

C.S.

PORT & MARINE.

HARBOUR.

NAT/GEO/1#10

1933.

No. 107/33.

198

Harbour Master.

SUBJECT.

1933.

Previous Paper.

SUGGESTED SURVEY OF STANLEY HARBOUR BY  
ADMIRALTY.

107/36

MINUTES.

SEE INSIDE.

Subsequent Paper.



Harbour Master.

For your information. Will you  
kindly inform the Falkland Is. Coy, Ltd.  
accordingly.

Mr. Craigie Harbour  
17. 5. 33

S. C. S.

The Falkland Islands Company Ltd have  
been informed accordingly. (3)

Edw. 12/10/33  
Harbour Master  
18 May 1933

Despatch to  
to Lewis

Despatch to S of S No. 90 of 19/5/33

(4)

YH

Despatch for favour of signature.

Mr. Craigie Harbour  
as C. S.  
15. V. 33

P.A.  
22/5/33

S. of S. Despatch No. 93. of 15/9/33.

5.

YH

Submitted.

C. J. Geo.  
14/10/33



C.S.O. No. 107/33.

Inside Minute Paper.

Sheet No. 1.

Hon. Col. Sec.

This looks as though we  
shall have to pay passage  
and salary of a retired  
Surveying officer. I will  
speak to Hon. Mr. Young about  
the matter, meantime circulate  
to members of Ex. Co.

to CH

16. x. 33.

Hon. G. M. O.

J.M. 17. x. 33

Hon. G. Roberts.

C.M. 18/10/33.

Circulated accordingly.

C. J. J.  
for C.S.  
17/10/33

J.M. 17/x/33.

Hon. Col. Sec.

Noted and returned.

W. Roberts.  
18/10/33.

Hon. G. J. Dillon.  
Circulation.

C. J. J.  
30/10/33.



Extract from minutes of meeting of Executive Council  
HELD ON the 31st of October, 1933.

The Council after discussion agreed that the Colony could not at the present time afford to bear the heavy expenditure which would be necessary to carry out such a survey and recommended that the Secretary of State for the Colonies should be approached with a view to the possibility of detailing the R.R.S. "Discovery II" for the work.

*C. J. Deane*

Clerk of the Executive Council.

*Despatch to S. of S. no. 156 of 10/11/33.*

(6)

*Harbour Master*

*to note*

*C. J. Deane*  
*for Sec.*  
*13/11/33*

*Hon Sec*

*Notes.*

*Ord Sec*  
*for Sec*  
*13. XI. 33*

*P. H.*  
*14/11/33*

*S. of S. despatch no. 101 of 16/8/34*

*14-8.*

*It. Submitted. Para. 3 of recd*  
*⑧ is satisfactory particularly as*  
*it appears from recd ⑤ that*  
*this colony was to bear the*  
*expense.*

*MCH*  
*at C.S.*  
*22.9.34.*

*22.9.34*

*Harbour Master*

*To see.*

*MCH*  
*at C.S.*  
*24.9.34.*

*Hon Sec.*

*Thank you.*

*for Sec*  
*25*  
*14-34*  
*P. H.*  
*25/9/34*



9-13. S. of S. despatch no. 14 of 29/1/35.

*JH.*  
 We have a Sautab launch in the "Penguin" and also a crew so I do not think that we need accept the offer of the "Discovery" Committee.

I note that the Admiralty will supply a Surveying officer as a charge to Naval funds. Beyond coal for launch and perhaps an extra hand the Colony will be put to comparatively little expense. I consider the "Penguin" preferable to the motor launch offered.

*MCH*  
 29. 5. 35

I would like the question to be examined further vide para 2 of 14. des. no. (6) and please speak.

*W. H. H.* 1/4  
 I should have exclaimed that in 1933, I consulted Captain Alexander R. N. of the S. S. "Dumfries" who told me that



a number of small boats would  
be required and he did not  
think "Penguin" would be  
suitable. Since red (C) was  
sent I ascertained that where  
there was no limited time  
for survey, "Penguin" would suit  
but that one or two small  
boats would be required as well.

MCH  
2. 4. 35

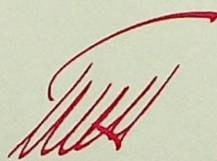
YE

I spoke with J. this morning.  
If the launch offered is free  
of cost other than transport charges  
then it would be an advantage to  
have such a boat available.

MCH.  
2. 4. 35

Is it possible to get any estimate  
of what it would cost us to run the launch?  
If the Penguin's crew could be used  
well and good but can the engineer run  
a motor?

I am particularly anxious to have a  
seafaring despatch boat and this might meet  
requirements though it is really too slow.

 11/4/35



Harbour Master

Will you please state.  
Hs. Coy would no doubt assist  
as they run a boat somewhat  
similar in size.

2. I should think the  
Engineer "Penguin" could run this  
boat without any trouble. Please  
ascertain.

MCH  
CS.

11. 4. 35

Yours Col Sec.

It is estimated that fuel  
consumption would be about 10 gals.  
per day of 8 hours, cost approximately  
£1 - 5 - 0. Added to this cost of  
lubrication would not exceed 10/- per  
running day. £2 per day (of 8 hrs)  
would cover fuel & maintenance in running  
order.

2. The Engineer of the "Penguin"  
would be able to run the boat. I understand  
that most of the motor-launches on HM Ships  
have 'Parsons' engines fitted, and when  
~~and the next~~ a warship next visits the Colony  
the Engineer of the "Penguin" would have  
an opportunity, no doubt, of having a  
little experience & advice in this connection.

W. J. H. H. H. H.

12. 4. 35



JH.

1. It is estimated that working  
cost per day for oil would be  
about £2. as against 11/6  
for "Penguin" viz statement  
attached.

2. The Engines of "Penguin"  
could run the motor.

3. I fear that the boat  
which is only 25 feet in length  
would be too small for a  
sailing despatch boat except  
perhaps in very fine weather.

4. For survey work the  
boat would probably only be  
running two or three hours  
a day which would bring  
the cost down to about 14/.

McH  
CS.  
15. 4. 35

Will you please inform the F.I.C of  
the offer and enquire whether having regard  
to the value of further survey work in these  
islands the Coy would bring the "Alert"  
for S. Georgia on ~~the~~ the next trip of  
the S. Georgia for of course at a  
nominal cost

18/4/35



(14) Letter to Managers. F.S. Co. Ltd 17/4/35.

P.A.  
18/4/35

15. Letter from Acting Harbour Master of 13-9-33.

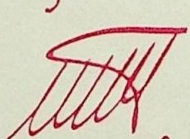
16. Telegram from Soff. No. 38 of 15/4/35.

(17) Letter from Managers. F.S. Co 20/4/35

Jh. Submitted. The offer is reasonable. The S. of S. requires a telegraphic reply as to whether the launch is required or not. Draft telegram put up, also despatch. mch  
es.

