

1421/11
DEV

C.S.O.

(Formerly)

SUBJECT :

PEAT CUTTING MACHINE

MIN/PEA/2#9	
1 4 2 1 / II	1
	4
	2
	1
	/
	II

CONNECTED FILES.

NUMBER AND YEAR.

URGENT.

28th March,

55.

To: Superintendent of Works,

From: The Colonial Secretary,

STANLEY.

Stanley Common Peat Deposits.

*Para 3-6
of 115* I am directed to forward to you extracts of Mr. C. Ohrstrom's report on the Stanley Common Peat Deposits, and to enquire:-

- (a) Whether you agree with his recommendations
- (b) If so, what machinery must be purchased to put them into effect and at what cost.

Refd at 129

(Sgd) C. Campbell.
Colonial Secretary.

*Recd 6/4
28/3*

For memo in 8/2/4



1421

7th April, 1955. 127

MEMO.

From

Supt Works, PWD.

To

The Hon Col Secretary,
Secretariat.

Subject-.... Purchase of plough.

Peat Machine No 1421/11.

With reference to your Memo dated 28th March, 1955, I have the honour to state that in my opinion, Government should purchase a two furrow plough for the removal of top sod.

I will consult A.Q. as regards the best type of plough to purchase.

A. G. S. S. S.
Supt Works.

NES

*Agree with 128 submitted pl.
2. You may wish to discuss
with S/AS ?*

PWD.

12/4.

*22/4
5/5
14/4
21/7
10/4*

129A

REPORT ON A VISIT TO SWEDEN 27th/30th JUNE, 1955
TO INSPECT PEAT CUTTING MACHINERY

On the afternoon of the 27th June, 1955, I flew to Copenhagen arriving there at 7 p.m. I was met by Mr. Kai Nielsen, the Supplier of the peat briquetting machinery sent to Port Stanley in 1954 for experimental purposes. We discussed the limitations affecting the use of this machinery and decided to leave the matter open until we had been able to discuss the matter with Mr. Ohlstrom, the Danish peat expert sent to the Falkland Islands in 1954/55.

On the 28th I drove with Mr. Nielsen via the ferry Helsingør/Helsingborg to Mørsk in Sweden, some 120 kilometres north-east of Helsingborg, arriving there at 1 p.m. Here we met Mr. Ohlstrom and a representative of the Hocklan Chain Cutting Peat Machine, (description attached.) We drove to the bog where the machine was working and after a journey of 3 kilometres on a narrow gauge railway line, using a small petrol engine locomotive, we arrived at the working site. This was an area of about 1 mile x 1½ miles, very level and drained by deep hand-cut ditches. The machine was working, and the production for that day, about 6 working hours, was estimated by Mr. Ohlstrom as being equivalent to approximately 15 tons of air-dried peat. The machine was mounted on a German Hanomag tractor, the rear wheels had been removed and the peat cutting machinery manufacturer's own tracks fitted with wide oak track plates. The chain cutter was driven by a series of chain drives taken from the transmission of the tractor and when lowered the cutter operates at a depth of just over approximately 1 metre, cutting a furrowed trench 2" wide. The cutter was raised by hydraulic gear and lowered itself to its operating position by its own digging action. The chain cutter operated at high speed and I was informed that each bite of the teeth cut 1 millimetre of peat, this was carried up in the teeth and deposited in the macerating chamber by centrifugal action. In the macerating chamber, two paddles driven by the same chain that operated the cutter mixed the peat and forced it through to a worm. This worm forced the peat out through a nozzle on to a

129B

was
revolving tray which composed of hinged sections about 2' in length. When full of the extruded peat this section tipped forward dropping lengths of peat on to the ground in regular order. A disc knife trailing behind the machine cut the lengths of peat into two. These lengths were then left for a short time, usually about a week but varying according to the weather conditions and the sods were then hand turned, allowed to dry for a further period and then rickled. Mr. Ohrstrom told me that in his opinion with the drying winds found in the Falkland Islands it would not be necessary to hand turn the sods before rickling. The sods were uniform and the top sod was well mixed with the better peat from lower in the bog. The rounded shape of the extruded peat and the slight glaze given to the surface by the action of the worm drive gave considerable protection from rain. I was told that the moisture content dropped from about 91% to 24 or 25% in five or six weeks. The trench cut by the machine filled in within two or three days and I was able to inspect trenches cut five days earlier which could only be seen by the small division line in the ground. The machine I inspected was one of a total of 14 that had been made and this particular machine had been operating on the bog for three years during which time I was told that it had one new set of tracks and four or five new sets of cutting chains. These chains were expected to handle an output of approximately 1,500 tons of air-dried peat before wearing out, but as we have no buried timber and tree roots etc., in bogs in the Falkland Islands, Mr. Ohrstrom considered that similar chains should handle up to 2,000 tons in the Colony before requiring replacement. In spite of the machine's "home made look" I have no doubt that it was producing the peat in large quantities. The driver stated that he spends about five or six hours a week on maintainance. One weak point of design, to my view, was that the drive to the tracks came from a sprocket housed on the apex of the tracks and was, therefore, transmitted down the rear slope of the tracks and round a comparatively sharp curve to the ground. Steering was effected by a steering wheel acting on the front tyres.

When turning, the braked track skidded sideways into the top sods and had there been any stone out-crop as found in the Falkland Islands I think that damage would have occurred.

Having spent three hours watching the machine at work we then returned by locomotive to our cars and proceeded to the Osby-Pannan factory at Osby. Mr. Christron had advised, in his final report on his visit to the Falkland Islands, that this Company produced a peat-burning hot water boiler, 80% efficient. On arrival at the factory, which was small and very badly laid out, (washing machines, hot water boilers of all sizes, etc., being manufactured all over the floor space with no attempt being made to form production lines) we found that the boiler referred to by Mr. Christron had, in fact, been so efficient that it had a heat in the fire box of over 1700°C and consequently the fire bars did not last for more than six weeks to two months. The production of this boiler had ceased.

From Osby we travelled to Ljungby where the factory making the Mucklen Chain Cutting Peat Machine was situated. The factory was extremely small being a building about 100' x 120', and the main business was servicing and maintenance of the Hansson tractors. The chain cutting machines were manufactured individually as orders were received. The ground surrounding the factory was littered with old axles, engines, broken tractors, etc., and the whole atmosphere was not very impressive. When I made a request to take a look at the spares available for the chain cutting machines it was obvious that the Owner of the factory was rather embarrassed and attempts were made to divert my attention by talking and it was nearly an hour later and only after two or three requests that I was taken into the factory. Here we wandered round looking for the spare parts and we finally located them jumbled in one corner together with cog wheels, axles, etc., all mixed together and with obviously no attempt to classify. I left shortly afterwards. I spent the night at Ljungby, a small market town and early next morning met Mr. Eric Rytters, the Owner of a large bog near the town and the

Designer of an improved type of cutting machine (photographs attached.) Mr. Hyttfors had worked his peat bog since 1941 with an annual production of 4,000/4,500 tons air-dried peat. He had designed the chain cutting machine based on a Volvo 120 H.P. diesel track engine mounted on a tractor chassis of his own design. The principle of the chain cutting was similar to that employed on the Mocklen machine, although he used a chain cutter which worked to a depth of 5'; the output was approximately 6 tons of air-dried peat per hour. The chain cutter was lowered under its own cutting action but the hydraulic lifting gear could be adjusted to suit the operating depth of the cutter and the machine was fitted with a large guide wheel.

