. 21st Sep.	Sat. 29th Sep.
Bermuda	Mon. 1st Oct.	—

- Notes—(i) H.M.S. SUPERB is commanded by Captain E. W. J. Bankes, Royal Navy.  
(ii) Particulars of H.M.S. SUPERB :—  
Displacement—9,000 tons Length—556ft. Draught—22 ft.  
Complement—59 officers, 730 men.

## DISTRIBUTION

### Admiralty

His Excellency The Governor-General of Canada

His Excellency The Governor of Bermuda  
" " " " Trinidad & Tobago  
" " " " Falkland Islands  
" " " " British Guiana  
" " " " British Honduras  
" " " " Bahamas  
" " " " Barbados  
" " " " Windward Islands  
" " " " Leeward Islands  
" " " " Jamaica

His Excellency The Lieutenant-Governor of Newfoundland

" " " " " Nova Scotia  
" " " " " New Brunswick

Naval Service Headquarters, Ottawa

Commander-in-Chief, Home Fleet

\*Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia

Commander-in-Chief, Caribbean Command, Balboa

\*Flag Officer, Atlantic Coast, Halifax

\*Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa

\*The Canadian Naval Commander, Newfoundland

British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.

His Britannic Majesty's Ambassador, Washington

\*His Britannic Majesty's Consul General, New York

\*" " " " " Boston

\*" " " " " Philadelphia

\*His Britannic Majesty's Consul, Norfolk

U.K. Naval Representative, Military Staff Committee, United Nations,  
New York

\*Their Worships the Mayors of Halifax, St. John's, N.F., St. John, N.B.

\*British Naval Attaché, Washington D.C., U.S.A.

" " " " Rio de Janeiro

" " " " Santiago de Chile

" " " " Buenos Aires

The Commander, Caribbean Area, Jamaica

\*Commanding Officer, H.M.C.S. Brunswicker

Officer Commanding Troops, Bermuda

Resident Naval Officer, Bermuda

Resident Naval Officer, Kingston

The Colonial Postmaster, Hamilton, Bermuda

H.M. Ships, America & West Indies Squadron

Admiralty House,  
Bermuda.  
26th June, 1951

A.W.I No. 661/3  
Memorandum.

**H.M.S. BIGBURY BAY**

The following programme for the Summer cruise of H.M.S. BIGBURY BAY is promulgated for information.

2. This programme is liable to alteration in the event of unforeseen circumstances.

3. The visits in the programme will be of an informal nature, and during this period H.M.S. BIGBURY BAY will act as hurricane guardship in the Caribbean.

4. It is requested that addressees marked \* overleaf will acknowledge receipt of this programme by "AIR MAIL".

**R. V. Symonds-Taylor,**  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

Place	Arrive	Leave
Bermuda	—	Wed. 1st Aug.
Antigua	Sun 5th Aug.	Fri. 10th Aug.
St. Lucia	Sat. 11th Aug.	Wed. 15th Aug.
Barbados	Wed. 15th Aug.	Wed. 22nd Aug.
Pointe a Pierre	Thurs. 23rd Aug.	Fri. 24th Aug.
Port of Spain	Fri. 24th Aug.	Tues. 28th Aug.
Grenada	Tues. 28th Aug.	Sat. 1st Sep.
Kingston	Tues. 4th Sep.	Mon. 10th Sep.
Port Antonio	Mon. 10th Sep.	Wed. 12th Sep.
Nassau	Fri. 14th Sep.	Wed. 19th Sep.
Savannah	Fri. 21st Sep.	Fri. 28th Sep.
Bermuda	Mon. 1st Oct.	—

Notes—(i) H.M.S. BIGBURY BAY is commanded by Captain W. W. R. Bentinck, O.B.E.,  
Royal Navy.

(ii) Particulars of H.M.S. BIGBURY BAY :—  
Displacement—2,400 tons Length—307 ft. Draught—15 ft. 6 ins.  
Complement—9 officers, 160 men.

## DISTRIBUTION

## Admiralty

His Excellency The Governor of	Bermuda
* " " " "	Trinidad & Tobago
" " " "	British Guiana
" " " "	British Honduras
* " " " "	Bahamas
* " " " "	Barbados
* " " " "	Windward Islands
* " " " "	Leeward Islands
* " " " "	Jamaica

His Excellency the British Ambassador, Washington	Mexico
" " " "	Venezuela
" " " "	Cuba
" " " "	Dominican Republic

His Britannic Majesty's Minister	Costa Rica
" " " "	Guatemala
" " " "	Haiti
" " " "	Honduras
" " " "	Nicaragua
" " " "	Salvador
" " " "	Panama

Naval Service Headquarters, Ottawa  
 Commander-in-Chief, Home Fleet  
 Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia  
 Commander-in-Chief, Caribbean Command, Balboa  
 Flag Officer, Atlantic Coast, Halifax  
 Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa  
 British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.  
 U.K. Naval Representative, Military Staff Committee, United Nations,  
 New York

* British Naval Attaché, Washington D.C., U.S.A.
" " " Rio de Janeiro
" " " Santiago de Chile
" " " Buenos Aires

British Air Attaché, Mexico City

\*The Commander, Caribbean Area, Jamaica  
 Officer Commanding Troops, Bermuda  
 \*His Britannic Majesty's Consul, Jacksonville, Florida  
 Resident Naval Officer, Bermuda  
 Resident Naval Officer, Kingston  
 The Colonial Postmaster, Hamilton, Bermuda  
 H.M. Ships, America & West Indies Squadron

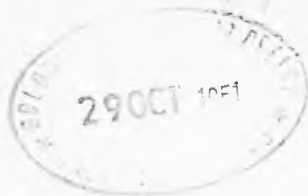
*Handwritten signature and date:*  
 P. H. G.  
 17/1/57

From Vice-Admiral Sir Richard Symonds-Tayler

150

H.M.S. SUPERB  
America & West Indies Station.

1st September, 1951



Your Excellency.

I have the honour to inform you that I shall be relieved as Commander-in-Chief, America and West Indies Station on 15th October, 1951, by Vice Admiral Sir William Andrewes, K.B.E., C.B., D.S.O. At the same time my Flagship, H.M.S. SUPERB, will return to the U.K. on relief by H.M.S. SHEFFIELD.

Before giving up my command I should like to thank you and your staff on my own behalf and on behalf of the officers and ratings of the America and West Indies Squadron for all you have done for us during our visits.

It has been a source of regret to me that owing to the size of the Station I myself have not been able to make more frequent visits and see more of you personally.

May I say goodbye and thank you.

I have the honour to be,

Sir,

Your Excellency's obedient servant,

*R. Symonds-Tayler*

Vice-Admiral

*me*

*U*

His Excellency the Governor of the Falkland Islands,  
FALKLAND ISLANDS.



151

CIRCULAR DESPATCH

THE CHURCH HOUSE,  
GREAT SMITH STREET,  
LONDON, S.W.1.



14571/51

9th October, 1951.