23. 4. 35

App. and the Coy. o.w. be  
cordially thanked

 23/4/35

(18) Telegram to Soff. No. 27, of 24/4/35.

19-20 Despatch to S. of S. No. 59 of 24/4/35.

Jh. Despatch submitted for  
Signature. mch  
es.

24. 4. 35



in telegram to  
South Georgia

of 15/6/35.  
A.I.H. 25/4/35.

Telegram to Magistrate, South Georgia of 17/6/35. 21.

1. H.  
17/6/35

Minute from Magistrate, South Georgia of 18/6/35. 22.  
\_\_\_\_\_ do \_\_\_\_\_ 3/7/35. 23-24.

Harbour Master,  
to note.

A.I.H.  
for 16/7/35.

Hon Col Sec.

The "Alert" was received on the 15th inst, and has been placed on the Slipway.

2. An examination reveals that the boat leaks badly & will require caulking.

The engine is full of water and the engine spares are rusty. I understand that the boat has not been in use for two years or thereabouts.

For the Master  
16. 7. 35



Yh.

Submitted. I fear that unless prompt steps are taken to see to the engine it will soon become useless. The engine driver of "Penguin" has had no experience of motors and it would probably not be advisable to allow him to take the engine apart.

2. Perhaps the F.R. Coy would allow their Engineer, Mr. Thomson to inspect the engine and furnish a report of what is required.

3. The hull requires attention. Perhaps Mr. Master could ascertain cost of putting it right.

MCH  
CS

18.7.35

For action as advised

~~TH~~

18/11/35



Letter to Manager, F.I.C., of 19/7/35.

(26)

Harbours Master,

To see red 25, and  
for action on para: 3  
of my minute overleaf.

MCH.  
CS.

19.7.35

Letter from Manager, F.I.C., 20/7/35 (26)

Harbours Master.

To note red 26.

MCH.  
CS.

22.7.35

Hon Col Sec.

Noted. The cost of repairing  
the hull & making the boat water tight is  
estimated at £10 — £15; in this connection  
I submit that two or three tenders be procured,  
and with this end in view I have obtained  
from Mr Jm Thomson the names of certain tradesmen  
who will put in their prices.

W B L  
for the Master  
24.7.35

Letter from Supt Engineer.  
F.I.C. 24/7/35.

(27-29)

Hon. Master

To note red 27-29

W B L  
for the Master  
24/7/35



Hon Col Sec.

A copy of the report (28-27) has been taken & retained.

With regard to the repairs necessary to make the hull watertight please see my minute of 24.7.35. In this connection I beg to state that only one quotation has been received (enc. 30) to date

*Edw. J. H. H. H.*  
26.7.35

Report of Mr J. H. Thomson, Supt. Engineer H. Co. submitted. I will ascertain through the Harbour Master whether Mr Kelway can carry out the recommendations set out in the Report.

2. With regard to the hull of the boat, Mr J. H. Thomson recommended C. F. Thompson for this work. The offer red (30) might be accepted for the sum of £11. Materials required to be supplied by the Govt. MCH

27.7.35 C.S.



H.C.S. It would I think be best to  
refer this to the D.P.W. for advice

*W.H.H.* 27/7/35

Director Pub. Works.

Ref 30 referred accordingly.  
please.

*mcH*  
*cs.*  
27. 7. 35

Hon. Col. Sec.

The estimate given by Mr. C. F. Thompson  
is reasonable. I recommend it be  
accepted. The Govt to supply the  
materials.

*C. Roberts*  
31/7/35.

*J.H.* Submitted.  
*mcH*  
*cs.*  
31. 7. 35

App<sup>d</sup>. *W.H.H.* 31/7/35

Minute from Hbr Master 29/7/35 (21)



YH  
Special Warrant for  
£50 submitted. A round  
figure is applied for in case  
there are any further expenses  
in connection with the Survey  
of Stanley Harbour before  
the close of the year.

mch  
CS  
1.8.55

S. W. 17/35 for £50 appd and  
Signed by H.E. mch.

Harbour Master

Please note approval for  
work to be done by Mr C. F.  
Thompson. Gov. to supply the  
materials.

2. For Mr Kelway.  
Enquire from "Penguin" carrying out  
the recommendations of Mr  
J. M. Thomson.

mch  
CS  
2.8.55



Hon Col Sec.

Red 32

Para. 1 of your minute of 2.8.35 noted. The work... will be put in hand immediately. Copy of contract filed herein.

2. The engineer of the "Penguin" is busy overhauling the engine & carrying out in general the recommendations of Mr J.M. Thomson, without difficulty.

And for Harbormaster  
4.8.35

Harbours Master.

Thank you. Kindly report when work is finished and boat ready for a trial run.

MCH.  
CS.  
6.8.35

Paper received  
7/8/35

Telegram from S. & S. No. 66 of 6/8/35.

33.

Harbours Master

Please see red 33 and state when it is anticipated "Alert" will be ready for use.

MCH.  
CS.  
7.8.35

Hon Col Sec.

The "Alert" should be ready for use in a month's time - say about the 7th of September.

And for Harbormaster  
7/8/35



It is expected that the  
"Alert" will be available  
about the first week in  
Sep<sup>r</sup>. Reply accordingly  
to (33)?

mch  
cs  
8.8.35

Please - better say now in Stanley

under ~~ttttt~~ 8/8/35  
repair will be  
available etc "

34. Telegram to S. of S. No. 54 of 8/8/35.

Harbours Master

To note.

mch  
cs  
8.8.35

Don Collec.

Noted.

Ans. R. L. S.  
for Col. Sec.  
Harbours Master } 9/8/35

PA  
9/8/35



Telegram from S. of S. No. 83 of 10/10/35.

(35)

Yh. Submitted. The "Alert"  
is ready for surveying work.

MCH  
CJ  
11. X. 35

I cannot find Commander Hukohis' name on the retired list.

Will you please have arrangements made for him to be met and for his accommodation on arrival and that of the surveying recorder

~~TTTTT~~ 11/X/35

Letter from Engineer. Hukohis 11/10/35

(36-9)

Yh. Arrangements will be made as instructed by Yh. I am not sure whether accommodation for the surveying recorder should be at the same place as that for Commander Hukohis?

2. Report by Supv. Engineer on M. L. "Alert" Submitted. M<sup>r</sup> Thomson recommends that certain engine spares should be obtained. I will ascertain cost.

MCH  
CJ  
14. X. 35

yes M.



C.S.O. No. 107/33

Inside Minute Paper.

Sheet No. 9

H.C.S.

I have no doubt that the surveying member will be of the Petty Officer class and accommodation should be provisionally arranged accordingly.

By turning Q X into O X the decoder or the tel. office has turned Hutchinson into Huluhinson. The former is the officer's name.