After the machine had been lined up, the guide wheel^{was} lowered into the preceeding cut, and the throttle opened and fixed, the operator could then dismount from the tractor, which moved forward on its own, and attend to any tree roots etc., picked up by the cutter. The peat extruded from the macerating chamber was deposited on the ground in lengths of approximately 4' and cut into shorter lengths by three disc knives trailing behind the machine. The machine I inspected was the original model made three years ago and although rather battered in appearance it was operating efficiently. I was able to view the previous week's production which was most impressive. This machine had been designed for Mr. Hyttfors own use but so much interest had been shown that he had made two further models, one of which was in use about 200 kilometres to the north of Ljungby and the other model was on trial with the Irish peat board. He was expecting orders from the Finnish and Scottish peat boards but until he received other firm enquiries he was not sure whether he would go into production or not, and he could not give more than an indication of price. He stated that on the castings of the models already made the price would be approximately 54,000 Sw. Kr. and delivery six months. Unless he got a minimum order for 10 machines he did not propose

to continue but if specific orders were forthcoming he anticipated a reduction in price. If he could accept orders and we placed one with him he could produce a similar machine using a Perkins diesel engine in place of the Volvo. I was most impressed by this machine which appeared to have been specially designed for the job, rather than odd pieces of equipment added to an existing tractor, which was the impression given by the Hocklen machine. During the two and a half hours I watched the machine in operation there was only one short stop to clear the macerating chamber of tree roots which had jammed the macerating paddles. All greasing of the tracks and machinery was carried out by the operator, walking alongside the machine whilst in operation. So much water was drained from the bog into the cut as it was made that a bar was fitted with a flexible rubber sheet attached. This sheet fitted closely to the sides of the cut and prevented the torrent of water from passing to the front of the cutting chain and thereby producing too wet a mixture of peat. At the end of the cut it was led into a drainage ditch and the amount of water running off each time was considerable.

After lunch we visited the factory of a Swedish Company C.T.C. in Ljungby. This was a modern factory, large, and obviously well organised which made heating stoves. All components were made in the plant including cast brass unions, pipe joinings etc and the factory was full of modern American, German and English equipment. They had manufactured most of the components for Mr. Hyttfors chain cutting machine including the steel worm drive and the cutting chain. They also had plant for cutting and hardening gear wheels.

I left Ljungby at 4.30 p.m. and arrived back in Copenhagen at 7.15 p.m. On the 30th, Mr. Nielsen visited me at the hotel and spent two hours discussing the briquetting plant supplied by him. In view of the information given by Mr. Ohrstrom it appeared

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that additional equipment was required including a crushing plant with hammer-mill and a transformer.

I advised Mr. Nielsen that we certainly did not propose to incur any additional expenditure on the briquetting plant at present but if we obtained quotations for the additional plant required it was possible that we might wish to go further into the matter in the future, especially if we decided to obtain a peat cutting machine and could use some of the peat for the briquetting plant. He undertook to obtain these quotations and to forward them in due course. Mr. Nielsen also advised me that he still had a small case of spares for the briquetting plant which had not been available for shipment in November of 1954, he undertook to contact Messrs. A. E. Sorensen and arrange to have this package placed on board one of the charter vessels next Season.

I flew from Copenhagen by the afternoon plane arriving in London at 6.45 p.m.

Sgd.

W. H. YOUNG

Secretary.

REPORT ON A VISIT TO BORD NA MONA

On Friday the 29th July I visited Mr. H. M. S. Miller, Chief Engineer of the Irish Turf Board at the Experimental Station, Newbridge, Ireland. We had a long and interesting talk on the general subject of the mechanical winning of peat. During the course of our conversation I learned that they had tried the Bigger Buffalo tractor but found it unsatisfactory. They had, therefore, designed their own tractor based on the Fordson Diesel with a County Commercial transmission and their own tracks and suspension. Approximately fifty models had been built for them by Messrs. Thompson & Sons of Carlow, and although the horse power of the engine was much less than the Bigger Buffalo the utilisation of the power available was so good that they were able to operate 24" and 36" ploughs built by Mr. Cuthbertson of Bigger. With this tractor and allowing for stoppages they cut approximately one mile of ditch per hour.

We discussed the chain cutting machine produced by Mr. Hyttfors of Ljungby and they had it on trial. Apparently they had spent a month after it had been delivered remedying defects in design but they thought they had now cleared up all the trouble and had approximately one month's operating experience so far. One possible snag that Mr. Miller foresaw was that the draining of the bogs by the chain cutter might, in time, cause the bog to become too dry to close up satisfactorily after the channels had been cut and become unstable. However, providing enough area of bog was available this should not cause too much bother as, no doubt, if the bog was left for a number of years it would knit together and in due course be ready for use. Mr. Miller would be very pleased to let us have further information on the use of the machine at the end of the Season.

When discussing the question of suitable tractors for use on bog land Mr. Miller mentioned that the "Platypus" tractor was being used with great success by the British Forestry department and also County Commercial Cars had made two special long-track models of their Fordson tractor. One was being used by the Forestry Department and the other by a firm of contractors, Messrs. Balfour Beatty of 66, Queen Street, London, E.C.4. He also mentioned that for a light tractor for hauling cut peat from the bog they found the Ferguson Bombadier Half-track excellent.

I mentioned that we were in touch with Dr. Agro Syrach Larsen of the Danish Forestry Department regarding the afforestation of peat land and Mr. Miller suggested that we contact Col. R. G. Shaw of the British Forestry Department on this subject, he said that Col. Shaw was the most knowledgeable man available when it came to the question of afforestation of peat land.

I asked him about the progress in extracting commercial wax from peat, apparently not much had been done in Southern Ireland but he suggested that we contact Mr. A. C. Ackroyd or Mr. W. Macdougall of the Department of Scientific and Industrial Research, Fuel Research Section, Greenwich. He thought that either of these gentlemen would analyse any samples of peat submitted for wax and would advise as to the commercial possibilities.

During lunch we were talking generally about the Falkland Islands and the various surveys that have been carried out to find alternative industries. I mentioned the survey carried out by Alginate Industries which had been discontinued owing to the high cost of fuel. He was most interested as a branch of Alginate are operating on the West coast of Ireland using a low grade peat for fuel and he believed they were producing 50 tons of dried sea-weed per week. Should we go in for the

mechanical winning of peat it might be worth-while advising Alginite Industries of this and give some indication of the thermal value of peat as it is possible that they might reconsider the question of operating in the Falkland Islands.

As usual, Mr. Miller was most helpful and only too pleased to give us all the information he thought might be of interest and value to us. He was very pleased to receive the copy of Ohrstrom's report which he said would be of great value in the files of their Research Department. He assured me that any time we liked to write or call on him for further information he would be only too pleased to assist us.