Sir,

VISITS OF HIS MAJESTY'S SHIPS TO COLONIAL  
AND FOREIGN PORTS

I have the honour to inform you that the Admiralty have had under consideration the frequency of informal visits of His Majesty's Ships to Colonial and Foreign ports and the scale of entertainment received during such visits. Commanders-in-Chief have written to the Admiralty expressing appreciation of the entertainment offered to the ships' companies and they hope that the limited return hospitality given by His Majesty's Ships is equally enjoyed. They consider, however, that the lavish scale of the entertainment offered must often be a severe drain on the financial resources of the civilian communities concerned as it is on those of the ships' officers, who at the present time cannot afford to entertain on the scale which they would like and to whom the standards of hospitality offered on shore must therefore frequently be a source of embarrassment.

The Admiralty state that what is desired by personnel of His Majesty's Ships during informal visits is the opportunity to see the country, to meet the people and to exchange simple hospitality. Any games which can be arranged are also welcomed. Arrangements whereby officers are made honorary members of clubs and temporary clubs and dance halls are made available for ratings, are most acceptable.

I should be grateful if, in consultation with the local naval authorities as may be necessary, you would cause the wishes of the Admiralty to be made known in the territory under your administration.

A similar communication has been addressed to His Majesty's Representatives in Commonwealth and Foreign territories.

This circular has not been addressed to the governments of Nyasaland, Northern Rhodesia, and Uganda. It has been sent to the Governor of Malta for consideration of Ministers and to the High Commissioner, Federation of Malaya, under cover of a separate despatch.

I have the honour to be,

Sir,

Your most obedient,  
humble servant,

FALKLAND ISLANDS

PA

*John S. ...*  
Mail from 150  
5/11/51

*3/10/51*  
*Quite unnecessary - an attachment of the ships is always simple and friendly.*

DECODE.

TELEGRAM.

*15A*  
*Notes of the Sup.*

From Navycom,  
Bermuda.

To Governor, Falkland Islands.  
Naval Attache, Buenos Aires. Information repeated  
~~Ambassador and Naval Attache, Santiago.~~

Despatched : 14.11.51. 19 Time : 1235  
Received : 15.11.51. 19 Time : 0900

Secret. Have proposed programme  
"Burghead Bay" read three columns, arriving,  
place, leaving. Blank Bermuda 26th November;  
30th November Guantanamo Bay 13th December;  
17th December Port of Spain 19th December;  
4th January Montevideo 8th January;  
8th January Punta del Este 11th January;  
15th January Port Stanley at Governor's disposal  
also sent unaccompanied 082108.

COD CYPHER: MLO.

*ll*  
*16/11/51*  
*m.t.s.c.f.*  
*B. 10/12/51.*



153

COPY

ECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 23.11.51. Time: 1045 Received: 24.11.51. Time: 1100

*Copy sent on 24/11*

FIDEP 81 SECRET. Your telegram 90 Fidep. Owing to coincidence film festival Punta del Este and difficulty berthing alongside Montevideo owing congestion resulting from strike "Burghead Bay's" programme amended as follows:-

La Plata - January 4th. to January 10th,  
Montevideo - January 10th. to January 11th.  
Port Stanley - January 15th.

2. Elliott informed.

Cypher "E": JB.

*BU 10/11/51*

Admiralty House,  
Bermuda.  
7th November, 1951.

Visit of the Commander-in-Chief, America and West Indies Station  
to Norfolk and Washington

It is intended that H.M.S. SHEFFIELD (Captain M. Everard, Royal Navy) wearing the flag of Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O., Commander-in-Chief, America and West Indies Station and H.M.S. SPARROW (Captain R. B. Honeywill, Royal Navy) will carry out the following programme:-

**H.M.S. SHEFFIELD**

Place	Arrive	Leave
Bermuda	—	Wed. 21st Nov. (SPARROW in company)
Norfolk	Fri. 23rd Nov.	Mon. 26th Nov.
Baltimore	Tues. 27th Nov.	Tues. 4th Dec. (SPARROW R Vs off mouth of Potomac)
Bermuda	Thurs. 6th Dec.	—

**H.M.S. SPARROW**

Bermuda	—	Wed. 21st Nov. (In company with SHEFFIELD)
	Fri. 23rd Nov.	
Norfolk		Mon. 26th Nov.
Washington	Tues. 27th Nov.	Tues. 4th Dec. (R Vs with SHEFFIELD off mouth of Potomac)
Bermuda	Thurs. 6th Dec.	—

2. The Commander-in-Chief will leave Baltimore by car for Washington on Wednesday, 28th November and will return there on Saturday, 1st December.

3. The Commander-in-Chief will travel to Ottawa by air on 4th December returning to Bermuda on 8th December.

**William Andrewes,**  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

## DISTRIBUTION

### Admiralty

His Excellency the Governor-General of Canada

His Excellency The Governor of	Bermuda
" " " "	Trinidad & Tobago
" " " "	Falkland Islands
" " " "	British Guiana
" " " "	British Honduras
" " " "	Bahamas
" " " "	Barbados
" " " "	Windward Islands
" " " "	Leeward Islands
" " " "	Jamaica

Naval Service Headquarters, Ottawa

Commander-in-Chief, Home Fleet

Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia

Commander-in-Chief, Caribbean Command, Balboa

Flag Officer, Atlantic Coast, Halifax

Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa

British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.

His Britannic Majesty's Ambassador, Washington

His Britannic Majesty's Consul, Norfolk

" " " " Baltimore

U.K. Naval Representative, Military Staff Committee, United Nations,  
New York

British Naval Attaché, Washington D.C., U.S.A.

" " " " Rio de Janeiro

" " " " Santiago de Chile

" " " " Buenos Aires

The Commander, Caribbean Area, Jamaica

Officer Commanding Troops, Bermuda

Resident Naval Officer, Bermuda

Resident Naval Officer, Kingston

The Colonial Postmaster, Hamilton, Bermuda

H.M. Ships, America & West Indies Squadron

Admiralty House,  
Bermuda.  
17th November, 1951.



### H.M.S. SNIPE

The following programme for H.M.S. SNIPE is promulgated for information.

2. The visits in this programme will be of an informal nature.

**William Andrewes,**  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

Place	Arrive	Leave
Bermuda	—	29th Nov.
St. Kitts	3rd. Dec.	6th Dec.
Port of Spain	7th Dec.	11th Dec.
St. Vincent	12th Dec.	14th Dec.
St. Lucia	14th Dec.	17th Dec.
Bermuda	21st Dec.	—

Notes :— (i) H.M.S. SNIPE is commanded by Captain D. Sanderson, D.S.C., R.N.

(ii) Particulars of H.M.S. SNIPE .—

Displacement—2,000 tons. Length—299 ft. 6 ins. Draught—11 ft.

Complement—10 officers 190 men.

157.

**DISTRIBUTION**

Admiralty

His Excellency The Governor of	Bermuda
" " " "	Trinidad & Tobago
" " " "	Falkland Islands
" " " "	British Guiana
" " " "	British Honduras
" " " "	Bahamas
" " " "	Barbados
" " " "	Windward Islands
" " " "	Leeward Islands
" " " "	Jamaica

His Excellency the British Ambassador, Havana

His Britannic Majesty's Minister, Panama City, R P.