~~Will~~ 14/X/35-

The error was not in C.S. office but would appear that the error was in the coding.

mch  
ed  
14. X. 35-

Harbours Master.

With regard to parts recommended in 36-7, can you please prepare a list showing estimated cost.

mch

ed

14. X. 35

Done.  
awb  
15.10.35

Kindly pass on to cover ref (39)  
mch



Hon Col Sec.

Prices are not available at present but a "Parsons" catalogue &c. with price lists, is expected by the mail next arriving. A list, with costs of spares, can then be rendered.

I understand from the Engineer of the "Penguin" that there are several other spares required, in addition to those mentioned in the report (enc. 36-37). These will be included in the list.

Cd  
for Harbour Master

15. 10. 35

Letter to Manager, Falkland Islands Co., Ltd., 16/10/35.

(40)

B.f. 1. XI. 35  
Mch. 17. X. 35

- Hydrographic Instructions to  
Capt Hutchinson. R.N. (Rtd)

(41-4)

Director Public Works.

An officer has been placed at the disposal of Captain Hutchinson R.N. in this Dept., but he would like the panes taken off the windows so as to secure more light. The small stove also requires to be examined and perhaps the room could be cleaned.

2. Will you kindly cause these matters to be attended to as early as possible please.

MCH

28. X. 35



C.S.O. No. 107/33

Inside Minute Paper.

Sheet No. 10

Hon. Col. Sec.

The office will receive attention.  
Capt. Hutchinson requests that this  
Dept. should make and fix a  
tide gauge for his work, there  
is also the question of transporting  
his stones and I believe several  
other small jobs required.

Have I authority to carry these  
out please? In the event of  
approval, I submit that the  
Head of Charge may be furnished.

A. Roberts  
D.P.W.  
28/10/35.

Yr. In the first place all  
expenses in connection with the  
Survey might be charged to  
Advances - Admiralty, Survey of Stanley  
Harbours.

Perhaps the attached draft  
tetyram might go to the  
S. of S.

hch  
29. X. 35.

29/11



Minute from Capt Hutchison <sup>30/10/35</sup> (45-7)

Telegram to S. of S. No. 66 of 30/10/35. (48)

Director Public Works.

Work required to be done  
for the Surveying Officer may  
be carried out. Expenses should  
be charged to Advances - Admiralty,  
Survey of Stanley Harbour.

Please pass to Hon. Treas  
to note and for early return, please.

WCH  
— C.S.

31. X. 35-

Hon. Col. Treasurer.

Noted, and passed  
to you please

R. B. J. J.  
21/10/35

Hon. Sec. Secretary

Noted. Thank you.

W. B. J. J.  
Hon. Col. Treas.

31. 10. 35-

J.R.

I would submit for J.R.'s  
consideration that an Advance  
Warrant for £100 be submitted  
in the name of Captain Hutchison R.N.  
as Advances - Admiralty.

Captain Hutchison will then  
certify all payments. I am of  
course quite ready to carry  
out the management of such  
advances myself but as this



C.S.O. No. .... 107/33

Inside Minute Paper.

Sheet No. .... //

Office is already badly short-staffed through the P.C. acting as Col. Postmaster and one of the Clerks acting as Clerk to the H.R. Committee, I think it preferable that the advance should be made to and accounted for Captain Hutchinson.

h CH  
CS  
1. XI. 35

Certainly This shd. be treated exactly  
as an Imprest Warrant

11/11/35

Yr. Advance Warrant for  
£100 Submitted.

h CH  
CS  
1. XI. 35

11/11/35

Hon Col Treasurer

To note & withdraw  
adv/warrant 6/35 please.

11/11/35



Don C. Sec.

Advance to 6/35 withdrawn

Out of 1000

2. 11. 35

Letter to Capt. C.A.G. Hutchison of 5/11/35.

(48)

P.A.

MCH

Letter from Capt Hutchison RN. 6/11/35

(50-51)

Director Public Works.

I have you any man in  
the Public Works who could  
drive the engine of the "Penguin"  
if required, or the motor  
engine of the "Alex."

Presumably extra deck  
hands could always be obtained.

MCH

CS  
6. 11. 35

Copy  
received 7/11/35

Letter from Capt Hutchison 7/11/35.

(52)

Minute to Chief Constable of 7/11/35.

(53)

Supr. of Education, 7/11/35.

(54)



Hon. Col. Sec.

I suggest L. Richards as  
being a seaman and capable  
of acting as engineer for  
the "Penguin" or "Alert".

C. Roberts.

D.P.W.  
11/11/35.

(33) Minute from Capt. Hutchison (Undated)

Y/h.

Red 51 submitted. So far  
as I can see there should be  
no difficulty.

From reads 9 and 20 it  
would appear that all this Gov.  
has to do is to provide the  
m. L. "Alert" together with a crew,  
and fuel. I consider that  
the ordinary crew of the "Penguin"  
is sufficient for the "Alert" i.e.,  
Pilot, deck hand and Engine-drivers.  
I think the intention was  
that Gov. would provide the crew  
to work the boat but not  
a crew to perform surveying.



work. If the Surveying officer  
requires extra hands to carry on  
survey work then I think they  
should be employed at Admiralty  
expense. I agree that the  
crew of Penguin if employed on  
"Alert" should not be required  
to work on shore carrying  
surveying instruments about.

Temporary arrangements for  
running Penguin could be made  
when she is required. Discover the  
Stewards is a very experienced  
seaman and would be in  
charge. A temporary deck hand  
could be got also a drummer, but  
I see no reason why "Alert"  
should not be used when required  
as doubtless the Surveying officer  
could arrange for other work during  
the few occasions Govt. would  
require the launch.

MCH  
—  
Ct.  
12. XI. 55

Please inform Captain Hutchinson  
that the Swt. launch Penguin and  
crew are required for Swt. service  
including any use on not more than  
four or five days in any month and  
that there does not appear to be any



Reason why any case of conflicting requirements should arise as all interests can be served by amicable

adjustment. However as an <sup>and of his better</sup> ~~to meet the conflicting interests~~ <sup>the</sup> ~~addition of~~ <sup>will</sup> ~~safekeeping~~ <sup>of his better</sup>

engage the services of an ~~expert~~ <sup>separate</sup> ~~enquire~~ <sup>enquire</sup> for the Alert who will always be at Capt. Hutchinson's disposal.

2. Add that the Government's financial commitment is limited to the provision of a crew to man the launch when required for survey purposes and does not include the provision of <sup>labours or</sup> one or more headmen. Men for this service can be procured at <sup>advisably</sup> ~~cheap~~ <sup>charge</sup>.