Sgd. W. H. YOUNG.

10th August, 1955

S/W.

130

128 with your reply.

Would you please state

- (a) how you propose to operate the two furrows plough, i.e. with the Peat Machine or with a tractor
- (b) if the former - is it considered satisfactory & economical to use
- (c) if the latter - your considered opinion whether or not it will be capable or suitable to operate on the bogs
- (d) give an estimated cost of the two furrows plough.

Q
24/6.

HCL I have consulted with Mr. Fenn
and I have delayed action for the reason that the
ploughing done last year has been no good at all
owing to the fact of no labour available to remove
the topsoil.
The peat machine will be working on the bogs
same as last year from Monday 24th onwards



The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

17th October

1955

The Honourable the Colonial Secretary,
STANLEY.

Sir,

Survey of Stanley Peat Banks: Your ref 1421

We recently advised you verbally that when the Company's expenses in connection with Mr. C. Ohrstrom's visit were finalised we would approach Government for a contribution.

There may be some further adjustments to make when we receive our Head Office September account, but it seems likely that our out-of-pocket expenses will be in the region of £1450 and we consider it reasonable to ask Government for 50% of whatever amount is finally determined.

We will send you an itemised account in due course. Salary and Board of Mr. Ohrstrom show at £929.19.10, Salary of Assistant Surveyor £80.0.6; Passages including inter-insular £349.8.9; Launch and Vehicle hire £44.12.6; Sundries £10.12.1, Total £1416.11.8.

We did not ask Government and our Farming Clients to guarantee at the outset all or any part of the Peat Survey Costs, as we did in the case of the Hydro-Electric Survey. It was known that very few Settlements possess minimum water-power potential but all are vitally interested in Peat and we are confident that Mr. Ohrstrom's Survey will prove extremely beneficial to the Colony.

1146m
Vol. I
You were sent on the 22nd February 1955 a copy of Mr. Ohrstrom's Survey of Stanley Peat Areas, since when he made recommendations for a road to service both the Government Bank at Eliza Cove and West Store Bank to the northward. All plans and reports in our possession are at your disposal if you wish to see them, and the matter of a financial contribution can be left over until Mr. Young's visit early 1956 if you prefer.

I am, Sir,

Your obedient servant,

A. G. Davlin

MANAGER.

Reply at 132

131
K-130

28th October, 55.

Sir,

131

I am directed to refer to your letter of 17th October, 1955, forwarding an estimated statement of the cost incurred by your Company as a result of Mr. C. Ohlstrom's post survey.

2. Before consideration is given to your suggestion that Government might contribute 50% of the final sum which, at present, is undetermined, I am to request that you will inform me of the percentage of the cost which you propose to ask your farm clients to meet.

I am,

Sir,

Your obedient servant,

(Sgd) S.G. Trees

ACTING COLONIAL SECRETARY.

Reply at 133

The Manager,
Falkland Islands Company, Limited,
STANLEY.

17/11/55
S.G. Trees
21/11/55

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



Stanley,

2nd November

1955

The Honourable the Colonial Secretary,
STANLEY.

Sir,

Peat Survey

132 We have for acknowledgment your letter No. 1421/11 of 28th
ultimo.

Peat problems outside of Stanley are different to those encountered on Stanley Common. Some Camp Stations have unlimited peat near at hand and their only worry is one of labour and transport.

It would not pay any Farm with the exception of Darwin Harbour, which cuts about 7000 cubic yards per annum, to instal mechanical cutting devices, and still less a briquetting plant such as we hope to operate in Stanley one day.

Not one of our Farming Clients asked for Mr. Ohrstrom's services but it chanced to be convenient to send him on a coastwise tour while the Briquetting Plant was in process of erection. It is true that he surveyed the peat-banks everywhere in the limited time available at each port but we do not think it can be said that any Farm profited directly by his visit.

Our Peat Survey cannot be compared with the Hydro-Electric Survey sponsored by this Company, the costs of which were guaranteed in advance by a number of Farms plus a contribution from Government. Mr. Ohrstrom drew up voluminous plans and reports on Stanley Peat Deposits which could eventually, if not immediately, be of lasting benefit to the Town including the Company and our employees, and we respectfully reiterate our request for Government to contribute a half share to the Survey costs.

I am, Sir,

Your obedient servant,

A. R. Darwin
MANAGER.

Reply at 135.

Y. E.

At J.131 the FIC have asked whether Government will contribute 50% of the costs (estimated approximately at £1450) of Ohnstrom's visit to the Falklands on his great survey.

I am afraid I do not know enough about great to assess the full value of his report (under cover of J.114 on 1421) but it should be a useful guide - as is the map at back cover of this file. We have not really found an inexpensive or easy way of removing the top soil. If mechanical means are to be used then I can see no real alternative to ploughing - as we have done - and then removing by means of bulldozer blades mounted on a broad tracked vehicle or tractor - which we have not so far been able to do. This is a problem which we shall have to go into.

In the meantime there is the question of a Government contribution. I have spoken to Barton and obtained a straight answer to the question put in J.132. They propose Government 50% and FIC 50%. Individuals and independent firms will not be billed.

I personally feel there is a case for a Government contribution and feel it is reasonable we should meet half. C.T. thinks a grant of £500. In either case, if you agree we should meet a proportion - agreement will be subject to the approval of Standing Finance Committee.

D. G. J.

16/11/55.

I agree with you.

Please take to SFC.

DRA 16

1421/II

135

18th November,

55.

Sir,

133

I am directed to refer to your letter of 2nd November, 1955, in connection with the costs incurred by Mr. Ohrstrom's pest survey, and to say that, subject to the approval of the Legislature, Government agrees to meet half the expenditure incurred.

2. It would therefore be appreciated if you would advise this Government as to the exact amount involved when the accounts connected with Mr. Ohrstrom's visit have been finalised. The necessary action to obtain approval for the amount concerned will then be taken.

I am,

Sir,

Your obedient servant,

(Sgd) A. E. Denton-Thompson

COLONIAL SECRETARY.

Reply at 136

The Manager,
Falkland Islands Company, Limited,
STANLEY.

Rec 7/1/56
207/11

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

24th November

1955

The Honourable the Colonial Secretary,

Stanley.

Sir,

~~134~~
135 We have for acknowledgement your letter
No. 1421/11 dated 18th November, 1955 in
connection with costs incurred by Mr. Øhstrom's
peat survey.

137 It is noted that, subject to the approval
of the Legislature, Government agrees to meet
half the expenditure incurred, which amounted to
£1,386. 9. 11, detailed per attached statement.

I am,

Sir,

Your obedient servant,

J. J. Jones
Accountant.

1693.5

*Pice
1/11*

Reply at 139

137

Stanley, 24th November 1955

~~XXX~~

PEAT SURVEY

Folio.....

To the Falkland Islands Company, Limited.

