

[G 17]

*Recd 14.1.15*

Falkland Islands.

Secret.

Government House, Stanley.

3rd November, 1914.

Sir,

With reference to my Secret despatch of yesterday, I have the honour to inform you that in view of the possibility of an attack by a German squadron including the armed cruisers "Scharnhorst", "Gneisenau", and the light cruisers "Leipzig", "Nurnburg", and "Dresden", - should they be successful in evading our ships -, or by a single enemy cruiser, I deemed it advisable to hand over to Rear-Admiral Cradock, whose squadron was badly in need of gold, the gold reserve of £3,750 belonging to the Commissioners of Currency, in exchange for a draft drawn on the Accountant General of the Navy.

2. After conferring with the Commissioners I also authorized the cancellation and burning of Currency Notes to the value of £2784. We considered it to be extremely unlikely that there would be any run on the Government Savings Bank, but felt that in the event of any large demand for redemption of Notes an explanation could easily be made which in a small place such as Stanley would prevent heavy withdrawals or anything in the nature of a panic. New Notes can easily be issued when the state of affairs again becomes normal.

3.. The silver specie in circulation is sufficient to meet the requirements of the Colony under existing circumstances.

I have the honour to be,

Sir,

Your most obedient, humble servant,

*W. G.*  
Governor.

The Right Honourable

Lewis Harcourt, P.C.,

&c., &c., &c.,

Secretary of State for the Colonies, London, S.W.



*Rev 14.1.15*

Falkland Islands.

Secret.

Government House, Stanley.

20th November, 1914.

Sir,

In continuation of my Secret despatch of the 2nd November reporting the departure of H.M.S. "Good Hope" from this port and the general exodus of women and children to the camps consequent on the concentration of the German cruiser squadron on the West Coast of South America, I have the honour to report in brief the action that has since been taken by the Volunteer Force, working in the first place alone and subsequently in conjunction with H.M.S. "Canopus" with a view to repelling any attack by a hostile cruiser or cruiser squadron.

2. After the departure of H.M.S. "Canopus" from Port Stanley on the 23rd ultimo, I withdrew the guard from Navy Point with the intention of drafting them later to outposts where they might be more mobile and where in my opinion and that of my advisers their presence was more valuable.

3. Before doing so however I attached them to a working party composed of the guard at the Wireless Station and such men as could be spared from other outposts for the purpose of constructing a barricade composed of peat in a framework of heavy timber round the operating- and engine-rooms of the Wireless Telegraphy Installation. (I enclose some snapshots of the work in progress.)

4. I had previously discussed the question of an earth-work for this very vital point with Admiral Cradock who was

The Right Honourable

Lewis Harcourt, P.C.,

in

&c., &c., &c.,

Secretary of State for the Colonies,

London, S.W.

*enclosure No. 1*



in agreement with me that while it was impossible to gauge the amount of protection which would be afforded by such a barrier it was very desirable that the work should be undertaken if only for the purpose of giving temporary protection while a message reporting the presence of enemy ships was despatched to any vessel within hearing.

5. Consequently with the assistance of the Colonial Engineer I made preparations to erect across the south and east sides of the enclosure containing the building a peat barricade having a depth of 20 feet at the base and tapering gradually to a depth of 6 feet at a height equal to that of the roof of the power house. Owing however to the effect of severe snowstorms and exceptionally bad weather, and also to the pressure of more immediate work caused by the flying visit of H.M.S. "Canopus" and "Glasgow" on the 8th instant, it has been found impossible to complete the work up to the present although it is well advanced. I am convinced that with the advent of a few days favourable to the working of peat in large quantities the barrier will be completed.

6. On the 4th instant I received news from Buenos Aires of the naval engagement which had taken place off Coronel, Chile, and of the sinking of H.M.S. "Good Hope" and "Monmouth", and as already stated H.M.S. "Canopus" and "Glasgow" arrived in this port on the following Sunday (November 8th). I am glad to be able to report that on this occasion the Volunteers rendered material assistance to the latter vessel in coaling, thus enabling her to return with H.M.S. "Canopus" to Monte Video the same evening.