3. ~~Separate act~~ <sup>of (S-2) expressing</sup> ~~regret~~ <sup>regret</sup> ~~as in that action has been~~ <sup>as in that action has been</sup> ~~taken to prevent recurrence.~~ <sup>taken to prevent recurrence.</sup>

The special attention of the ~~Common Range~~ <sup>Common Range</sup> should be drawn to this. S.O. sec. 43 of S.J. Ordinance

be drawn attention <sup>to the people?</sup> ~~to the people?~~ 12/12



Telegram to Secretary, Admiralty, of 12/11/35. (56)

Letter to Capt. Colin Hutchinson, of 13/11/35. (57)

Minute to Common Ranger of 13/11/35. (58)

Copy of notice for publication in "Penguin" (59)

Telegram to Magistrate, South Georgia, 14/11/35. (60)

Harbour Master.

Capt. Hutchinson R.N. informed me  
that he understands that certain  
spares for the "Alert" were at S.  
Georgia. Res 61 has accordingly  
been sent to the Magistrate, S.G.

MCH c.s.

14. XI. 35

Telegram from Secretary, Admiralty of 14/11/35. (61)

Hon C.S.

Please see page 63.

J. Tr.  
19/11/35

Minute from Hbr. Master 19/11/35. (62)

1/4.

Res 63 Submitted.

2. In the first place the "Alert" was  
brought here especially for survey work  
and I think the Surveying Officer  
should use that boat and not the  
"Penguin."

3. On his arrival here Capt. Hutchinson



Saw me and said that he considered the "Penguin" better suited for his purpose for work in Port William particularly in rough weather. I informed him that all assistance possible would be given and that it was a matter of arrangement.

4. It is necessary that the Harbour Master should at all times be consulted regarding the use of the "Penguin" and should the Surveying Officer at any time require that launch he should notify and arrange with the Harbour Master. Perhaps I might so inform Capt. Hutchinson at the same time adding that no alterations to either launch may be carried out unless authorised by the Harbour Master.

5. J.R. has authorised the engagement of an engineer for the "Alert". The question of funds arises. There <sup>are</sup> no funds available and the cost will have to be charged to Harbour and covered by a S.W.

McH  
 19. XI. 55

20/11/35

McH

Yes please

Yes



Minute from Mr. Master 20/11/35 (65)

Letter to Capt. C. Hutchinson, of 21/11/35. (66)

Harbour Master.

Your minute red 65, /  
Confirm action taken.

2. To note red 66, please.

3. Will you kindly arrange  
to obtain an engineer for the "Alert"  
and in due course submit your  
recommendations regarding him to  
be charged to.

A Mr. Alex Steel enquired at this  
office regarding such work - he  
might prove suitable.

mc + 1  
ct  
21. XI. 35

Telegram from Magistrate St. 20/11/35 (67)

Hon. C. S.

Red (66) has been noted with thanks

2. Mr. T. C. para 3 of your minute of 21<sup>st</sup> Nov.  
- please see the minute by the D. P. W. on p  
sheet 12.

3. I have seen the D. P. W. today and, subject  
to your approval, have arranged that Mr. L.  
Richards should be employed as  
Engineer on the "Alert" when the "Penguin"  
is required for duties other than Harbour Survey.

4. Mr. L. Richards is regularly employed by  
the P. W. D. but will be released and  
paid by the Harbour Dept. at the rate of 1/6  
per hour while employed on the "Alert"  
This arrangement seems suitable &  
is the most economical.

5. I shall inform Mr. Alex Steel that a  
regular employee in the Gov. Service  
will be engaged on the work for which  
he applied & that therefore no vacancy  
exists.

J. Harbour Master

21/11/35.



Harbour Master.

I concur with the action taken  
by you.MCH  
—  
CS.  
22. XI. 35

Hon. Col. Sec.

to. v. to you minute of  
14. X. 35 (sheet 9) I beg to forward  
list of spares required for the M.L. "Alert".  
Prices have been taken from  
catalogue supplied by the makers.

J.  
Ha. Lash  
—  
23. XI. 35

Harbour Master,

Will you please prepare  
Indents. The CA's can be told  
that the charge is not to be  
made until 1936.

MCH  
—  
CS.  
24. XI. 35

None. Has been  
Indents submitted. Some spars  
are urgently required and a letter  
asking that a cable be sent to the  
Crown agents is at (68).

J. Harbour Master  
27/11/35

Offici

For telegram please

MCH  
—  
28. XI. 35



Telegram to Crown Agents of 29/11/35.

(69)

Harbour Master.

To note.

MCH  
—  
CS.

29. XI. 35

Hon. C.

Noted. Thank you.  
of Harbour Master  
29/11/35

Harbour Master,

Will you kindly furnish an  
Indemnity confirming the telegraphic  
Indemnity.

MCH  
—  
CS.

2. XII. 35.

Paper  
recalled  
10/12/35

Minute from D.O. 10/12/35.

(70)

Director Public Works.

Work may proceed and  
Cost charged as you suggest.

MCH  
—  
CS.

11. XII. 35

Hon. Col. Sec.

Noted.

C. Roberts.

D.P.M.

12/12/35.



(71)

Letter from Capt. Hutchinson 14/12/35

Yr. Impresc Warrant for £25  
Submitted in accordance with the  
request of Captain Hutchinson R.N.

MCH  
Ct.  
14.12.35

*Full* 18/11

4/2-4/3

S of S despatch no: 124 of 31/10/35.

Yr. Submitted. No reply has  
been received to red 48. Expenses  
in connection with the Survey  
continue to be charged to "Advances-  
Administrative".

2. The despatch has arrived  
somewhat late as I believe  
Comm<sup>d</sup> Hutchinson has already  
made payments to the Surveying  
Records. Extract from the  
despatch regarding this might  
be sent to Comm<sup>d</sup> Hutchinson?

MCH  
Ct. 18.11.35



H.C.

Yr's plan. And reply to despatch  
drawing attention to my telegram of  
the 30: of October and saying that the  
Admiralty do not appear to have made  
any arrangements for the cost of the survey  
apart from paying the emoluments of the  
Surveyor and the recorder, although  
the commitments of the Colony were  
restricted to the provision of a launch with  
crew and running expenses of the craft. I  
regret that the ~~present~~ financial condition  
of the Colony does not allow of expenditure on this service  
beyond the above limit and I trust that  
the Admiralty will be good enough to adjust  
the advances already made to Captain Hutchinson  
~~amounting~~ amounting to ? pounds and will  
arrange for further payments as necessary  
for the wages of leadmen, office requisites and  
all incidental expenditure.

*[Signature]* 18/XI/35

Letter to Capt. C.A.G. Hutchinson, R.N. (Ret.) of 20/12/35. (74)



(75)

Letter from Capt Hutchison 27/12/35

26/12/35

(76)

Harbour Master,

In favour of your  
observations and recommendations,  
please.

MCH  
CJ

28.12.35

Hon. Colonial Secretary.

The following comments are  
submitted on Reds. Nos. 75 and 76.