- \*Naval Service Headquarters, Ottawa
- \*Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia
- Commander-in-Chief, Caribbean Command, Balboa
- Commander, Naval Operating Base, Guantanamo
- \*Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa
- British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.
- \*British Naval Attaché, Washington D.C., U.S.A.

The Commander, Caribbean Area, Jamaica  
 Officer Commanding Troops, Bermuda  
 Resident Naval Officer, Bermuda  
 Resident Naval Officer, Kingston  
 The Colonial Postmaster, Hamilton, Bermuda  
 H.M. Ships, America & West Indies Squadron

ACS  
 154-156. 5 for pl  
 R.A.S.  
 2/1/52

ACS Seen C.Y. 153. We might ask them to collect any mail that has come for us, as they are scheduled to leave 17/1 a few days after the "Zitzyng".  
 U.L. 2/1/52.

Mailed from  
 154

158

DECODE.

TELEGRAM.

From The Colonial Secretary.

To Britain, Montevideo.

Despatched : 8th January, 19 52 Time : 1500

Received : ..... 19 .. Time : ....

Grateful you arrange for any Colony mails arriving Montevideo after departure "Fitzroy" to be sent by H.M. Ship,

COLONIAL SECRETARY.

*Barry*  
*9/1/52*

GTC.  
SS

AIR MAIL



159

H.M.S. BURGHEAD BAY  
at Guantanamo

No: 8/74/20.

7th December, 1951

Sir,

I am writing to you with reference to the visit of H.M.S. BURGHEAD BAY to Port Stanley in January.

2. I shall sail from Montevideo on the 11th January and I expect to arrive at Port Stanley at 0930 on the 15th January.
3. I shall be grateful if you will make out a programme of calls for me which I can start immediately on arrival.
4. I do not know how His Excellency the Governor intends to use the ship while I am at his disposal so I will not suggest any details of entertainment but I shall be glad to give a luncheon party on board during our stay. My table seats six. We should also like to give a cocktail party at which we can entertain a maximum of 100. I am sure my ship's company would also like to give a children's party at some time.
5. My ship's company consists of 8 officers, 36 Chief and Petty Officers and 130 junior rates. A list of Officers and a brief history of the ship are attached.
6. We shall be delighted to field teams of an average small ship standard for almost any type of games.
7. Attached is a list of requirements for fresh provisions and local currency.
8. We can open the ship to visitors on almost any day, during the afternoon from 1430 to 1700.
9. I have been unable to confirm whether there is a resident naval officer in Port Stanley. If so perhaps you would be kind enough to forward this correspondence to him for the necessary action.

I have the honour to be,

Sir,

Your obedient servant,

*J.A. Ievers*

(J.A. IEVERS)  
CAPTAIN R.N.

H.B.M. Hon. Colonial Secretary, M.R. Raymer, Esq.,  
Port Stanley, FALKLAND ISLANDS DEPENDANCIES.

Reply at 165.

*Here over  
Thursday 6-1-52*



160

PROVISIONS AND MONEY REQUIREMENTS ON ARRIVAL AT THE FALKLANDS.

-----

	Bread	...	120lbs, & Daily thereafter.	<i>Baker advised.</i>
	Potatoes	...	3000lbs, )	
<i>This is going to be difficult.</i>	Carrots	...	200 "	) ... To be repeated one week later.
	Turnips	...	200 "	
	Onions	...	200 "	
	Cabbage	...	200 "	
	Mutton will be required during our stay.			
	Currency	...	...	£2000 in local currency. <i>AT informed.</i>



## H.M.S. BURGHEAD BAY

H.M.S. BURGHEAD BAY, a "Bay" class frigate of 2400 tons, was built by Charles Hill & Co., of Bristol in late 1945. The Bay Class frigate was designed primarily for A.A. escort duties and combating the U-boat menace in the North Atlantic, combined with long range endurance at sea and a hull especially designed to meet all weather conditions liable to be met in the North Atlantic.

BURGHEAD BAY'S armament consists of 2-twin quick firing 4" mountings, six 40mm and four 20mm guns all highly effective in warding off hostile aircraft. The latest anti-submarine devices have been incorporated into BURGHEAD BAY and would effectively deal with any present day submarines.

At the date of her completion H.M.S. BURGHEAD BAY was assigned to duty with the local Destroyer Flotilla at her home port, Plymouth, where her duties included that of Emergency Destroyer for the Western Channel area. She was called upon frequently to answer signals from vessels in distress and on one occasion assisted in quelling a mutiny on a merchant ship.

In June, 1951, H.M.S. BURGHEAD BAY was transferred to the 7th Frigate Flotilla of the Home Fleet and received orders to join the America and West Indies Squadron based on Bermuda.

H.M.S. BURGHEAD BAY sailed from England on the 1st October, 1951, and whilst en route to Bermuda was ordered to act as one of the Air-sea rescue ships spaced across the Atlantic to cover the Royal Flight to Canada of Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh.

CAPTAIN J.A. LEVERS, O.B.E., R.N.

Captain Levers first went to sea from the Royal Naval College, Dartmouth in 1929 and spent two years as a midshipman on the South America and West Indies station in H.M.S. DURBAN.

In 1935 he specialised in flying as a pilot and served in the aircraft carrier COURAGEOUS until 1938 when he was appointed to H.M.S. GANGES where he remained during the first year of the war taking part in the Norwegian campaign.

From 1940 to 1942 he served in H.M.S. HERMES, an aircraft carrier employed on raider hunting in the south Atlantic and India Ocean. When H.M.S. HERMES was sunk in April 1942 off Ceylon, he was transferred to H.M.S. EMBODIMENT and took part in the famous Malta convoy of August 1942 "Operation PEDERSEL".

For the last years of the war Captain Levers was in charge of the training of the Anti-submarine aircrew for the Battle of the Atlantic for which he was awarded the O.B.E.

His service since the war has been mainly concerned with experimental development of aircraft and he carried out the first successful deck landing trials of a jet aircraft on an aircraft carrier.

H.M.S. BURGHEAD BAY

List of Officers

---

Rank

Captain	J.A. Ievers, O.B.E.	30. 6.51	Commanding Officer
Lieut-Cdr	D.D. O'Sullivan, M.B.E.	16.10.49	Executive Officer
Lieut-Cdr	E.J. Cooper.	1. 8.51	Navigating Officer
Lieutenant	J.P. Kavanagh.	10. 1.45	Gunnery Officer
Lieutenant R.N.V.R.	L.P.F. Lee.	24. 9.46	Supply Officer
Cmd Gunner	F.A. Hickey.	9.11.45	Armament Store Officer
A/Surg Lieut	L.J. Cawley.	19.10.50	Medical Officer
Sen Cmd Engineer	H. Harwood.	1. 4.44	Engineer Officer

164

Telegram

From "Burghead Bay" 0600 14.1.52  
to Home C.S. 8-8 =

ETA 1330Z TUESDAY 15<sup>th</sup> =

Captain

Recd.