7. Prior to her departure I had obtained from H.M.S. "Good Hope" a supply of 10,000 rounds of 303 ammunition

and



and 25 rifles, and on this occasion I took the opportunity of asking the Senior Naval Officer to make me a further grant. By his direction a field gun and ammunition together with a further 25 rifles and 30,000 rounds of 303 cartridges were placed at the disposal of the Defence Force.

8. These loans were an important addition to the resources of the Colony, since, as you are aware, I had previously been forced to make what arrangements I could to repel or at least hamper an attack without the aid of anything more modern than two muzzle-loading 2.5-inch guns and one muzzle-loading nine-pounder, without sufficient rifles or enough ammunition.

9. It was my intention, if attacked, to keep out of the reach of the ships' guns, and if possible draw the enemy off into the rough country where cover is good and plentiful and where a knowledge of the ground is paramount, thus forestalling the instructions conveyed to me in your undated cypher telegram received on the 13th November.

10. On the 12th November H.M.S. "Canopus" returned to Port Stanley and Captain Grant informed me that he had been sent to assist in the defence of the Colony. I conferred with him as to the most advantageous way of cooperating, with the result that, as you will see from Enclosure No 2 to this despatch, Captain Grant has placed his ship in a position commanding the entrance to the harbour, and has materially strengthened our existing outposts at Engineer Point, Lake Point, and Hooker's Point by placing at each a battery of twelve-pound guns, and has established a lookout station at Sparrow Point. (For these positions see enclosed map.) He has further placed mines in the entrance to Port William which is patrolled by his pinnace armed with torpedoes, while all ships entering the port are received and piloted

Enclosure N° 2.

Enclosure N° 3.



piloted by the Harbour Master in the Government Launch "Penguin", which has been appropriated solely for purposes of examination at night.

11. To meet the exigencies of the present situation certain Port Regulations have been passed by the Governor-in-Council limiting the area in which incoming vessels may drop anchor. I enclose a copy of these Regulations.

12. The Captain of Marines on H.M.S. "Canopus" working in conjunction with the Commanding Officer of the Volunteer Force, will in the event of an attack have under his command a body of about 250 men consisting of 80 marines and 170 Volunteers of whom roughly 100 are mounted. This number of course will be raised without in any way drawing on the men required for the shore batteries or for the ship's guns.

13. As you will see from Enclosure No 5 to this despatch detailed instructions have been given to the various batteries by Captain Grant, and a system of intercommunication by telephone and visual signalling has been put in force between the various stations.

14. To obviate any risk of this despatch falling into the hands of the enemy I shall hand it to the Captain of the mailboat which is expected to call here sometime during the course of next week, with instructions to destroy it in the event of his ship being in any danger of capture.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

*W. H. A.*  
Governor.

and I would request that as soon as possible an observation



Captain Heathcoat S. Grant

to  
Governor.

H.M.S. "CANOPUS",  
Falkland Islands, 17th Novbr. 1914.

Your Excellency,

I have the honour to report that three 12-pounder guns at Engineer's Point are now mounted and that two of them have been satisfactorily tested.

The 12-pounder gun on field mounting is now in position at Hooker's Point and the emplacements for it completed.

Lake Point up to date is defended by a maxim gun and crew; arrangements have been made to land at short notice a Marine Detachment of 80 men at whatever place their services may be required. Captain Hobson, Royal Marine Light Infantry, working in conjunction with Major Turner will then have a force available of approximately 250 men.

The system of communications by telephone from the ship to all stations has been completed and alternative methods by wireless or visual signalling have been tested.

The entrance to Stanley Harbour is defended by gun-fire from H.M.S. "CANOPUS", and it is shortly hoped when an observation station has been established ashore to obtain a practically all-round fire to seaward from the 12-inch guns. To establish this a considerable amount of survey work with the theodolite has yet to be done, and I would request that as soon as possible an observa-

tion



tion hut may be built on the point selected for the accommodation of the two observation officers and a staff of four men.

It will be indispensable to test the overland fire from the 12-inch guns as soon as the necessary calculations are completed.

As soon as the mountings are completed for the 12-pounder battery at Lake Point it is requested that the services of the "SAMSON" and a strong lighter may be lent for taking them round.