2. Re. (75) Captain Hutchison should forward a certificate to this office stating the amounts paid to Surveying Recorder Ernest J. Fripp on receipt of which arrangements will be made for all future payments to be made from this office.

3. Re. (76). While (10) states that the "Alert" was specially designed for service in rough water and amongst ice and on (11) it is mentioned that the "Alert" is a seagoing motor launch which was built for the surveys in South Georgia conducted by Lt. Commander J.M. Chaplin R.N. over a period of twelve months, the methods adopted in carrying out the two surveys differ.

4. The surveys in South Georgia were, I understand, carried out entirely by sounding machine, whereas, the soundings in connection with the survey of the Stanley Harbours are being carried out with leadsmen, by which method more detailed information is obtained.

5. By employing leadsmen Captain Hutchison informed me, ~~that, it was~~ necessary to erect platforms. These platforms are inclined to make the launch top heavy with the result that extra ballast is now required.

6. At (7) the Secretary of State stated that, as soon as circumstances permitted the survey of Stanley Harbour would be undertaken as a charge against Naval funds, and, apart from para 2 of (13), I consider ~~the~~ all charges, except those referred to in (48), should be charged to Naval funds.

7. In order that the actual expenditure of this Government should be shown clearly in the accounts of the Colony I suggest that all expenditure, including the salaries of the Harbour Department Staff (Whilst employed on Survey work) be shown under a new Sub-Head and that the adjustments be made at the end of the financial year.

Colonial Treasurer.  
30th December, 1935.



Letter to Capt C.H. Hutchison 31/1/35 (77)

Hon. Col. Treas and  
The Master.

To note 77. please.

2. Will you kindly arrange for the ballast to be obtained for the "Alert." Perhaps in the Dockyard there is some suitable material for ballast instead of purchasing lead. I agree, cost if any to be charged to Admiralty.

3. I concur with your para: 7.

MCH  
C.S.

31. 1. 35

Hon. C.S.

There is no lead available in the Dockyard and iron would be unsuitable for the alert as she is copper fastened.  
2. as you agree that the charge should be made against Admiralty funds I suggest that Capt Hutchison be informed accordingly that the purchase of ballast be arranged by him: at the same time I suggest that Capt Hutchison be informed that the boat is not being provided by this Colony & that our commitments are strictly confined to the cost of providing a crew & fuel.

J.H.M.

11/1/36.

J.H. Submitted. I am of opinion that the cost of ballast should be paid for by the Admiralty. Obviously the launch would not require the ballast but platforms have been erected for seamen which necessitates additional ballast.

MCH  
C.S.

2.1.36

Will you please ask Captain Hutchison that I will be glad if he can make it convenient to see me on this at any time that can be arranged if he will telephone to The Private Secretary ~~11/1/36~~ 31/1/36

Informing  
MCH  
2.1.36



C. S. 107/33

Sheet 18

(78-9) Despatch No. 1 to Sept 1/136.

Yh. Despatch submitted. I have taken the liberty of altering the wording slightly as regards advances. The arrangement regarding advances made on behalf of Govt. Dept. in the M.H., is that they should be claimed quarterly through the C.A's. - the claim being supported with vouchers.

2. When I spoke to Captain Hutchison today he appeared to consider that the Govt. had failed to provide a boat's crew. He mentioned Mr. B. Ratcliffe to whom he drew attention in red 51. but so far as I understand Mr. Ratcliffe is a deck hand and is not expected to do the work of a boatsman for which he is considered too old. I am not quite clear as to what Captain Hutchison really wants.

MCH  
13  
S. I. 56.



H. C. 1.

- Captain Hutchinson was unaware of the S. of S. despatch 107 of the 16 Aug. 1934. He says that this completely clears the air. His own instructions were limited to what the Admiralty undertake as ~~set out~~ <sup>set out</sup> to us in des. 134 of the 31<sup>st</sup> of October. It is quite clear that he was bound to protect Admiralty interests and had no authority to commit them to other payments. His readiness in accepting our present standpoint on any reference to the despatch is much to be appreciated. The Harbin Master will have and give nothing but ready co-operation.
2. I have amended the 2<sup>nd</sup> para of the despatch.
  3. The present unsavouriness of the Alert (which caused the Redcliffes to fall in and ask for life belts) could not have been caused by the platform and is almost certainly due to the removal of two large main fuel tanks (vide para 2), <sup>Bullet may also have been removed S.B.</sup> weighing ~~altogether~~ fairly heavily.
  4. Capt. Hutchinson sh<sup>d</sup>. be told in reply that by a despatch of the 16 Aug 34 this S.W. was informed that the work would when undertaken be a charge to Naval funds and that this S.W. is, I repeat, unable to assume <sup>any</sup> ~~other~~ liability beyond the cost of running the launch. Further expenditure ~~is~~ requires ~~that~~ will in his requisition be met by the Govt and charged as an ~~admiralty~~ advance.
  5. The Treasurer's advice is para 7 of his minute of 30/12/35 - should certainly be taken and the necessary action pursued.
- ~~that~~ 4/1/36



(80) Letter to Capt. C.A.G. Hutchison, of 4/1/36.

7/4

Despatch submitted for signature.

mch  
7.1.36.

1/Com. Trans.  
1/Random master.

To note.

mch  
CS.  
8.1.36

Hon. C.

Noted. arrangements are being made  
to comply with H.E.s minute (as born?) of 4/1/36

for  
9/1/36

P.A.

mch

(81)

Minute from Capt. Hutchison 27/1/36

(82)

Telegram to Admiralty, London, of 25/1/36.

of/for

Inform Capt. Hutchison  
that the telegram has been  
sent.

mch  
CS.  
25.1.36

Done



Advice of Orders Placed of 6/12/35.

(83)

Harbour Master.

To note.

MCH  
CS.

27.1.36

Hon<sup>ble</sup>.

Noted. The arrivals have arrived.

J. H. M.  
27/1/36

P. A.

MCH  
27.1.36

8. of 8. despatch No. 152 of 20/12/35.

(84)

Hon<sup>ble</sup>.

Re. the "Albat" might I suggest that the responsibility for this motor vessel be vested in Capt. Buchanan. I never at anytime scanted the vessel & he is without doubt capable of looking after it but I should like to see the responsibility put to him in writing.

J. H. M.  
10/1/36

Harbour Master.

Under the arrangement for the Survey the "Albat" was to be placed at the disposal of the Surveying Officer and in my opinion that Officer and not you is responsible for the vessel while he is using her.

2. I understood you to say that your Marine Staff i.e., the Pilot



and deck Land were doing tide watching when not otherwise engaged. It is H.E.'s wish that these officers should not do such work and that the Surveying officer should employ a man for the work.

MCH

10.2.16

Hon. C.S.