Salaries & Contracts:-

Mr. C. Øhstrom, Surveyor- Contract

840 - -

Mr. C. Andreason, Assistant- Salary

80 - 6

Passages:-

Mr. C. Øhstrom-Sweden to Stanley and return
per 'Hanne S'

313 5 -

Hotel & Board:- London

1 14 8

Falkland Islands

50 18 8

Materials:- Sundry (for survey work)

5 16 3

Labour:- Repairing sounding rods

2 2 4

Launch Hire:- Surveys (Sparrow Cove)

11 - -

Jeep Hire:- Surveys (Stanley)

33 12 6

Passages:- Surveys (Camp)

36 3 9

Carting Peat Mould

4 10 -

Broadcast Message

1 6

Sundry Expenses- London (including Bank charges on
remittance to Sweden)

7 4 9

£ 1,335 9 11

Original filed in 10401A/12 - S.F.C.
Minutes of Meetings
MINUTES OF A MEETING OF STANDING FINANCE COMMITTEE
HELD IN THE OFFICE OF THE COLONIAL SECRETARY ON
FRIDAY THE 25th NOVEMBER, 1955. 137A

Present:- The Honourable the Colonial Secretary (Chairman)
The Honourable Mr. S.C. Luxton
The Honourable Mr. A.L. Hardy, B.E.M., J.P.
The Honourable Rev. W.F. McWhan, M.B.E.
The Honourable Mr. K.W. Luxton, J.P.

Minutes

The Minutes of the Meetings held on 14th September, 26th September and 7th October were confirmed.

Arising out of Minutes

The Chairman informed the Meeting that it was Government's intention to amend the Old Age Pensions Ordinance to enable pensioners to draw pension in the United Kingdom and other countries. The Secretary of State had raised the question of extending to the Falkland Islands the reciprocal agreements at present in force between the United Kingdom and a number of other Colonies with regard to Old Age and Sickness Benefits. The Chairman informed members that this matter was being taken up with the Colonial Office with a view to examining the full implications.

A.I.S.E's.

The Committee approved Additional provision as shewn on the attached schedule.

Purchase of Houses at Ajax Bay

The Chairman informed members that Government considered it desirable to tender for the Manager's house and bungalows at Ajax Bay with a view to easing the housing shortage in Stanley. If obtained they would be used for housing Government Staff. The Committee agreed to the purchase but considered the estimated figures shown in the Memorandum were too low, with regard to both the proposed tender figures and the estimated amount required for dismantling and re-erection. The Committee recommended the following :-

- (1) That Government tender for 4 bungalows @ £900 each plus furniture £225 making a total per bungalow of £1,125.
- (2) That Government tender for one unfurnished bungalow at £900.
- (3) That Government tender for the Manager's house for £2,800 plus £500 for furniture. (£3,300 complete).
- (4) If Government acquired the houses, Government should endeavour to arrange for dismantling and re-erection by contract on the understanding that the same contractor would be required to both dismantle and re-erect. The advice of the Committee should be sought as to which tender should be accepted. The Hon. Mr. S.C. Luxton and the Hon. Mr. A.L. Hardy agreed to make enquiries with regard to persons able and willing to tender.
- (5) Government should tender for the remaining two bungalows when the Receiver puts them up for sale.
- (6) In the event of Government being unable to arrange for dismantling and re-erection by contract, Government should proceed on the basis of the recommendation made in Memorandum No. 5.

Sighting of Vessels from Cape Pembroke Lighthouse

The Committee agreed to the payment to Keepers at Cape Pembroke Lighthouse of a fee of 7/6d for reporting the presence of ships other than H.M. Ships, "Fitzroy" and locally registered craft. Additional provision amounting to £10 was approved for the remainder of the year.

David Alazia

The Committee agreed to expenditure from Public Funds amounting to £390 per annum together with £78 per annum in respect of holidays for a training course in the School for

the Blind, Liverpool, for David Alazia with the proviso that no further commitments would be involved.

~~1172~~
137B

Government
House Car

The Committee were asked to consider the purchase of a car for H.E. the Governor to replace the present one which is in a bad state of repair. The cost of a new car landed at Stanley was estimated at £707 and additional expenditure was approved by the Committee. With regard to the present vehicle it was agreed that the question of it being converted for the purpose of a hearse be left in the hands of the Colonial Secretary who would approach the Falkland Islands Co. Ltd. regarding conversion. In the event of the cost of this work being much in excess of £100 the matter would be referred back to Committee. Approval of a moderate amount over and above the £100 was left to the Colonial Secretary's discretion.

Salary
Adjustments

Committee were asked to consider the following increases in salaries :-

- | | |
|--------------------|--|
| (a) R/T Operator | from £270 - £290 |
| (b) District Nurse | from £240 - £275 |
| (c) Clerk Treasury | accelerated promotion from
£300 to £345 and then £360,
£375, £390, £400. |

The Committee recommendations were as follows :-

- | | |
|--------------------|--|
| (a) R/T Operator | from £270 - £320 w.e.f. 1st October, 1955. |
| (b) District Nurse | from £240 - £300 " " " " |
| (c) Clerk Treasury | from £300 - £345 " " " "
and then £360, £375, £390, £400. |

Power Resources
in the F. Is.

The Committee considered a Memorandum dealing with a survey carried out by Mr. J.H. Walker in connection with hydro-electric and other power resources in the Falkland Islands. It was recommended that further investigations with regard to both Hydro-Electric and Aero-Electric power should be followed up on a moderate scale for a period of two years. The recommendations made in Memorandum No. 2 were approved.

Roads and
Water Filtration
Projects

The Committee considered a Memorandum regarding Stanley Roads and Water Filtration Projects. The unanimous opinion was that a qualified engineer should be appointed to complete the road programme after the expiry of the contract of the present Engineer.

Port Howard
School

The Chairman informed the Meeting that it was likely that the cost of the West Falkland school at Port Howard would exceed the estimate by some £500 - it was possible, however, that the amount might be reduced by the purchase of a second hand generator from Port Howard and a stove from Albemarle.

Peat Survey

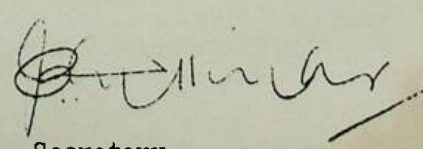
The Chairman produced a letter in which the Falkland Islands Co. Ltd. asked if Government would be prepared to meet half the cost of a survey on peat carried out by Mr. Ohrstram, a peat expert, and amounting to £693. 5s. Od. Committee were unable to recommend any payment by Government.

Messengers

The Committee agreed that the salary scale for messengers should be converted to a flat £70 per annum. Salaries would be adjusted accordingly.

Materials ex
Ajax Bay

The Chairman informed the meeting that Government wished to purchase certain stores from Ajax Bay and asked Committee's approval to spend up to £1,000. The Committee agreed and intimated that further funds would be made available for this purpose if required.