2.- It is submitted that regulations as to the berth of ships arriving at this port may be issued, and also orders relative to ships entering Stanley Port at night. You would perhaps be pleased to consider the attached proposals for this purpose. (See letter of 18th Novbr. from Governor to Captain Grant, R.N.).

There is at present a whaling steamer anchored in William Harbour in direct line of fire from "CANOPUS", who most certainly would be sunk if an enemy boat or ship tried to enter Stanley Harbour.

I have, etc.,

(Signed) Heathcoat S. Grant.

Captain.



(Signed) W. L. Allardyce.

P O R T   R E G U L A T I O N S .

Owing to the existence of a state of war Stanley Harbour and its approaches are being placed in a condition of naval and military defence. Under the power and authority in him vested by Section 2 of the Harbour Ordinance 1902 His Excellency the Governor, by and with the advice of the Executive Council, is pleased to make the following Regulations :-

1. No vessel is to anchor to the eastward of a line joining Magnetic Observation Spot and the slaughter house at the east end of Port Stanley.
2. No vessel is to anchor in Port William to the eastward of a line drawn N.10 W.(true) from Navy Point.
3. No vessel is to be permitted to enter Stanley Harbour (i.e., the land-locked water lying to the west and south-west of a line drawn from Cape Pembroke to William Point) until she has received permission by signal from the Lighthouse or from the examination steamer.

Made at Government House this eighteenth day of November in the year of our Lord one thousand nine hundred and fourteen.

(Signed) T. N. Goddard.  
Clerk to the Executive Council.



Captain Heathcoat S. Grant

to  
Governor.

H.M.S. "CANOPUS",  
Falkland Islands,  
19th November, 1914.

Sir,

I have the honour to forward for your  
information the attached copies of orders which  
I have this day issued to -

HOOKE'S POINT BATTERY,  
ORDNANCE POINT BATTERY,  
LAKE POINT BATTERY,  
LIGHT HOUSE SIGNAL STATION,  
EXAMINATION STEAMER "PENGUIN",

and a list of the call-signs allotted to the  
various stations.

I have, etc.,

(Signed) Heathcoat S. Grant.  
Captain.



# ORDERS FOR HOOKER'S POINT BATTERY.

1. The duty of this Battery will be to prevent any enemy landing in the waters adjoining the Battery.
2. To open fire on any of the enemy's forces attempting to pass the approach to the W/T Station, working in conjunction with Volunteer Force and Marine Detachment, when landed.
3. A sentry is to be posted day and night with orders to prevent any unauthorised persons approaching the battery and to keep a good look-out on W/T Station for visual signals in case of breakdown of telephone system.
4. The coast is to be patrolled from Hooker's Point to a position opposite the W/T Station.
5. At night a countersign will be used to challenge anyone approaching the Battery and he is not to be allowed to pass without giving the same.

All other orders will be left to the discretion of the Officer in Charge.

Sgd. H. S. Grant.  
Captain.

H.M.S. "CANOPUS".  
19th November, 1914.

(2)

# ORDERS FOR ORDNANCE POINT BATTERY.

1. The duty of this Battery is to prevent enemy's boats landing in Yorke Bay and the waters adjoining.
2. Stop by gunfire any vessel that attempts to pass the "PENGUIN" (Examination boat) at night.
3. To keep a good look-out for all visual signals from Sparrow Point and "CANOPUS", and take in all telephone messages transmitted from Light House or other station to the Battery.
4. A Sentry is to be on duty day and night with orders to keep a look-out on "CANOPUS", Sparrow Point and Examination steamer, and to prevent any unauthorised person from approaching the Battery.
5. At night a countersign will be used to challenge anyone approaching the battery and he is not to be allowed to pass without giving the same.

All remaining orders will be left to the discretion of the Officer in Charge.

Sgd. H. S. Grant.  
Captain.

H.M.S. "CANOPUS".  
19th November, 1914.



(3)

ORDERS FOR LAKE POINT BATTERY.