0940/14

14/1

6127  
GOVERNMENT TELEGRAPH SERVICE.

165  
FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				14.1.52
To	CAPTAIN, H.M.S. 'BURGHHEAD BAY'			HO a/s <del>XXXXX/G</del>

SORRY TO SAY YOUR LETTER B/74/20 DATED 7TH DECEMBER ONLY RECEIVED TODAY ALSO RECEIVED YOUR TELEGRAM OF TODAY'S DATE GIVING ETA AS 1330Z LOCAL TIME IS AT PRESENT THREE HOURS SLOW ON GREENWICH

2. ONLY OFFICIAL CALL YOU REQUIRE TO MAKE IS ON GOVERNOR SUGGEST YOU MAKE THIS ONE HOUR AFTER ARRIVAL

3. LOCAL CURRENCY WILL BE SENT ON BOARD ON ARRIVAL THIS IS CONFINED TO NOTES AS BRITISH COINAGE USED

4. BREAD WILL BE ALL RIGHT BUT FRESH VEGETABLES ARE VERY SHORT AT THIS TIME OF YEAR AND THERE WILL BE DIFFICULTY IN PROVIDING YOUR REQUIREMENTS

5. THERE IS NO RESIDENT NAVAL OFFICER AT STANLEY HARBOUR MASTER (EX LIEUT. R.N.V.R.) ABLE TO ADVISE ON MARINE MATTERS.

COLONIAL SECRETARY.

Time

'Phoned to W/T stn. 1050 14th Jan. (Intld) J.B. 14.1.52

165

Ady: F London 20/17 0410 14/1  
et = Secretary F1 166

From bushhead Bay expected time of  
arrival Port Stanley 1300% Tuesday  
15th January = 140100%

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

**RECEIVED**

167

Number	Office of Origin	Words	Handed in at	Date
1	BurgheadBay	9	0600	14.1.52.

To Colonial Secretary Falkland Islands

Eta 1330z Tuesday 15th

Captain

Time VJSS

Received by 3: 1530<sup>z</sup> 14/1/52 168

Cable Secretary Falklands  
received your cable and my

145100<sup>z</sup> You should eta to head  
0730 local time stop para 2

Request you send information  
on arrival as to time for  
official call on Governor.

Captain

Phoned



GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

169

**SENT**

Number	Office of Origin	Words	Handed in at	Date
				14.1.52

To

CAPT. BURGHEAD BAY

SUGGEST YOU CALL AT 1030 HOURS

COL. SEC.

Time

5/

Warship etat 170  
Barrhead Bay

15

2351<sup>2</sup>

14/1/52

Colonial Secretary  
Falkland

169  
142300<sup>2</sup> stop also 1030

quite convenient stop request  
transport be arranged =  
Captain

Phoned  
Exchange  
for Delivery  
0260<sup>2</sup>/15

1/1/52

1/1/52

*J.E.*  
*A.*  
*U*  
*14/1/52.*  
*Mc.*

Admiralty House,  
Bermuda.  
12th December, 1951.

**H.M.S. BURGHEAD BAY**

The following programme for H.M.S. BURGHEAD BAY is promulgated for information.

2. The visits in this programme will be of an informal nature.

**William Andrewes,**  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

Place	Arrive	Leave
Guantanamo Bay		13th Dec.
Port-of-Spain	17th Dec	19th Dec.
La Plata	4th Jan.	10th Jan.
Montevideo	10th Jan.	11th Jan.
Port Stanley	15th Jan	At disposal of His Excellency the Governor of the Falkland Islands

Notes :— (i) H.M.S. BURGHEAD BAY is commanded by Captain J. A. Ievers, Royal Navy.

(ii) Particulars of H.M.S. BURGHEAD BAY :—

Displacement—2,400 tons. Length—307 ft. Draught—15 ft. 3ins.

Complement—9 officers 136 men.

## DISTRIBUTION

### Admiralty

His Excellency The Governor of Bermuda  
" " " " Trinidad & Tobago  
" " " " Falkland Islands

Naval Service Headquarters, Ottawa  
Flag Officer, Atlantic Coast, Halifax  
Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa  
British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.

H.B.M. Ambassador Montevideo  
" " Buenos Aires  
" Consul General Montevideo

Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia  
Commander-in-Chief, Caribbean Command, Balboa

British Naval Attaché, Washington D.C., U.S.A.  
" " Rio de Janeiro, Brazil  
" " Buenos Aires, Argentine  
" " Santiago, Chile

The Commander, Caribbean Area, Jamaica  
Officer Commanding Troops, Bermuda  
H.M. Ships, America & West Indies Squadron  
Resident Naval Officer, Bermuda  
Resident Naval Officer, Kingston  
The Colonial Postmaster, Hamilton, Bermuda

Admiralty House,  
Bermuda.  
28th December. 1951.

### H.M.S. SPARROW

The following programme for H.M.S. SPARROW is promulgated for information.

2. The visits in this programme will be of an informal nature.

William Andrewes,  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

Place	Arrive	Leave
Bermuda	—	4th Jan.
Kingston	8th Jan.	12th Jan.
Turks Island	13th Jan.	14th Jan.
Cayman and Little Cayman	16th Jan.	17th Jan.
Grand Cayman	17th Jan.	20th Jan.
Kingston	21st Jan.	22nd Jan.
Palm Beach	25th Jan.	2nd Feb.
St. Petersburg	4th Feb.	11th Feb.
Pensacola	12th Feb.	18th Feb.
Baton Rouge	21st Feb.	28th Feb.
Port au Prince	5th March	8th March
San Juan	10th March	14th March
St. Kitts	15th March	17th March
Antigua	17th March	22nd March
Bermuda	25th March	—

Notes :— (i) H.M.S. SPARROW is commanded by Captain R. B. Honnywill, Royal Navy.

(ii) Particulars of H.M.S. SPARROW :—

Displacement—2,000 tons. Length—299ft. 6ins. Draught— 11ft.

Complement—9 officers 160 men.

## DISTRIBUTION

### Admiralty

His Excellency The Governor of Bermuda  
" " " " Jamaica  
" " " " Trinidad & Tobago  
" " " " Falkland Islands  
" " " " British Guiana  
" " " " British Honduras  
" " " " Bahamas  
" " " " Barbados  
" " " " Windward Islands  
" " " " Leeward Islands

His Britannic Majesty's Ambassador, Washington, D.C., U.S.A.  
" " " " Havana

His Britannic Majesty's Minister, Panama City, R.P.  
" " " " Port au Prince

His Britannic Majesty's Consul General, New Orleans

His Britannic Majesty's Consul, Jacksonville  
" " " " San Juan (Puerto Rico)

Naval Service Headquarters, Ottawa  
Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia  
Commander-in-Chief, Caribbean Command, Balboa  
Commander, Naval Operating Base, Guantanamo  
Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa  
British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.  
Flag Officer, Atlantic Coast, Halifax

British Naval Attaché, Washington D.C., U.S.A.  
" " " Rio de Janeiro, Brazil  
" " " Buenos Aires, Argentine  
" " " Santiago, Chile  
British Air Attaché, Mexico City, Mexico

The Commander, Caribbean Area, Jamaica  
Officer Commanding Troops, Bermuda  
Resident Naval Officer, Bermuda  
Resident Naval Officer, Kingston  
The Colonial Postmaster, Hamilton, Bermuda  
H.M. Ships, America & West Indies Squadron

Admiralty House,  
Bermuda.  
24th December. 1951.