Chairman

Secretary

143
137C

APPLICATIONS TO INCUR SUPPLEMENTARY EXPENDITURE

Head	Subhead	Amount
		£
II AGRICULTURE	8. Tools and Implements	100
V EDUCATION	1. Assistant Masters	640
	9. School Cleaning	582
	N.I. Matron	105
	" Provisions	500
	" Fuel and Oil	223
VI HARBOUR & AVIATION	6. Upkeep of Lights etc.	400
VII MEDICAL	6. Bandages etc.	1000
	7. Instruments etc.	500
	12. Transport of Patients	250
X MISCELLANEOUS	5. Local Transport	700
	15. Caretaker & Fuel, Town Hall	427
	N.I. Camp Hydro-Electric Survey	100
XIII POSTS & TELEGRAPHS	19. Broadcasting etc.	175
XIV PUBLIC WORKS	B. Electrical- N.I. Typewriter	46
XVI SECRETARIAT & TREASURY	5. Income Tax Refunds	820
	7. Postage	150
		<u>£ 6,718</u>
		=====

5th December,

55.

Sir,

133 & 136

I am directed to refer to your letters of 2nd and 24th November, 1955, in connexion with the costs incurred by Mr. Chrstrom's peat survey.

2. The matter was discussed at a meeting of Standing Finance Committee held on 25th November. It is regretted that the Committee did not approve the allocation of funds for the purpose of meeting half the cost involved in the survey.

I am,

Sir,

Your obedient servant,

(Sgd) A.G. Denton-Thompson

COLONIAL SECRETARY.

Reply at 140.

The Manager,

Adm 4- Falkland Islands Company. Limited.

No. 138 left for SFC
Minutes
Bu 1412 H 20/12/55

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

7th December

19 55



The Honourable the Colonial Secretary,
STANLEY.

Sir,

Peat Survey - Your ref: 1421/11

139

We have received your letter of 5th inst. and note that Standing Finance Committee does not approve of Government's contributing half the cost of Mr. Ohrstrom's Peat Survey.

Considering the importance of Peat to the Colony and to Stanley in particular we think that the first and only Survey to be undertaken is deserving of more attention and recognition than it has evidently received from the Committee.

However we agree to let the matter drop and will take guidance for the future from our misfortune.

I am, Sir,

Your obedient servant,

A.G. Danton
MANAGER. *Pass*

*24.7.55
10/11*

*SFC 11/12/55
at 13744*

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				26-5-56
To	Crown London			Hb/c
Please telegraph cost of rear wheels for ROHR tractor supplied Indent 190/53 requisition 6268				
Secretary				
C.A. Regn.	F.L. 7211.			11 Rm 14/6/56
Time	See 148	Reply at	45 143	Ry 23/6

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

1442

Number

Office of Origin

Words

Handed in at Date

To

Crown London



Mytel 26th May Please Expedite quotation

Rear Wheels for ROHR Tractor.

~~Reply at~~

Secretary.

Reply at 143

J

Time

DECODE.

TELEGRAM.

No.43.

From CROWN AGENTS

To COLONIAL SECRETARY

Despatched : 19th June, 19 56 Time : 1637

Received : 20th June, 19 56 Time : 1100

142 Your telegram 18th June. Manufacture of ROHR tractor discontinued. Endeavouring to obtain quotation for supply of rear wheels from another source. Will report further,

CROWN

143
Noted 22/6
To see above pl.
25/6

P/L
IME

How bold
noted thank you
22/6/56

Recd 6/7/56

15/20/7/56

/EM3/Falkland Islands 7211.

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

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS.

4 MILLBANK,

LONDON, S.W.1.

6th June, 1956.

No.

Date 27.5.56.

Indent No.

Date

Department :—

The Colonial Secretary,
Port Stanley,
Falkland Islands.

Sir,

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

I am, Sir,

Your obedient servant,

Chapman

ITEM No.

SUBJECT

REMARKS

Rear Wheels for
Tractor.

Messrs. Erich Rohr have been asked to
quote for the supply of Rear Wheels for the
Rohr Tractor supplied by them against
requisition 6268/1, and a copy of their
offer will be forwarded as soon as possible.

Copy passed to PWD.

WGC/LJ

W/G11. 150,001
9/55 W. & S. Ltd.

50249/52

15/7/56
14/8/56

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



145
4, MILLBANK,

LONDON, S.W.1:

EM3 Falkland Islands 7211

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

27th August, 1956.



144
Sir,

I am directed to refer to your telegram dated 26th May, 1956 requesting the cost of rear wheels for a ROHR tractor. It is regretted that to date it has been impossible to obtain a quotation from the suppliers in Germany. The original manufacturers of this tractor have now been taken over by another company who have no stocks of spares and have referred the matter to a second company from whom no reply has been received.

2. In order that more precise details can be given to the original suppliers, Herbert Blume Ltd., Ballygannon, Ireland, it would be appreciated if you would forward further details as to the number of the tractor and if possible the part number of the rear wheels required.

I am, Sir,
Your obedient servant,

T. B. Allason

Reply at 147

See 148

*Sw. to see + submit
details as requested para 2.
done
fwd 21/9/56*

The Colonial Secretary,
Port Stanley,
Falkland Islands.

HC/RT

146

Hon Col Sec.

145 seen thank you. Ref para 2,
Details of Tractor supplied under Indent 190/53, Regn 6268.
40 H.P. Diesel Tractor "ROHR", Type 40R, with caterpillar
instead of rear wheels. Machine No. 2950 159.
Engine No. 2714-352N.
We have no parts lists for these machines.

ep
for S.W.
29.9.56.

Act Draft Tce Rfc
29/9/56

Issue
1/2

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

1467
~~1465~~

Number	Office of Origin	Words	Handed In at	Date
				2.10.56.
To	CROWN LONDON			NOA/C

145

YOUR LETTER FM3 FALKLAND ISLANDS 7311 OF 27TH AUGUST,
1956 STOP TRACTOR SUPPLIED UNDER INDENT 190/53 REQUISITION
6268 40HP DIESEL TRACTOR "REOR" TYPE 40R WITH CATERPILLAR
INSTEAD OF REAR WHEELS STOP MACHINE NO.2950 ENGINE NO.
2714-352N STOP NO SPARE PARTS LISTS AVAILABLE HERE.

SECRETARY.

See 150

Time DRM/MC

Bel. 30/7
2/4

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



148
4, MILLBANK,

LONDON, S.W.1.

EM3/Falkland Islands 7211

18th September 1956

TELEGRAMS (INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON.")

TELEPHONE: ABBEY 7730.

141.
145
Sir,

I am directed to refer to your telegram dated 27th May 1956 requesting the costs of rear wheels for the ROHR Tractor supplied against your Indent 190/53, and further to this Office letter of even number dated 27th August.

A reply has now been received from Otto Haas, Sallach, stating that they are in a position to supply spare parts for the ROHR tractor and have requested that you quote the number of the tractor, year of manufacture and, if possible, the reference number or drawing of the parts required.

See 147
On receipt of these details, the firm will be requested to submit a quotation, as required.

I am, Sir,
Your obedient servant,

Robert

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

HC/EM

to
See. Is a how any help?
for
19/10/56
Have not seen.
Parts required were asked
for by Mr Weir. I think we have
sent all the details we can.
Pff pssw
19/10/56

149
J. MILLER
LONDON & W.T.



Contributions to be addressed to
The Crown Agents
Overseas Development Administration
Following London and the date
to the letter being quoted.

148C. All we have asked for is
far is quotation unless we
when asked from some other file.
22/10/54

Hon. Col. Sec.