1. The duties of this Battery will be to prevent any landing of the enemy in the vicinity of Lake Point.
2. The coast to the eastward is to be patrolled as far as the bay to the west of Horse Point.
3. A Sentry is to be on duty day and night to prevent any unauthorised person approaching the battery. He is also to keep a sharp look-out for visual signals from Sapper's Hill, and to inform the Signaller of the Watch if station is being called.
4. In view of an attempt to land by the enemy the Battery is to be defended as long as possible, and if obliged to retreat the guns are to be put out of action before leaving.
5. Sapper's Point is to be informed immediately if any attempts at landing are made by the enemy so that assistance may be sent out as soon as possible by means of the mounted men at W/T Station.
6. At night a countersign will be used to challenge anyone approaching the Battery, and he is not to be allowed to pass without giving the same.

All remaining orders will be left to the discretion of the Officer in Charge.

Sgd. H. S. Grant.  
Captain.

H.M.S. "CANOPUS".  
19th November, 1914.

(4)

ORDERS FOR LIGHT HOUSE SIGNAL STATION.

1. The duties of this Station are to report the approach of any vessel day or night. The vessel sighted is to be challenged by a "private signal" if she appears to be a man of war, and the 'demand' made it apparently a merchantman.
2. All vessels are to be signalled to stop at the entrance and await orders.
3. Any vessel sighted is to be immediately reported to the "PENGUIN" and "CANOPUS". "PENGUIN" will assist in stopping any ship trying to enter the harbour at night. Her call-sign is "X J".
4. A copy of "PENGUIN'S" orders is attached.

Sgd. H. S. Grant.  
Captain.

H.M.S. "CANOPUS".  
19th November, 1914.

19th November, 1914



(5)

## ORDERS FOR "PENGUIN".

1. She will lie at her moorings between Arrow Point and Charles Point.

Her duties will be to stop any vessels coming in at night and anchor them in the anchorage between Charles Point and William Point until daylight, when she will pilot them in past the mine field.

2. The Lighthouse will have orders to stop any ship coming in, by signal, and inform "PENGUIN" when any ship is sighted making for the harbour.

3. She will have the following appliances on board, which will be utilised to signal as follows :-

- (1) Ship apparently hostile man of war ... Red Very's Lights.
- (2) Doubtful man of war or ship ... White " "
- (3) Merchant ship not belonging to the port ... Green " "
- (4) Require assistance ... 1 red, 1 green, alternate.
- (5) Enemy's boats or ships entering ... Fire rocket.

4. She will carry an all-round red light.

5. The torpedo boat from "CANOPUS" will be patrolling to the eastward of a line between Arrow Point and York Point, and will be on the look-out for any signals from the Lighthouse or "PENGUIN". She will not carry any lights.

6. Call sign "X J" has been allotted to "PENGUIN".

Sgd. H. S. Grant.  
Captain.

H.M.S. "CANOPUS".  
19th November, 1914.

(6)

## TELEPHONE AND SIGNAL CONNECTIONS.

	Telephone No.	Call Sign.
"CANOPUS".....	14 .....	XA
SPARROW POINT.....	— .....	XB
W/T STATION.....	28A .....	XC
HOOKE'S POINT.....	via 28A .....	XD
LIGHTHOUSE.....	28 .....	XE
LAKE POINT .....	via 220 .....	XF
ORDNANCE POINT .....	28B .....	XG
SAPPER'S HALL .....	220 .....	XH
STANLEY (Public Jetty for emergencies).....	— .....	XI
WAR OFFICE .....	25 .....	—
COTTAGE HOSPITAL .....	17 .....	—
CAPTAIN PACKE .....	4 .....	—
GOVERNMENT HOUSE .....	3 .....	—
EXCHANGE		

NOTE.— All the above-named are in telephonic communication, through Exchange.

EXAMINATION STEAMER "PENGUIN" — ..... XJ

Sgd. H. S. Grant.  
Captain.

H.M.S. "CANOPUS".  
19th November, 1914



Recd 14.1.15

Falkland Islands.

Government House, Stanley.

Secret.

10th December, 1914.

Sir,

In amplification of my cypher telegram of yesterday's date I have the honour to report that on the morning of the 7th instant a British cruiser squadron under the command of Vice-Admiral Sir Doveton Sturdee arrived at this port. The squadron consisted of the following ships :- H.M.S. "Invincible", H.M.S. "Inflexible", H.M.S. "Carnarvon", H.M.S. "Cornwall", H.M.S. "Kent", H.M.S. "Glasgow", H.M.S. "Bristol" and the auxiliary cruiser "Macedonia".