**PROGRAMME FOR THE COMMANDER-IN-CHIEF, AMERICA AND WEST INDIES  
STATION IN H.M.S. SHEFFIELD**

The following programme for the Spring Cruise of H.M.S. SHEFFIELD, Flagship of Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O. is promulgated for information.

2. The visits in this programme will be of an informal nature.

3. It is requested that addressees marked \* overleaf will acknowledge receipt of this programme by AIR MAIL to the Commander-in-Chief, America and West Indies Station.

**William Andrewes,**  
*Vice-Admiral,*  
*Commander-in-Chief,*  
*America & West Indies Station.*

**H.M.S. SHEFFIELD**

Place	Arrive	Leave
Bermuda	—	4th Jan.
Antigua	7th Jan.	11th Jan.
Barbados	12th Jan.	17th Jan.
Grenada	18th Jan.	22nd Jan.
Trinidad	22nd Jan.	29th Jan.
La Guaira	30th Jan.	4th Feb.
Curacao	5th Feb.	9th Feb.
Kingston	11th Feb.	16th Feb.
New Orleans	20th Feb.	27th Feb.
Havana	29th Feb.	5th March
Belize	7th March	11th March
Kingston	13th March	13th March
Guantanamo Bay	14th March	26th March
Culebra Island	28th March	28th March
Nassau	31st March	5th April
Bermuda	7th April	—

Notes :— (i) H.M.S. SHEFFIELD is commanded by Captain M. Everard, Royal Navy.

(ii) Particulars of H.M.S. SHEFFIELD :—

Displacement—12,000 tons. Length—591 ft. Draught—22 ft.

Complement—60 officers 760 men.

(iii) During visit to Trinidad Commander-in-Chief flies to British Guiana for brief visit

(iv) Kingston 13th March—Detachment of Royal Welch Fusiliers to be embarked for passage to Guantanamo Bay

(v) Weekend 21st - 24th March to and from Kingston to return detachment of Royal Welch Fusiliers

(vi) 28th March—Bombardment practise

## DISTRIBUTION

### Admiralty

	His Excellency The Governor of	Bermuda
*	" " " "	Jamaica
*	" " " "	Trinidad & Tobago
	" " " "	Falkland Islands
*	" " " "	British Guiana
*	" " " "	British Honduras
*	" " " "	Bahamas
*	" " " "	Barbados
*	" " " "	Windward Islands
*	" " " "	Leeward Islands
	H.E. The British Ambassador,	Lima, Peru
*	" " " "	Caracas, Venezuela
	" " " "	Quito, Ecuador
	" " " "	Santiago de Chile
	" " " "	Ciudad Trujillo, Dominican Republic
	" " " "	Montevideo, Uruguay
	" " " "	Buenos Aires, Argentine
	" " " "	Mexico City, Mexico
	" " " "	Bogota, Colombia
	" " " "	Rio de Janeiro, Brazil
	" " " "	Washington, D.C.
	" " " "	Havana, Cuba

His Britannic Majesty's Minister, Panama City, R.P.

The U.K. High Commissioner to Canada

Naval Service Headquarters, Ottawa  
 Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia  
 Commander-in-Chief, Caribbean Command, Balboa  
 Commander, Naval Operating Base, Guantanamo  
 Flag Officer, Atlantic Coast, Halifax  
 Flag Officer, Pacific Coast, Esquimalt  
 Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa  
 British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.

\* His Britannic Majesty's Consul General, New Orleans

\* His Britannic Majesty's Consul, Curacao

\* " " " " Havana

\* His Britannic Majesty's Vice Consul, La Guaira, Venezuela

U.K. Naval Representative, Military Staff Committee, United Nations,  
 New York

British Naval Attaché, Washington D.C., U.S.A.

" " " Rio de Janeiro, Brazil  
 " " " Buenos Aires, Argentine  
 " " " Santiago, Chile

British Air Attaché, Mexico City, Mexico

The Commander, Caribbean Area, Jamaica  
 Officer Commanding Troops, Bermuda  
 Resident Naval Officer, Bermuda  
 Resident Naval Officer, Kingston  
 The Colonial Postmaster, Hamilton, Bermuda  
 H.M. Ships, America & West Indies Squadron and H.M.S. Devonshire



PERSONAL AND CONFIDENTIAL

15th January, 1952.

Dear Ievers,

The following is a tentative programme which, perhaps, you will consider and discuss with me :-

	<u>Leave</u>	<u>Arrive</u>
Camp voyage	(Stanley 21st (southabout)	Fox Bay 22nd
	(Fox Bay 24th (call Weddell and West Point Isls. if time permits)	Hill Cove 25th
	(Hill Cove 27th (call Pebble Is. if time permits)	Port San Carlos 27th
	(Port San Carlos 29th	San Carlos 29th
	(San Carlos 30th	Port Howard 30th
	(Port Howard 2nd Feb. (call Speedwell Is. if time permits)	Stanley 2nd
.---.---.---		
Ant- arctic voyage	(Stanley 4th/5th (embarking a small quantity of timber if Biscoe can't take it)	Base "B", Deception Is. 8th/9th. Rendezvous with Biscoe. Embarking Survey Party and transferring "chippie" to Biscoe.
	Survey work northwards via Base "G" (Admiralty Bay) and Base "H" (Signy Island) where disembark Mansfield (new Base Leader) and embark Cheal (present Base Leader) and two dog teams. Cheal will look after them.	Base "B" 20th Feb. Rendezvous with Biscoe disembark Cheal and dogs and recover "chippie".
	Resume Survey northwards.	South Georgia 4th March when I hope to meet you.
	Leave South Georgia 7th March.	Stanley 9th/10th March.
	Leave Stanley 15th March.	

I would like to let Camp Managers know early about the first voyage as they will wish to make their arrangements in advance this being their busy season. There are other minor matters for discussion and I suggest forenoon tomorrow, 16th.

Yours sincerely,

GOVERNOR.

Capt. J.A. Ievers, OBE, RN,  
HMS "Burghead Bay".

175

ACS

174 seen. I think you told me H.E.  
had sent a telegram yesterday to the  
Western and others concerned with  
regard to the B.B.'s Camp voyage.

ll

17/1/52.

Yes -  
filed pl.

Yes - was filed as 176 pl.

S  
17/1.

GOVERNMENT TELEGRAPH SERVICE.

176

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				16.1.52
To	WESTERS, FOX BAY CAMERON, P.S.C. BONNER, S.C.		HOAC.	

FOLLOWING FROM GOVERNOR BEGINS: VISITORS' ITINERARY AS  
FOLLOWS FOX BAY 21st WEDDELL 24th HILL COVE 25th  
PEBBLE P.M. 27th PORT SAN CARLO 28th SAN CARLO 29th  
FORT HOWARD 30th

COL. SEC.

Time

PUBLIC NOTICE

By kind permission of the Commanding Officer, Captain J.A. Ievers, O.B.E., R.N., H.M.S. "Burghead Bay" will be open to visitors on the afternoons of Saturday and Sunday next, January 19th and 20th, between the hours of 2.0. p.m. and 5.0.p.m. Transport between ship and shore, starting from the Public Jetty, will be provided by the Communications Department.