Reference above, all that C/A have been asked for
is to telegraph cost of Rear Wheels if available. I should
think they will have taken action on 147 & that
no reply will be necessary to 148. As far as I can
ascertain Mr. Weir has not had any other file enquiring
Incident 190/53 regarding the above.

off
H.S.W.
23/10/54

BU. 14/11/56

Mail
No mail
15/11/56

BU. 20/12/56

BU 31/7/57
mail

BU 1/2/57

No mail

BU 3/3/57

BU 30/4/57

BU 6/6/57

No mail

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



4, MILLBANK,

LONDON, S.W.1.

150

W/EM3/Falkland Is. 7211

25th February, 1957.

TELEGRAMS { INLAND : " CROWN, SOWEST, LONDON."
OVERSEA : " CROWN, LONDON."

TELEPHONE : ABBEY 7730.



Sir,

147 I am directed to refer to your telegram dated 2nd October giving further details to enable a quotation to be obtained for the supply of rear wheels for a 'Rohr tractor. Messrs. Otto Haas-Sallach were asked to tender accordingly and to furnish a spare parts list. On the 1st November they submitted an offer for the supply of pneumatic tyres and it was necessary to refer back to them again advising that the tractor for which the wheels were required was fitted with Caterpillar tracks, and that a quotation for the supply of a rear wheel assembly to drive the tractor was required.

No further information was received from Messrs. Otto Haas-Sallach until the 21st January when they sent a photograph of a tractor and asked for the parts required to be marked on the photograph and returned to them. This was done and it is hoped that the firm will now be able to identify what is required and to submit a quotation without further delay.

It is hoped that no serious inconvenience is being caused by the difficulty experienced in obtaining a quotation which you will appreciate has been due to the apparent inability of Messrs. Otto Haas-Sallach to identify your exact requirements.

I am, Sir,

Your obedient servant,

The Colonial Secretary,
Port Stanley,
Falkland Islands.

BEB

221
17/1/57
Reply at 156

WGL

151
152
153
154
155

APR 1957

Any further action required

23/8/57

27/8/57

I am directed to refer to your letter of 14th October 1957 regarding the supply of spare parts for the "Rohr" tractor and to inform you that the supply of spare parts for the "Rohr" tractor is being arranged and it is expected that the supply of spare parts for the "Rohr" tractor will be available in the near future.

These vehicles have not been ordered by PWD and I do not require them.

MCS. No further action is required about this as dumper wheels have been adapted for use with the "Rohr" tractor and these wheels have been replaced with new ones so that both the "Rohr" tractor and dumper are working as wheeled vehicles.

27/8/57

3rd September,

57

Gentlemen,

150

I am directed to refer to your letter W/EM3/Falkland Is. 7211 of the 25th February, 1957, regarding a quotation for the supply of rear wheels for a Rohr tractor and to ask you to take no further action in the matter.

I am,

Gentlemen,
Your obedient servant,

(Sgd.) J. Bound.

(COLONIAL SECRETARY.

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

JB/MF

1-0
4/9

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



COLONIAL SECRETARY'S OFFICE
3 AUG 1957
4, MILLBANK,
LONDON, S.W.1.

EM3/Falkland Is. 7211.

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

2nd May, 1957.

Sir,

I am directed to refer to your telegram dated the 26th May, 1956, requesting a quotation for the possible of a rear wheel for a Rohr Tractor supplied to Indent 190/53.

Enclosed is a copy of a letter received from Messrs. Bauer & Welp which is self-explanatory. The quotation promised will be forwarded on receipt.

I am, Sir,
Your obedient servant,

L. Curran

The Colonial Secretary,
Port Stanley,
Falkland Islands.

OT

HC

KIUBU on
456

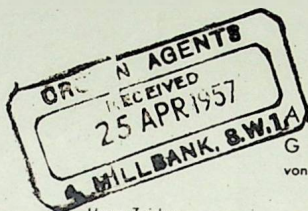
Bauer & Welp O H G



158
COLONIAL SECRET
1957

Messrs.
The Crown Agents
4, Millbank
London, S.W. 1.
England

TELEGRAMME: EXPORTIMPORT AHLENWESTFALEN
BANK: DEUTSCHE BANK A.G. WEST. HAMM/WESTF.
CODES: RUDOLF MOSSE
ABC 5TH AND 6TH EDITION
P. O. BOX 185



AHLEN (WESTF.)
GERMANY
von-Guericke-Straße 8

Ihr Zeichen

Ihre Nachricht

4.3.57

Unser Zeichen

BR. - I.

Datum

23rd April, 1957

EM3/Falkland Is. 7211

Dear Sirs,

We have pleasure to inform you that Messrs. Otto Haas in Sallach / Post Gangkofen / Ndb. passed on to us the last correspondence with your good firm as regards the supply of tractors and spare parts for same.

Please note, dear Sirs, that due to an agreement with Messrs. Otto Haas in Sallach, the present manufacturers of the known RÖHR tractors, with whom we are in a very pleasant and friendly co-operation all direct exports of their tractors and spare parts are being carried through by us. Consequently, we shall be pleased if you would address all further correspondence and communications to us in future and you may rest assured that utmost attention will be paid to all matters involved with this business.

Today, we beg to revert to your letters of the 30th of January and 4th of March enquiring for the driving wheels driving the half track of the formerly supplied RÖHR tractors type 40 R. In this respect, we regret very much being unable at the moment to correspond with your wishes as to submit you an offer for the spare parts in question. These driving wheels had been formerly manufactured by a specialized firm in Western Germany in collaboration with Deutz. Due to the fact, however, that Messrs. Fahrzeugfabrik Landshut, the former manufacturer of the RÖHR tractors went in bankruptcy months ago, also the manufacture of these driving wheels came to a stop. Consequently, there is at the moment no possibility to receive those driving wheels from the manufacturer. Anyhow, we are trying our very best to obtain within the shortest time possible an offer for these wheels and we shall not fail to keep you informed about the further development of our investigations.

Please excuse, dear Sirs, that in this case we are unable to promptly submit you our quotation, which, however, is not within our's and Messrs. Otto Haas' control.

Looking forward to your further favourable news, we remain,

Yours faithfully
Bauer & Welp O H G.

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



159
4, MILLBANK,
LONDON, S.W.1.

EM3/Falkland Islands 7211

24th September 1957

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



Sir,

141
I am directed to refer to your telegram dated 27th May 1956 requesting a quotation for the possible supply of rear wheels for a ROHR Tractor.

159
Enclosed is a copy of a letter which has been received from Messrs Bauer & Welp of Germany from which it will be seen that they hope to forward a quotation shortly.

I am, Sir,
Your obedient servant,

For Secretary

The Colonial Secretary,
Port Stanley,
FALKLAND ISLANDS.

HC/EM

158
To Dept concerned
b
26/x

C O P Y

157
160

BAUER & WELP OHG., Ahlen (Westf.) Germany

13th September 1957

Our Ref. BR.-I.

Gentlemen,

We have still for acknowledgment receipt of your letter of the 11th ult. enquiring whether it will be possible now to submit you an offer for the possible supply of rear wheels for ROHR Tractors 4OR.