2. Shortly after daybreak on the following morning the look-out on Sapper's Hill reported the approach of enemy cruisers from the south-west. The hostile squadron numbered five cruisers, two of which were some miles in advance of the remainder, while still further to the south-west three colliers or armed transports were visible.

3. The two foremost vessels (the "Gneisenau" and the "Nurnberg") came on a north-easterly course, and on approaching the Wolf Rock trained their guns on the Wireless Station which was then abandoned by the operators and the Volunteer guard stationed there, the time being about 9.0 a.m. A few minutes later H.M.S. "Canopus", at anchor in the harbour and out of sight of the enemy, opened fire with her 12-inch guns whereupon the enemy cruisers veered rapidly round and steamed in a southerly direction, coming round again when out of range of H.M.S. "Canopus"'s guns. The whole of the enemy squadron then proceeded due east at full speed.

The Right Honourable

Lewis Harcourt, P.C.,

&c., &c., &c.,

Secretary of State for the Colonies,  
London, S.W.



4. The British Admiral immediately gave chase with all his ships with the exception of H.M.S. "Bristol" and the "Macedonia" which were detailed to attack the armed transports or colliers which were then opposite Fitzroy Harbour.

5. Heavy gunfire was heard in Stanley between the hours of 3.45 p.m. and 5.30 p.m., and during the evening it was authoritatively stated that the German cruisers "Scharnhorst" "Gneisenau" and "Leipsic" had been sunk.

6. Yesterday afternoon (9th December) H.M.S. "Kent" returned with the news that she had sunk the "Nurnberg". She had been unable to report her success before owing to the fact that her wireless apparatus had been shot away.

7. The cruiser "Dresden" escaped at the beginning of the action, and one armed merchantman is still at large, but the pursuit of these vessels is still being carried on.

8. This morning the Admiral made the following signal by wireless *to all stations* :- "German cruisers Scharnhorst, Gneisenau, Nurnberg, Leipsic, sunk by British squadron, December 8th."

I have the honour to be,

Sir,

Your most obedient,

humble servant,

*W. A.*  
Governor.



*Recd 18.1.15*

Falkland Islands.

Government House, Stanley.

Secret.

15th December, 1914.

Sir,

In my Secret despatch of the 10th December I reported that the German cruisers "Gneisenau" and "Nurnberg" were off the Wolf Rock at about 9.0 a.m. on the 8th instant.

2. The assured manner of their approach struck me forcibly at the time and I commented on it to those about me and remarked that I was confident that there must be someone on board with considerable knowledge of the coast, suggesting a German named Maatz who had been in this Colony from 1907 to 1911. I attach a copy of this man's record here as given by his late employers, the Falkland Islands Company.

3. Yesterday I sent Major Turner and a non-commissioned officer on board the ships which were about to convey to England the prisoners of war, in order that he might identify Maatz if he were among the survivors from the "Gneisenau" of whom there were many.

4. As a result of his inspection and investigation Major Turner was informed that a man Maatz who had been Master of a schooner in this Colony a few years ago and knew the waters well had gone down on the "Gneisenau". It appears that he was a well known character on board.

5. There is no doubt in my mind that Maatz was sent to this Colony for the express purpose of spying out the land and

The Right Honourable

obtaining

Lewis Harcourt, P.C.,

&c., &c., &c.,

Secretary of State for the Colonies,

Downing Street,

London, S.W.



obtaining all available information. By the irony of fate he was unable to reciprocate the hospitality, courtesy and kindness which was extended to him during his residence here.

6. I may add that judging by the statements made by German prisoners (officers and men) it would seem that it was the intention of Admiral von Spee to destroy the wireless station, then send a demand to the Governor for the surrender of the Colony, and in the event of this being refused to take and destroy the town. It is alleged that there was a large number of reservists on the steamer "Seidlitz" which was off Fitzroy with two colliers. The former escaped but the others were sunk.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

*W. A.*  
Governor.

July 1911, and letters were received for some months saying that



## Falkland Islands

Enclosure to Secret despatch of the 15th December, 1914.