Colonial Secretary's Office,  
STANLEY, FALKLAND ISLANDS.  
17th January, 1952.

Copies to : Harbour Master  
Capt. Ievers, OBE, R.N., "Burghead Bay" et. c.s.

VP

165 Frayhat St 1896 18/11  
 Cal See Refs  
 176?

Thanks message for some visitors  
 refers to ship now in Stanley  
 suggest that managers ought to have  
 been asked if this voyage round  
 was convenient as shipping time  
 H.E. should know the position  
 regards labour shortage please telegraph  
 me duration of stay as I shall be  
 absent from Forbay next week =

Clement

ACS let me see the original telegram. Seen

18/1/52.

176

Refer at 180

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES

180

SENT

Number	Office of Origin	Words	Handed in at	Date
To	CLEMENT FOX BAY		HOA/C.	21.1.52

Naval visitors due yours afternoon Monday 21st  
till morning 24th Sorry if inconvenient but Governor  
understood and it has been confirmed to him by others  
that visit welcome

See 179.

COL: SEC:

Time SENT BY COLONIAL SECRETARY ON 20th JAN. CONFIRMATION.

BW.  
2/2/52

## NAVAL MESSAGE.

SA 354/19

181

For use in  
Cypher or  
Coding Office  
only.

SECRET

SECRET

Originators Instructions.

(Indication of Priority. ROUTINE - SECRET.

AIDAC, NOTWT

For Exercise)

INTERCEPT GROUP.

TO:

BURGHEAD BAY

FROM:

C IN C A.W.I.

PASS PLAIN LANGUAGE VERSION TO GOVERNOR FALKLAND ISLANDS.

BEGINS. TO..GOVERNOR FALKLAND ISLANDS FROM.. C IN C A.W.I.

PLEASED TO LEAVE BURGHEAD BAY AT YOUR DISPOSAL UNTIL 15th MARCH.

GRATEFUL OUTLINE PROGRAMME BURGHEAD BAY BY SIGNAL.

2. I HAVE ISSUED FOLLOWING POLICY TO BURGHEAD BAY WHILST AT YOUR  
DISPOSAL.

(A) VISITS TO ANTARCTIC SOUTH OF SIXTY DEGREES SOUTH.

ADMIRALTY HAVE NOT REPEAT NOT AGREED VISIT HOPE BAY.

Book or Table\*to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of  
Cypherer or  
Coder.Time of Receipt  
in Cypher or  
Coding Office.

Date.

## NAVAL MESSAGE.

For use in  
Cypher or  
Coding Office  
only.

182  
SECRET

Originator's Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

- INTERCEPT GROUP.

TO :

FROM :

VISITS TO DECEPTION AND SIGNY ISLANDS ACCEPTABLE BUT ONLY IN  
EXCEPTIONALLY GOOD CONDITIONS.

(B) COMMANDING OFFICER TO HAVE FULL DISCRETION AT ALL TIMES TO  
MODIFY PROGRAMME OR ABANDON COMMITMENT IF HE CONSIDERS SUCH  
COURSE NECESSARY.

3. I HOPE I MAY BE ABLE TO VISIT YOU NEXT YEAR.

.... 181715Z.

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			
TYPEX	TYPEX	W.M.C. (P.O.TEL)	0237Z	19/1/52.





To C-in-C/AWI from Governor Falklands begins.

Thank you for your signal 181715Z

2. Following is outline programme:

- (a) Visits to stations in West and East Falklands between 21st January and 2nd February
- (b) Proceeds Deception Island <sup>in</sup> to rendezvous with "John Biscoe" 8th February and take on <sup>Naval</sup> hydrographic unit
- (c) Hydrographic work in vicinity South Shetlands and South Orkneys returning to Deception to rendezvous with "John Biscoe" on/about 20th February
- (d) Resumes hydrographic work northwards across South Georgia about 4th March where I hope to join her.
- (e) Returns Stanley 9/10th March
- (f) Leaves 15th March.

3. ~~Very much~~ Modifications to above at Commanding Officer's discretion but there is every indication of good weather <sup>which will enable us to make good progress</sup> ~~season~~ <sup>hydrographic work is to (c) and (d)</sup>

4. I am most grateful for your co-operation and shall look forward with pleasure to your visit next year.

File.

all  
21/1/52

Sent

Mc

BW  
21/1/52

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

184

**RECEIVED**

Number	Office of Origin	Words	Handed in at	Date
35	PortSanCarlos	22	0830	21.1.52.

To Raymer Sullivan House Stanley

If any alteration in Burghead itinerary grateful advise soonest since shearing arrangements must conform love to all

Norman

\* \* NAVAL MESSAGE \* \*

To

184a

"b. bay"

From

180f

23/

I. of P.

Phone Governor

GR.

Understand overnight visit to Wadswell

not very suitable as male staff

is away. Suggest I visit P. Stephens

tomorrow Thursday looking in at

Wadswell on Friday if time

permits

Captain

(with working hours "B.S." at 4.30 tonight)

GOVERNMENT TELEGRAPH SERVICE.

185

FALKLAND ISLANDS AND DEPENDENCIES.

**SENT.**

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Number	Office of Origin	Words	Handed in at	Date
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23.1.52

To

BONNER, SAN CARLOS PHILLIPS AJAX BAY

---

GOVERNOR'S TELEGRAM OF 16th NAVAL VISITORS FOR DEBEBLE  
P.M. 27TH ROAD AJAX BAY P.M. 27TH

COLONIAL SECRETARY.

Time

---

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
**SENT.**

186

Number	Office of Origin	Words	Handed in at	Date
				23.1.52

To

WESTERS, CAMERON REPEAT TO CAPTAIN H.M.S. BURGHEAD BAY  
*Barbay.* *P.S.G.*

GOVERNOR'S TELEGRAM OF 16th NAVAL VISITORS FOR PEBBLE  
P.M. 27TH ROAD AJAX BAY P.M. 27TH

COLONIAL SECRETARY.

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

187

Number	Office of Origin	Words	Handed in at	Date
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23.1.52

To

CAPTAIN BURGHEAD BAY

GOVERNOR AGREES SUGGESTED ALTERATION IN ITINERARY PORT  
STEPHENS WEDDELL HOPE HAVING PLEASANT TRIP

COLONIAL SECRETARY

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				23.1.52

To  
 MCGILL WEDDELL BEATY PORT STEPHENS

CAPTAIN BURGHEAD BAY PROPOSES ALTERATION PROGRAMME AS FOLLOWS DEPART FOX BAY A.M. 24TH FOR PORT STEPHENS DEPART PORT STEPHENS A.M. 25TH FOR HILL COVE LOOKING IN AT WEDDELL MORNING 25TH IF TIME PERMITS.

2. AS I HAVE TO GIVE HIM IMMEDIATE ANSWER I HAVE REPLIED SAYING THAT I AGREE WITH HIS SUGGESTIONS STOP MUCH REGRET THE SHORT NOTICE WHICH IS GIVEN TO YOU OF THIS ALTERATION AND HOPE IT WILL NOT BE INCONVENIENT TO YOU

COLONIAL SECRETARY

*Handwritten:*  
 BU  
 23/1/52

Time

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

2nd February

19 52.