The instructions regarding H.E.'s wishes have been conveyed to Capt. Hutchison vide red (85).

J.H.M.  
13/2/36

P.A.

MCH

10.2.16

Hon. C.S.

86

Please see red (86) which is in reply to (85) - sent on the instruction contained in your minute of 12. Feb. on this sheet.

2. The cause of Capt. Hutchison's disagreement appears to be that he understood the Government crew could be called upon to carry out the duties of headsmen, labourers for carrying marking gear (e.g. flag poles, crossbars, holdfasts, boltstaves and instruments) reading tide poles and any other duties, whereas, the attitude of the Govt. has been that the duties of the crew, which has been supplied, consist of the responsibility of navigating the Moka vessel "Alert" to and from any desired points during the period of survey and that they should not be employed as labourers.
3. As Capt. Hutchison has asked that his letter be placed before H.E., will you please inform me if I have misapprehended H.E.'s intention correctly & if I may inform Capt. Hutchison accordingly.

C.S. H. M.  
18/2/36



Y.H.

I think the view of the Harbor Master in the concluding part of para. 2 of his minute is correct.

2. The question appears to be whether the crew provided by the Govt. are merely for the purpose of working the launch or whether in addition survey work is to be performed. From the Surveying Officer's letter it now appears that the crew have been carrying out survey work. I see no objection to the crew continuing this work afloat but it appears questionable whether they should be required to do it on shore.

3. With regard to the question of a man being idle, I understand from the Harbor Master that there is work to be carried out on boats belonging to the Govt.

W.H.C.  
20. 2. 16.

Captain Hutchinson should be informed that ~~it is~~ while appreciating fully the ~~pleasurable~~ grounds on which he would prefer to be able to utilize the services of members of the crew of the launch for survey duties on shore, I regret that the Government is unable to undertake to do more than maintain and run the launch. If two hands only are



requisite for running the launch, ~~that~~  
it will much facilitate the work of  
the ~~Harbour~~ Department to have the  
third man available for other harbour  
duties.

~~11/11/36~~ 20/2/36

(87)

Letter to Capt. C.A.G. Hutchinson of 21/2/36.

Harbour Master.

To note.

McH  
C/S  
22.2.36.

Honch.

Noted. J.H.M.  
21/2/36

(88-9)

Letter from Capt. Hutchinson 24/2/36.

Honch.

In order to provide authority for  
expenditure on the survey of the Stanley  
Harbour i.e. Colony Expenditure, may I  
submit a Sp. Wt. for say £200 as an  
initial allocation? Savings cannot  
be indicated at present.

J.H.M.  
25/2/36

Harbour Master.

Please submit S.W.

McH  
C/S  
26.2.36



Jh.

Spent Warrant Submitted.

MCH  
C.S.  
6.5.56.

~~TTTT~~ 6/3/36

Accounts for year 1955.

Jh.

S.W. for £119-5-2 submitted  
in connection with excess under  
"Survey of Stanley Harbour" in 1955.  
The excess is covered by Savings  
totalling £142.

MCH  
C.S.  
16.5.56.

~~UUU~~ 18/3/36

Hon. Collector -

Will you please say if  
the information in page 449  
lines 32-57 is correct or whether  
there are any amendments

Will you also kindly furnish  
the information required in line  
53 of page 450.

MCH  
C.S.  
18.5.56

Hon. C.S.

The information in lines 32-57 on p. 449 is correct.  
The information on line 53 of p. 450 has been amended  
in block ink.

Collector  
24/3



- 90-93. Draft Corrections to the South America Pilot Part-I.  
 94. Letter to Capt. C.A.G. Hutchison of 30/3/36.

PH  
30/3/36

- 95-96 Letter from Hon. Treasurer, 3/4/36.

Harbours Master spoken on the  
 4<sup>th</sup> April and told to arrange for  
 the employment temporarily of  
 some person in Mr B. Ratchiffe's  
 place.

Mr CH  
 4. 4. 36.

Harbours Master

You spoke with me  
 today regarding the employment  
 of a man in place of Mr  
 B. Ratchiffe, and I told you  
 I agreed.

2. The question of the  
 Sealing Officer will be considered.

Mr CH  
Ed.

Jones.

W. Lyxton will be employed at the rate of  
 £2-16-6 per week, which is the same rate as is  
 paid to other men employed on the Survey  
 NO overtime is permitted & the person employed  
 understands that his services may be required  
 at anytime.

Ed.  
 5/4/36



Hon C.S.

As L. Richards must now be employed  
as Engineer on the "Alert" for the remainder of  
the period of the survey it is suggested that  
a fixed rate of pay might be approved.  
After consulting the D.R. & Capt.  
Hutchinson it is suggested that £3-5-0 per  
week is a suitable rate.  
at present Mr Richards draws approx.  
£3-15-9 per week.

J.T. & M.  
15/4/36

J/T

Harbour master's recommendation  
submitted for approval.

C. J. G.  
for L.S.  
16/4/36.

App.

~~HHH~~

20/4/36

Harbour master,

no note.

C. J. G.  
for L.S.  
20/4/36.

Hon C.S.

Noted J.T. & M.  
24/4/36

G.A.  
29/4/36



(94)

Medical Certificate in respect of  
Lewis Richards, of 28/4/35.Y.E.

1. M. r. E. (97) Capt. Hutchinson informed me that he had to return with the "Alert" to Harbour in view of the state in which he found the Engineman - L. Richards.
2. I instructed the S.M.O. to send a message for the medical examination of Richards and, as you will observe this was carried out. (97).
3. As magistrate, I recently placed Richards in the "Black list" and the chief constable was instructed today to endeavour to ascertain the name or names of the person or persons who supplied the liquor.
4. In order to avoid delay in the survey work I communicated with Mr. Roberts with a view to obtaining the services of another Engineman. A spare herry driver was available, owing to a breakdown, and this man - S. Summers - was detailed for duty on the "Alert" within an hour of receiving Capt. Hutchinson's report.
5. I seek the authority of Y.E. to pay this man at the rate of £3-5-0 per week - this is the same rate as was paid to Richards.
6. I should also be glad to have Y.E.'s authority to dismiss Richards from his post - paying him up to and including today.
7. Meanwhile the S.M.O. will be asked to state if Mr. Helway has sufficiently recovered to resume duty on the "Alert".

J.P. C.S.  
28/4/36.

All app.

28/4/36

C.C. Tng  
 Passes to - to note. letter addressed to Richards terminating  
 his app. h/w. J.P. C.S.  
 29/4/36



Donald E. Co.

Noted. Letter has been forwarded  
to L. Richards.

C. H. M.  
B. B. Treas.  
14.4.36

bl. 5/2/36  
198.30/4/36  
C. H.

C. C. Try,

—  
Thank.