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Record of Christopher Maatz while in  
the Colony during the years  
1907 - 1911.

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On January 20th the yawl "Margaret", owned by Messrs Brinckman & Co. of Hamburg arrived from Punta Arenas, Capt. Kroeger being in command with Christopher Maatz as Mate.

A little later Mr Max Dolich arrived from Europe as representative of Messrs Brinckman & Co. and acquired a portion of land on the common, - now known as "Chicago".

Trade was opened up in the Islands for the purchase of sheep castings and mutton which were brought to Stanley in the "Margaret", and after about a year Maatz was given command of the yawl as Kroeger went to Punta Arenas to take charge of a steamer.

About the beginning of 1908 Messrs Brinckman & Co. ceased operations here and the "Margaret" was taken over to Punta Arenas and offered for sale.

Maatz returned to Stanley by mail boat and took charge of the schooner "Hattie L.M." which had recently been acquired by two men working on Pebble Island. This schooner was engaged in trading round the islands and carried the mails for the West Falkland.

After the drowning of Captain Indriksen Maatz applied for the post of Master, and was given command. After about four months she was wrecked (May 1910) and later in the same year he was placed in charge of the "Gwendoline", where he remained until after the arrival of the s.s. "Columbus" when schooners were put out of use.

He finally left Stanley for Buenos Aires by mail boat in July 1911, and letters were received for some months saying that



he was in the employ of the Hamburg South American Company as an Officer in charge of one of their steamers. Apparently the last heard of him was a wireless message of greeting to Mr E.B. Binnie.



Falkland Islands.

Secret.

Government House, Stanley.

24th December, 1914.

Sir,

With reference to my Secret despatch of the 10th instant I have the honour to transmit herewith a copy of a letter received from Vice-Admiral Sir Doveton Sturdee prior to the departure of H.M.S. "Invincible".

2. I have caused a copy of the letter to be forwarded to the lady in question, namely, Mrs Roy Felton of Fitzroy, and I feel very strongly that the Colony as well as His Majesty's Navy has great cause to be grateful to Mrs Felton and her two servants (Christina Goss and Marian McLeod) for the excellent look-out they kept and for the exactness of the information they gave as to the movements of the German auxiliaries.

3. I should explain that the men belonging to the settlement were absent at Port Louis some twenty-five miles distant. The hill from which the vessels were seen was about twelve minutes ride from Fitzroy House, and the two servants rode alternately to the top of the hill while Mrs Felton conveyed their reports to Headquarters by telephone.

4. I would strongly recommend that this lady's assistance and that of her servants be recognised either by the presentation of the war medal or by some other means that commends itself to you.

I have the honour to be,

Sir,

Your most obedient, humble servant,

W. J. G.  
Governor.

The Right Honourable

Lewis Harcourt, P.C.,

&c., &c., &c.,

Secretary of State for the Colonies, London, S.W.



## Falkland Islands

Enclosure to Secret despatch of the 24th December, 1914.

Vice-Admiral Sir Doveton Sturdee

to the  
Governor.

"INVINCIBLE" at Port William  
(Falkland Islands)

14th December, 1914.

No 44 (z)

Your Excellency,

It has been brought to my notice that the information as to the presence of the German Auxiliaries SS "BADEN" and SS "SANTA ISABELLA" near Port Pleasant on 8 December 1914, was given from Port Fitzroy by telephone.

2. The first message was received at 10.50 a.m. This enabled ships to be detailed to proceed after these Auxiliaries. Further messages were received at various times during the next two hours which assisted most materially in locating the position and course of these ships, finally leading to their capture.

3. I understand that the Squadron is indebted to two Ladies for the information received, one of whom was on the lookout, while the other telephoned the messages.

4. I have the honour to request that Your Excellency will convey to these two Ladies my thanks for this most valuable information, and my deep appreciation of the way in which it was carried out.

I have the honour to be, Sir,  
Your Excellency's obedient servant,

(signed) F. C. D. Sturdee

HIS EXCELLENCY

W. L. ALLARDYCE, C. M. G.

VICE-ADMIRAL  
COMMANDER-IN-CHIEF

GOVERNOR AND COMMANDER-IN-CHIEF

FALKLAND ISLANDS.