In reply, we are very sorry to state, Gentlemen, that it had not yet been possible for us to find out a respective source of supply for the rear wheels of the half-track tractor 4OR formerly supplied. We personally visited that factory that has formerly manufactured those rear wheels. But, unfortunately, their present program covers now rear wheels being of another dimension than the formerly supplied and it would be involved with extremely high costs to have only three or six wheels of the former dimensions especially manufactured.

Anyhow, Gentlemen, we are in connection with another firm here in Germany that also manufacture similar wheels and tracks and we confidently hope that we will succeed in obtaining exactly the required wheels. We shall revert to this matter as soon as possible and meanwhile, we remain,

yours faithfully,
BAUER & WELP OHG
(sgd).....

16
8/10

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



161
4, MILLBANK,

LONDON, S.W.1.

EM3/Falkland Islands 7211

17th March 1958

TELEGRAMS { INLAND: "CROWN, SOWEST, LONDON."
OVERSEA: "CROWN, LONDON."

TELEPHONE: ABBEY 7730.

1421/11



Sir,

141

I am directed to refer to your telegram dated 27th May 1956 and to subsequent correspondence in connection with a quotation for the possible supply of rear wheels for the ROHR Tractor supplied against Indent No. 190/53.

162

Enclosed is a copy of a letter which has been received from Messrs Bauer & Welp of Germany who have been making every endeavour to locate a supplier for the wheels required.

It is believed that at the beginning of December a letter was received from you requesting that no further action be taken in this matter but unfortunately, no trace can be found on our files.

It would therefore be appreciated if you would advise this Office as to whether, in fact, ~~no~~ further action is to be taken in regard to Messrs Bauer & Welp's letter, paragraph 4 (a), (b) and (c), or whether this enquiry is to be abandoned.

I am, Sir,

Your obedient servant,

Mars

The Colonial Secretary,
Port Stanley
FALKLAND ISLANDS.

14/4

HC/EM

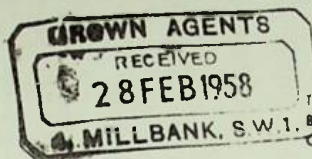
BAUER & WELP OHG.

Landmaschinen

Export-Werksvertretung der **RÖHR** - Traktoren



Messrs.
The Crown Agents
4, Millbank
London. S.W. I.
England



TELEGRAMME: EXPORTIMPORT AHLENWESTFALEN
BANK: DEUTSCHE BANK A.-G. WEST, HAMM/WESTF.
CODES: RUDOLF MOSSE
ABC 5TH AND 6TH EDITION
P. O. BOX 185

AHLEN (WESTF.)
GERMANY
Jahnstraße 1

Ihr Zeichen

Ihre Nachricht

Unser Zeichen

W7/EM 3 Falkland Islands 7211

BR.-I.

Datum 24th February, 195 8

30.1.58

Dear Sirs,

We have still for acknowledgement receipt of your letter of the 30th ult. for which we thank you.

Please excuse the delay in replying to your enquiry as regards the required rear wheels for the formerly supplied half-track RÖHR - tractor, but we tried everything possible in the meantime to find a possibility for submitting you the relative offer.

Today, we should like to inform you that we will be able, Gentlemen, to manufacture those required rear wheels, but it had been impossible for us to find out the details about the dimensions etc. of these wheels, since all drawings etc. are no more available due to the circumstances prevailing at that time, when the former manufacturer of the RÖHR - tractors had been forced to stop all further supplies.

Consequently, Gentlemen, we would like to make you the following propositions:

- a) Please return to us those wheels that became damaged, resp. those wheels which want to be replaced by you in order to find out all the details about the size, dimensions, borings etc. here and to make you the relative offer. - However, Gentlemen, it will be not possible for us to pay the transport costs for returning these parts, with other words, these parts have to be returned to us franco Sallach /Ndb. the place of the present manufacture. On the other side, we shall be prepared to charge only cost prices when supplying the new parts for replacement.
- b) You will be so kind as to make exact drawings of the wheels required with all details necessary for the manufacture. Surely, at your side, resp. at the present destination of the tractor the possibility is existing to make such exact and detailed drawings.
- c.) As for the last proposition it will be possible to equip these half - track tractor with pneumatic wheels and tyres. It will be no difficulty for us to supply these wheels and tyres to have them installed instead of the half track.

RÖHR

- Traktoren haben Weltruf

p.t.o.

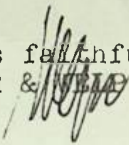
163.

- 2 -

Messrs. The Crown Agents, London, S.W. I. /England.

These will be the only ways, Gentlemen, to settle this affair
and we are looking forward to your early comments on our
propositions.

Assuring you of our utmost assistance, we remain,

yours faithfully
BAUER &  OHG.

Detail from 161.

164

Act

161. Draft of
26m 29/4/58

165

✓ Q

29.4.58.

1421/II

166

30th April,

58

Gentlemen,

161

156

I am directed to refer to your letter EM3/Falkland Islands 7211 of the 17th March, 1958, regarding rear wheels for the ROHR Tractor supplied against Indent No. 190/53 and to enclose a copy of my letter of the 3rd September, 1957, from which it will be seen that no further action is required in this matter.

I am,

Gentlemen,

Your obedient servant,

(Sgd.) J. Bound.

for ACTING COLONIAL SECRETARY.

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

DRM/MF

10 3/6/58

The Falkland Islands Company, Limited.

° (INCORPORATED BY ROYAL CHARTER 1851.) °

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley,

4th August

1958



Sir,

Stanley Peat Supply

We have received a telegram from our London Office advising that the Board is considering the purchase of a Mechanical Peat Cutter at a cost of £5,000.

Before closing the deal we would need to be assured that Government would allot to us the largest possible area of deep peat.

We might, by arrangement, undertake to cut Government's supply, also for others who at present find difficulty in obtaining their annual requirements. The estimated output of the machine is 5 tons dry peat per hour.

* The writer will be away from Stanley this week on the coastwise voyage of R.M.S. "Darwin" but we send you meanwhile the Peat Reports of Mr. C. Ohrstrom from which you will be able to sift out the vital information on the peat areas adjoining Stanley. Kindly treat these in strict confidence, particularly in view of the fact that Government made no contribution towards Mr. Ohrstrom's expenses.

I am,

Sir,

Your obedient servant,

A. G. Barton

Manager.

The Honourable

The Colonial Secretary,

Stanley.

* Encls. ret'd to Mr Barton 11/8/58 R.

1108

46

Mr. Barton mentioned some months ago in ExCo that the FRC were considering mechanical peat cutting.

107

The attached letter and enclosures have now been recd.

The allocation of the peat banks will have to be carefully considered. I propose initially to get a plan from the S.W.D.).

✓

peat office showing existing allocations and then compare the unallocated areas with Ochostron's report on peat banks around Stanley.

If the machine can cut brownmunt's peat, all well and good. There is the question of price to consider.

It is a little early, however, to see what the implications may be and the first step appears to be a survey of unallocated banks.

6/8/58

109

7.8.58

11-21/II.