The Honourable the Colonial Secretary,  
STANLEY.

Sir,

While H.M.S. "Burghead Bay" was still in West Falkland waters we, as Agents for the Naval Fuel Depot, telegraphed asking for the vessel's requirements in Fuel and Lubricating Oils to be delivered on her return to Stanley. We received an answer to our telegram and arranged accordingly for the oils to be available at 7.30 a.m. this morning.

Yesterday afternoon Mr.G.A.Cahill our Supervisor Engineer was telephoned urgently by some person who did not give his name but was believed to be Mr.Howkins, Secretary to F.I.D.S. asking that the delivery of oil to H.M.S."Burghead Bay" be speeded up but that it would not be required before working hours today.

This morning shortly after 6.0 a.m., Mr. Cahill was again telephoned, this time by Mr.J.S. Huckle who said "I have just come off this precious warship of ours -- I suppose you have heard what a flap there is on" and then enquired into a technical question concerning the Admiralty Oil Barge's inlets.

Mr.Cahill replied that he had had enough of unauthorised interference yesterday and rang off. Mr. Huckle, undaunted, then telephoned me for what reason I do not know except to tell me that he had not been to bed.

I cannot believe that Captain Ievers or indeed any other officer on board had instructed Mr.Huckle to telephone anyone at such an abnormal hour, for later Mr.Cahill met the Engineer-Lieutenant who was quite happy about the fuelling arrangements and had no knowledge of any 'flap'.

You will appreciate that we cannot, as Admiralty Agents, take orders from unauthorised persons, or even discuss Admiralty affairs with them, and request that any orders not emanating direct from H.M. ships be passed through your hands.

I am, Sir, Yours obedient servant,

*A.G. Jarlow*  
MANAGER.

Reply at 191.

*W.  
H.  
4/4/52*

189



ACS

Better ask H/T to call on us, please.

!!! 4/2/52.

Spoke H/T. I have prepared a draft reply  
 which I have sent to H/T to check  
 facts. R.P. 2 days.

!!! 5/2/52.

Offis: Jan. Draft et cover. !!! 5/2/52.

0625/II

February,

52.

CONFIDENTIAL

Sir,

189.

I am directed to acknowledge receipt of your letter dated the 2nd of February, 1952, on the subject of the provision of fuel for H.M.S. Burghead Bay. You will be aware that on Friday, the 1st February, news was received from Hope Bay which made it likely that the Burghead Bay might have to leave for the Dependencies at short notice. She was then completing a Camp trip and was expected in Stanley on Saturday morning. It was desirable that she should refuel immediately on return to Stanley so as to be ready to proceed as soon as instructions were received from London. As it would be at the request of this Government that she should go South, if she went, it seemed reasonable for Government to try and make on her behalf any arrangements which might need to be made for her, such as refuelling. Also, while in these waters, the vessel is placed under the general instructions of the Governor, though I appreciate that this information would not be within your knowledge.

2. Mr. Hawkins as Acting Secretary, Falkland Islands Dependencies Survey, and Mr. Huckle as Harbourmaster are both authorised servants of Government, and in the course of their duties frequently have occasion to confer with employees of your Company. They were on this occasion acting within the scope of their duties. It is appreciated that Mr. Cahill may not have welcomed a telephone call at 6.0. a.m. - few do - but Mr. Huckle, in his capacity as Harbourmaster, had been on board the Burghead Bay when it arrived and the Commanding Officer, Captain Ievers, had expressed concern as to whether he would be able to get the oil at 7.30 a.m. as arranged with your Company. I am informed that this was because he believed the intakes of the barge were blocked and had been asked whether at some convenient time he could supply a diver to inspect them. Because of this uncertainty in his mind he asked the Harbourmaster, when he returned ashore, if he would be good enough to check up with your Company that the oil would in fact be available at 7.30 a.m. This the Harbourmaster endeavoured to do.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.

B

66 Detat 32

18506

192

8/2/52

governors Deputy Reg

Provisions requirements for an unsupplied  
stop 500 lbs bread stop as much  
fresh vegetables including potatoes  
that can be provided stop 100  
lbs fresh fish stop 1000 eggs

Captain  
Burghead Bay

M. Black - Bread O.K.

Order passed to Mr. Clark West Store  
L. Jones  
8/2/52

X BU 20/2/52

193

SECRETARIAT,  
PORT STANLEY,  
FALKLAND ISLANDS.

11th February, 1952.

Dear Captain Levers,

I enclose herewith, on the Governor's instructions, payment for his entertainment while on board your ship for the voyage South, calculated in accordance with Colonial Regulation No. 17. Perhaps you would be good enough to sign ~~and return~~ the original and duplicate copies of the payment voucher and return them at your convenience in order that our records may be complete.

Yours sincerely,

M. R. RAWNER

Captain J. A. Levers, O. B. E., R. N.  
H. M. S. Burghed Bay.

*Original given to ATi & enclose with vouchers*

*M. 11/2/52*

File. *Whe Slips* 194

PERSONAL & CONFIDENTIAL.

11th February, 1952.

I returned here yesterday and as there is a mail leaving today I want to take this opportunity of thanking you for your ready help and support in the recent 'to do'. All very silly - and dangerous - and I'm afraid I take a much less generous view of this incident and the puerile explanations offered than does our Ambassador at Buenos Aires.

Ievers could not have <sup>been</sup> more helpful and co-operative and I do not know what I would have done without him; I hope that he has laid the "Sparrow" bogey and will be able to convince you that except in an abnormal year (generally recognisable quite early in the season) the navigational hazards south of 60 are not all that. The Bay class is certainly more suitable than the Bird and Flower class corvette would be more suitable still. It is a bit tough trying to service half-a-dozen bases with one converted net-layer and the help which an H.M. ship can give, both materially and to morale, is incalculable.

I am sorry that we inadvertently connected your 062009Z with your immediately preceding 062005Z; my fault.

I shall look forward very much to your visit next year (if I am still here) and hope you will be able to spend a day or two ashore with me.

Vice-Admiral  
Sir William Andrewes, K.B.E., C.B.,  
Admiralty House, D.S.O.,  
Bermuda.

*Handwritten marks and scribbles at the bottom right of the page.*

195

H.M.S. SHEFFIELD,  
At Trinidad.  
23rd January, 1952.

H.M.S. VERYAN BAY

The following programme for H.M.S. VERYAN BAY is promulgated for information.

2. The visits in this programme will be of an informal nature.

William Andrewes,  
Vice-Admiral,  
Commander-in-Chief,  
America & West Indies Station.

Place	Arrive	Leave
Bermuda	18th Feb.	22nd Feb.
Kingston	26th Feb.	1st March
Puerto Limon	3rd March	7th March
Cristobal	8th March	11th March
La Libertad (San Salvador)	14th March	18th March
Callao	25th March	1st April
La Libertad (Ecuador)	4th April	8th April
Balboa	10th April	15th April
Bermuda	21st April	—

Notes :— (i) H.M.S. VERYAN BAY is commanded by Commander R. Horncastle, Royal Navy.