Mr. Hansen will be employed as from 2/5/36  
as enforcer of the "alet" at the same rate  
of pay as Mr. Richards i.e. £3-5-0 per week.  
This arrangement is meant as a temporary  
measure.

J. A. C.  
1/5/36

Hon. D. L. W.

To see.

J. A. C.  
1/5/36.

Hon. Col. Sec.

Hansen has been instructed  
accordingly.

C. Roberts.  
D. P. W.  
7/5/36.

Hon. A. R. Moore, M.

M. R. C. (17) as arranged, I have instructed the  
Chief Constable to call at your office to set down  
a date for hearing a charge to be made against  
L. Richards.

Being an employee recently engaged in the  
Harbour Dept. it would appear more desirable  
that he should appear in court before someone  
other than myself.

J. A. C.  
4/5/36

Hon. Col. Sec.

I will make arrangements accordingly

A. R. Moore  
13 May 1936



98-99.

Minute from V.L.W. of 4/5/36.

(100.)

S of S despatch No: 52 of 4/4/36.

(101)

Letter from Capt. C.A.G. Hutchison of 15/5/36.

102.

Telegram to Admiralty, London of 18/5/36.

103.

Letter from Capt. C.A.G. Hutchison of 31/5/36.

Despatch Telegram psc.

Fres  
1/6/36.

104.

Telegram to Admiralty, London 1/6/36.

105.

Letter to Capt. C.A.G. Hutchison of 2/6/36.

106.

Telegram from Admiralty, London 2/6/36.

107.

Letter to Capt. C.A.G. Hutchison of 3/6/36.

P.A.  
3/6/36

108-111.

Letter from Capt. C.A.G. Hutchison of 5/6/36.

Hon. D.L.W.

Submitted for any observations you may wish to offer.

2. Will you please submit an estimate of the maintenance costs.

Fres  
8/6/36

Hon. Col. Sec.

The materials required for maintenance will amount to

say £1-10-0 per year

(21)

With regard to the marks



P. M. Port Harriet and Murrel River Red (110)

I suggest that a letter be sent to the Manager F. I. C. asking whether he would instruct his Shepherds in charge of the respective sections to look to these points say once a year.

(3) The crew of the Government boat in their spare time might visit and maintain the remainder of the points. Little labour is involved, most of the time will be taken up in travelling to and fro in the launch.

D. Roberts.

D. P. W.

16/6/36.

YE.

Reds. (108) - (111) submitted together with a minute from the D.P.W. I suggest that provision for the materials be included in the vote for current repairs, that the F.I.C. be addressed on the points mentioned to the D.P.W. and that the Harbour Dept be advised to visit the remaining points.

J. E. C.  
18/6/36

Yes and that Captain Hutchins be specially thanked for his valuable work and informed that the marks will be preserved  
J. E. C. 18/6/36



112. letter from Messrs Maclean & Stapledon 12/6/36  
 113. ———— Capt. C. A. G. Hutchison d/ 21/6/36.  
 114. letter to Capt. C. A. G. Hutchison d/ 22/6/36.  
 115. ————

Hon. D. P. W.

Will you please be good enough to report  
 on the cost of the work referred to in red (113)

J. G. S.  
 24/6/36

Y.E.

Despatch submitted in reply to red (100).

J. G. S.  
 24/6/36.

(116-117)

Despatch to S. of S. No. 89 of 28/6/36.

Y.E.

Despatch submitted for signature.

J. G. S.  
 25/6/36

Hon. Col. Sec.

Provided the transport is carried  
 out by the "Penguin" The cost of  
 each beacon will be £5.10.0.

making a total cost for the two

£10.0.0

D. Roberts.

29/6/36.



Letter from Capt. Hutchison, 28/6/36.

117

Y.E.

Red(17) submitted.

If Y.E. will approve of the recommendation of Capt. Hutchison, with which I am in agreement, I shall communicate immediately with the D.P.W. with a view to ensuring that the work will be done before the survey is completed.

J.E.S.  
29/6/36

Plan 20 20

~~ttttt~~ 29/6/36

Letter to Capt. C.A.G. Hutchison of 29/6/36. 118

Minute to W.P.W., of 29/6/36. 119.

Letter to Manager, H.I. Co., 2/7/36. 120.

Minute from W.P.W., of 2/7/36. 121.

Y.E. Submitted. I suggest that the charge for the work may be made against the existing end head - Survey of Stanley Harbour.

J.E.S.  
3/7/36

~~ttttt~~ 3/7/36



Hon. D.W.

W.r.t. (2) the work may be proceeded with and charged as stated in my minute of today's dated to His Excellency.

Jed  
3/7/36

Hon. Col. Sec.

The work as requested in your minute above and as estimate red (21) has been completed.

With reference to red (113) and my minute of 29/6/36 sheet 26 work estimated to cost £11-0-0. is this to be put in hand please?

C. Roberts.  
6/7/36.

122. Letter fr. Capt. C. Hutchison, of 5/4/36  
R. issue telegram & advise ch. operator.

Jed  
6/7/36

123. Letter from Manager, F. & S. Co., of 3/7/36.  
124. Telegram to Secretary, Admiralty, London, 7/7/36.  
125. Minute to Senior Operator of 7/7/36.

Hon. D.W.

W.r.t. of minute dated 6 July the work referred to in (113) may be put in hand

Jed  
7/7/36



Letter from Capt. C. A. G. Hutchison, R.N. (Ret.) of 8/7/36. 126.  
 Letter to Capt. C. A. G. Hutchison, R.N. (Ret.), of 9/7/36. 127.

Y.E.

Letter (126) submitted. This will be suitably acknowledged.

The contents of paras 2 and 3 will be communicated to the persons concerned.

With regard to para 4, perhaps this in the form of an extract could be forwarded to the D.P.W. for information and any recommendations he may wish to make.

J. G. S.  
 10/7/36

11/7/36

Letter to Hon. G. Roberts, P.C. of 13/4/36

(128)

" Messrs Kitching Kelway and Kitching, 13/4/36

(129)

" Capt. C. A. G. Hutchison of 13/4/36

(130)

Letter from " " " " 15/4/36.

(131)

Minute to Director of Public Works of 17. 7. 36.

(132)

Letter from Capt. C. A. G. Hutchison of 17. 7. 36.

133

Telegram to Admiralty, London, 18. 7. 36.

134

C.C.

Treasury.

The survey of the Stanley Harbour was completed on 18 July. Will you please note hereon the <sup>total</sup> cost to this Govt. of the survey. The figures for 1935 & 1936 should be shown separately.

J. G. S.  
 20/7/36

Enclosed

Govt. Share of  
 Cost of Survey.

1935 :- £ 169 - 5 - 2

\* includes £90 wages of  
 Penguin crew. Nov &  
 Dec.

do

1936 :- 521. - 5<sup>d</sup> p

\* includes £296. 2. 7  
 wages of Penguin  
 crew. 1st Jan to 18th  
 July 1936.