9th August, 58.

To: Officer-in-Charge,

From: Acting Colonial Secretary,

Public Works Department, (Office),

STANLEY.

Peat Bank Rules.

It is understood that the above-named Rules are not being complied with in as much as there is no list of banks allotted to dwelling houses in Stanley (Rule 3 (a)). A list in accordance with this Rule is to be prepared by the Peat Officer forthwith.

2. The Peat Officer should also prepare a map in large scale showing, in red, all banks that have been allotted to dwelling houses, companies, firms and Government and showing, in green, banks that have not been allotted. Each allotted bank should be numbered and the number is to coincide with the number on the list to be prepared in accordance with Rule 3 (a). It would be of assistance if the Peat Officer could show on the unallocated banks the various depths of peat. Existing roads and tracks to the banks should also be shown on the map.

(Sgd.) S.G. Trees

ACTING COLONIAL SECRETARY.

SGT/LJH.

171

Letter. I discussed No 7 with Mr Barton.

The Keiths Othostrom's map was sent to London office. The machine will arrive for this coming peak season - if it comes at all. Mr B. is asking for more particulars of the machine as he wants to work out costs.

S. 11/8/58

172

BU. 15/9/58 for 170

Letter The tracing in the envelope at 170 has been bought by Mr Barton. It shows the results of various tests made by Othostrom on pearl deposits and should be read in conjunction with 115.

S. 16/8/58

173

W.R.T.

W.R.T. 170. The Real Office is not competent to produce a suitable map showing allotted pear banks. The only plan in existence was made by the Executive Engineer in 1917 and is now very much out of date. The surveyor may be able to advise BU when Mr Evans returns to Stanley.

J. 22/10/58

BU 7/11
24/11
30/12/58

174

N.E.A. Pro tin

24/11

30/12/58

175

Nos

167 - onwards.

This appears to have died - l.s.d. l.?

3/11/59.

T.A. proton

24/11

24/11/59

5/12
BU 31/1/59

7th October,

65

Dear Sir,

Post Machine

I refer to your suggestion that this machine might be of some use to Government.

I regret to say that as far as this season is concerned we cannot be interested. When the Government Post Officer returns from leave I will look into the matter again.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

The Manager,
Falkland Islands Company Limited,
STANLEY.

See 177

He returned on the John
Biscoe
12. 12. 65

177

Rbg Slw.

The Peas Office is to provide a
detailed report for Ex. Co.

Si.

7/12

the return of the
23 11 7

178

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING FORTSTANLEY" VIA RADIO.

WHY/SRP

The Colonial Secretary
STANLEY.



Stanley,
3rd June, 1966

Dear Sir,

Peat Cutting Machine

176 With reference to your letter of 7th October, 1965, reference 1421, we wonder whether you have given further consideration to the possible use by Government of the Peat Cutting machine owned by the Falkland Islands Company Limited.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "J. Young", written over the typed name of the Colonial Manager.

Colonial Manager.

See 181

1421/II.

179.

10th June,

66.

To: The Superintendent,

Public Works Department,

From: The Acting Colonial Secretary,

STANLEY.

Peat Cutting Machine

The Manager of the Falkland Islands Company has suggested that the machine owned by them might be of use to Government.

Would you and the Peat Officer have a look at it and then discuss its possibilities with me.

(Sgd.) W. Gleadow

ACTING COLONIAL SECRETARY

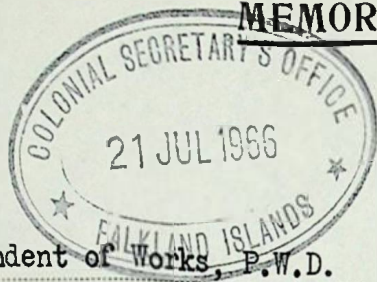
Reply at 180

BW 14.7.66

~~14~~

No. PWD 010

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



MEMORANDUM

21st July, 1966.

From: Superintendent of Works, P.W.D.

To: The Acting Colonial Secretary,

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

Peat Cutting Machine

179 With referece² your letter 1421/II. dated 10th June, 1966.

I have discussed with the Peat Officer the possibility of using the machine owned by the Falkland Islands Company for cutting P.W.D. peat.

He informed me, that having seen the machine in operation it would be of no value to P.W.D.

S. Leung
Supt. of Works.

22nd July, 66.

Dear Sir,

178 Thank you for your letter of 3rd June on the subject of your peat cutting machine. The Superintendent of Works advises that no use could be made of the equipment by Government.

Yours faithfully,

(Sgd. L Gleadell)

ACTING COLONIAL SECRETARY

The Manager,
Falkland Islands Co. Ltd.,
STANLEY.

TB

Pa

183.
182.

EXTRACT FROM MINUTES OF A MEETING OF THE DEVELOPMENT COMMITTEE
HELD ON 25TH JULY 1968.

7. MACHINE CUTTING OF PEAT

Mr. Hills told the Committee of experiments that he had carried out with various forms of machinery in an effort to find something that would satisfactorily cut peat. Members were of the opinion that peat was still the cheapest form of fuel in the Colony and that a machine which would cheapen the cost of obtaining it would be extremely beneficial. After much general discussion it was recommended that Government should enlist the aid of the Ministry of Overseas Development in discovering whether a suitable machine existed or could be devised by an engineering firm in Britain. The question of the whereabouts and condition of the Government peat-machine was also raised.

182.162

19th August, 68.

Superintendent,

Colonial Secretary

Public Works Department.

Peat Machine at German Camp.

The other day when you were with the Governor he looked at the old peat machine and he now suggests that Mr R.W. Hills be invited to look at it to see if anything can be made of it. Please proceed and report in due course.

(W.H. THOMPSON)
COLONIAL SECRETARY

SC

Reply at 185-

Recd. 19. 9. 68.
30. 9. 68

184

5th September, 68.

This will be the first official letter to you after your return from leave and is only a hint of the paper bombardment yet to come.

I gather that you have seen an "admirable" peat machine on display in the north of Scotland. Would you be so good as to let us know something about it?

(W.H. THOMPSON)
COLONIAL SECRETARY

The Hon. Mr S. Miller, J.P.

No. PWD 009.

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

MEMORANDUM



30th September, 1968. 185.

To: The Colonial Secretary,

From: Superintendent of Works, P.W.D.

STANLEY.

Stanley, Falkland Islands.

SUBJECT:-

Peat Cutting Machine.

Your ref. 1421/II Folio 183.

Mr. R.W.Hills and I inspected the machine, and Mr. Hills commented that he would be speaking to the Governor with view to the potential use of the machine before giving his final views, as to whether the cost of rebuilding it would be worth it or not, I prefer to go along with that at the moment.

Supt. of Works.

T. Royans

EXTRACT FROM MINUTES OF MEETING OF DEVELOPMENT COMMITTEE HELD ON
17TH OCTOBER 1968.

1421

(g) Peat-cutting machinery - Mr Miller told the Committee about peat-cutting machinery he had seen on his recent visit to Britain. The Committee then discussed the equipment and its possible use in the Colony and saw plans of the McConnell Power Arm with newly-developed attachments.

Pa
1.2