(ii) Particulars of H.M.S. VERYAN BAY :—

Displacement—2,400 tons. Length—307ft. Draught—15ft. 3ins.

Complement—9 officers 160 men.

*Mac* *W*

196

## DISTRIBUTION

### Admiralty

His Excellency The Governor of	Bermuda
" " " "	Jamaica
" " " "	Trinidad & Tobago
" " " "	Falkland Islands
" " " "	British Guiana
" " " "	British Honduras
" " " "	Bahamas
" " " "	Barbados
" " " "	Windward Islands
" " " "	Leeward Islands
His Britannic Majesty's Ambassador,	Lima, Peru
" " " "	Washington, D.C.
" " " "	Quito, Ecuador
" " " "	Caracas, Venezuela
" " " "	Mexico City, Mexico
" " " "	Bogota, Colombia
" " " "	Havana, Cuba
His Britannic Majesty's Minister,	Panama City, R.P.
" " " "	Costa Rica, Salvador
" " " "	Nicaragua
" " " "	Guatemala
The U.K. High Commissioner to Canada	
Naval Service Headquarters, Ottawa	
Commander-in-Chief, Atlantic & U.S. Atlantic Fleet, Norfolk, Virginia	
Commander-in-Chief, Caribbean Command, Balboa	
Flag Officer, Atlantic Coast, Halifax	
Flag Officer, Pacific Coast, Esquimalt	
Senior Naval Liaison Officer (U.K. Services Liaison Staff), Ottawa	
British Joint Services Mission (Navy Staff), Washington, D.C., U.S.A.	
His Britannic Majesty's Vice Consul,	Limon, Costa Rica
" " " " " "	La Libertad, San Salvador
" " " " " "	Callao, Peru
British Naval Attaché, Washington D.C., U.S.A.	
" " " " " "	Rio de Janeiro, Brazil
" " " " " "	Buenos Aires, Argentine
" " " " " "	Santiago
British Air Attaché, Mexico City, Mexico	
" " " " " "	Caracas
The Commander, Caribbean Area, Jamaica	
Officer Commanding Troops, Bermuda	
Resident Naval Officer, Bermuda	
Resident Naval Officer, Kingston	
The Colonial Postmaster, Hamilton, Bermuda	
H.M. Ships, America & West Indies Squadron and H.M.S. Devonshire	

*Handwritten signature*  
22/2/52

00257D

197

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				22.2.52.

To

CAPTAIN R. H. G. BURHEAD B.M.

HQA/C

FALKLAND ISLANDS COMPANY GRATEFUL FOR CONSIDERATION OF ARRANGEMENT  
BARTON OBLIQUE STROKE FIRST LIEUTENANT TILLY YOU CAN TAKE TWO  
PASSENGERS  
ADDRESSING COMMA FATHER KELLY AND MR TOMLINSON FROM HERE TO  
MONTEVIDEO IN MARCH.

COLONIAL SECRETARY

BW  
25/2/52

Time



2

GOVERNMENT TELEGRAPH SERVICE  
WARSHIP 32 1445<sup>2</sup>  
BROUGH BAY

198  
25/2/52

et al - Colonel FT

Request information whether

it can be supplied with 200  
Tons of furnace fuel oil<sup>5</sup>  
to admiralty specifications  
on arrival at south georgia  
also estimated cost per  
ton = Captain 6650

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GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				25. 2. 52.
To	ADMIN. OFFICER SOUTH GEORGIA			DEPA/C

NO 35 GRATEFUL YOU INFORM ME WHETHER WHALING COMPANY CAN SUPPLY XXXX  
WARSHIP WITH TWO HUNDRED TONS PURCHASE FUEL OIL TO ADMIRALTY  
SPECIFICATION BRACKET I. E. FLASH POINT NOW LOWER THAN ONE HUNDRED  
AND SEVENTYFIVE DEGREES FAHRENHEIT SEMICOLON SULPHUR NOT TO EXCEED  
ONE POINT FIVE PER CENT SEMICOLON WATER NOT TO EXCEED POINT FIVE  
PER CENT SEMICOLON VISCOSITY NOT TO EXCEED ONE THOUSAND SECONDS  
FOR OUTFLOW OF FIFTY CUBIC CENTIMETRES AT TEMPERATURE OF THIRTYTWO  
DEGREES FAHRENHEIT AS DETERMINED BY REDWOOD STANDARD VISCOMETER  
NUMBER TWO DASH ADMIRALTY TYPE BRACKET ON ARRIVAL SOUTH GEORGIA  
AND ESTIMATED COST PER TON.

COLONIAL SECRETARY

Reply at 202

Time

DECODE.

200

TELEGRAM.

From Captain, H.M.S."Burghead Bay"

To The Colonial Secretary.

Despatched : 23rd February, 19 52 Time : 1300

Received : 24th February, 19 52 Time : 0845

It is confirmed that these two passengers can be embarked.

CAPTAIN  
BURGHEAD BAY

A.C.S.

Pl. so advise F.I.C. Shipping Office.  
(Intld)M.R.R.

25/2/52

Done.  
(Intld)L.W.A.  
25/2/52

P/L.

201

DECODE.



TELEGRAM.

From Captain, Bughead Bay.

To The Colonial Secretary.

Despatched : 24th February, 1952 Time: 0030Z

Received : 24th February, 1952 Time: 0845

200 My 231300. Regret cannot confirm that these passengers can be embarked.

2. Will confirm as soon as my programme is finally approved.

CAPTAIN  
GGSD

B.M. (179)  
29/2/52

F.I.C. advised.  
(Intld)L.W.A.  
26/2/52

P/L.  
33

202

DECODE.

TELEGRAM.

From The Admin. Officer, South Georgia.

To The Colonial Secretary.

Despatched : 27th February, 19 52 Time : 1800

Received : 28th February, 19 52 Time : 0845

199

No 40. Your No 35. Fuel Oil. Have informed Captain, Burghead Bay specifications fuel oil available here and asked if suitable to let me know in order that I may arrange bunkers. Price not known but expect between £15 and £20 per ton landed in South Georgia.

ADMIN. OFFICER.

20/2/52  
28/2/52

P/L.  
SS

CODE.

TELEGRAM RECEIVED

From SECRETARY OF STATE to GOVERNOR.

Despatched: 5.3.52. Time: 0945 Received: 6.3.52 Time: 1000

38. SECRET. H.M.'s ship "Burghead Bay".

Admiralty ask you can provide adequate storage for cold weather clothing ship's company while she continues operate in vicinity Falkland Islands. Approximate storage space required would be 100 square feet or cubic capacity 450 feet. Cloth would be suitably packed for storage.

2. If Government storage not available grateful you interrogate Falkland Islands company.

3. H.M.'s Ship "Burghead Bay" has been instructed make all necessary arrangements direct with you.

Cypher "E": M.L.O.

ACP  
Reply attached.

213

OS  
This is for B.B. presumably  
The answer to para 2  
that Govt. storage is reasonable  
they might be so told to save

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 7.3.52.      Time :      Received :      Time :

203

No 50 SECRET.      Your telegram  
38 H.M.S. "Burghead Bay".      Adequate  
storage can be provided by Government.

Cypher "E" CR.

204  
[Handwritten signature]