Total £ 690. 5s 7d

2. The figure for 1936 includes £3-3-0 which is only the approx. price of certain timber supplied last week for leading in light. The exact price cannot be given until invoices arrive by next mail.

3. Adv. vs in respect of wages, Penguin crew, herewith.

and C.C. Treas.  
 21. 7. 36

Amid &  
 note of 7



V.E.

The cost of the Survey to this Government was £690.5-7. of which £386.2-7. was in respect of the wages of the crew of the 'Penguin'

J.S.C.S.  
24/7/36

The net cost was  $\therefore$  £304.3.0 and this includes & takes it such works as were carried out by the P.W.D.

~~Handwritten signature~~ 24/7/36

I sent a personal letter to the Hydrographer appreciative of the manner in which Captain Hutchinson has carried through his work "without being able to express any opinion of the purely technical side". When the charts are completed and passed a despatch of thanks & ob. p. to the Staff for the Admiralty - Captain H.

~~Handwritten signature~~

C.C. (Hyd.)

Will you please submit sp. Wts when the actual figure is definitely known.

J.S.C.S.  
24/7/36



Letter from Messrs Maclean & Stapledon of 12.6.36. 135.  
 — — — Hydrographer, Admiralty of 16.6.36. 136.  
 Telegram from S. of S. No. 68 of 3.8.36. 137.

Hon Treasurer,

Will you please furnish the  
 information required in Red (137)

C. J. for Ch.  
 7/8/36.

Hon Col Sec.

A total of £101-15<sup>s</sup> was paid  
 since 23/12/35, as under.

Board voting 1<sup>st</sup> Dec 1935 to 11 Jan 1936. £9-0-0

13 payments of £6-15-0 each  
 for fortnightly periods commencing  
 1/1/36 and ending 15/7/36 87-15-0

An advance of £5 for use on way  
 to U. K. (made on 15/7/36 at written  
 request of Capt. Hutchinson) 5-0-0

Total £101-15-0

Cred.  
 for Col Treasurer  
 8. 8. 36

Correspondence in respect of Hospital and Dental fee due 138-139.  
 by Captain C. A. C. Hutchinson of 2.7.36.

Telegram to S. of S. No. 53 of 11.8.36. 140.

Telegram to Master, M. V. Lagarto of 15.8.36.

(141)

~~12/10/36.~~  
~~12/8/36.~~  
~~12/10/36.~~

~~12/10/36.~~  
~~12/8/36.~~

P.A.  
 19/12/36  
~~12/10/36.~~  
~~12/10/36.~~



142-143.

S of S despatch no. 161 of 18/11/36

Hon. Secs.

To sec. Is an adjustment  
required in this matter.mch  
cs.  
51. XII. 56.Hon. Secs.No adjustment is necessary as all  
charges were debited to advances-  
Admiralty.R<sup>W</sup> 4/1/37

R. Submitted for information.

mch  
cs.  
5. 1. 37.~~TTTTT~~ 5/1✓ P. A.  
mch

144. Letter from Hydrographer, Admiralty of 21 2. 38.



Harbour Master.

Please see red 144. Will  
you kindly say if you know  
whether the beacons referred  
to were removed. Have  
herewith for marking position  
of "Great Britain".

WCH  
CS

Received from Har Master

WCH

22.4.58

H.T.S.

I asked for this file in another  
connection when referring to  
you minutes. I will be pleased if  
the H.M. and D.P.W. will report  
on the state and maintenance of  
the 14 main triangulation stations  
and the situation of it referred  
to in (111)

WCH 27/4/58

Harbour Master.

Accordingly please.

WCH  
CS

27.4.58



Hon Col. Sec.

Submitted, All triangulation stations and observation spots were visited during May, 1938. Where necessary the pins were painted with protective composition. Observation spots have been remarked and cairns rebuilt. Reas (145) & (146) have been brought forward from (111). With reference to Red (144) regarding navigational marks erected by Capt C.A.G. Hutchinson R.N. during the 1936 survey. I have to report that these were only temporary marks erected solely for the survey, they were not built to last, the one on Doctor Point consisted of three posts covered with coloured linen, and the one on Gorse Point was a post with a cairn of rocks built around it. They still exist but are not conspicuous enough for navigational purposes. If properly erected these beacons would be an aid to vessels coming up Port William. I therefore recommend that they be built as permanent structures. The work can be carried out by the Harbour Department at a cost of £7-10-0. There are no funds available under the Harbour votes. I submit that



the work might be charged as a minor work against  
xx P.W.R. &c. under which vote there are ample funds.

In the event of approval being given the Hydrographic  
Department might be informed that the beacons will  
be erected, the work being completed by the 30<sup>th</sup> June, 1938.  
and that there is no change of position from the  
original sites.

The attached chart N° 1614 has been marked up to  
show the position of the hulk "Great Britain".

C. Roberts.

1<sup>st</sup> June, 1938.

Yr. Report by Harbour Master  
Submitted.

2. The Navigational marks  
referred to to be properly erected  
as suggested by the Harbour Master  
at a cost of £7-10-0?

WCH  
C.S.  
2.6.38

Certainly I am glad to be  
satisfied that these valuable marks  
will be maintained. Standing instructions  
for their upkeep in future must be  
laid down. The responsibility lying with  
a specified officer of the Department to ensure  
that they will not be overlooked.

tttll 3/6/38



Horton Master.

To note H's minute.

MCH  
CS

J. 6. 38

Hon. Col. Sec.

Instructions have been issued.

a copy of same is attached for  
record.

C. Roberts.

6/6/38.

147-149 Letter to the Hydrographer, Admiralty, of 7.6.38.

PA

7/6/38

151-152. Letter from Hydrographer, Admiralty, 23.4.38.

Lt. Wks. (Hbr. Master)

For your observations please.

2 (1) and (3) have been  
dealt with in red (150).MCH  
CS

20.6.38



Hon. Col. Sec.

The single wireless mast near  
the Canache has been removed.

The position of the Hulk "Great Britain"  
has been dealt with.

The beacons on Yorke & Doctor  
Point are being erected, both  
will be completed and painted  
in accordance with request by  
the 30<sup>th</sup> June 1938. In fact the  
one on Doctor Point will be  
finished today Monday 20<sup>th</sup> June 1938.

W. Roberts  
20/6/38.

Letter to the Hydrographer, Admiralty, of 21.6.38. (153)

P.A.  
22/6/38

Letter from Hydrographer, Admiralty, of 26.8.38.

154-155.



MEMO.

From The Harbour Master.

To

The Hon.

13th May, 1933.

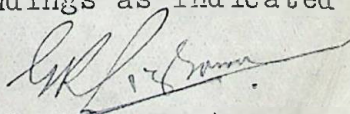
Colonial

I have the honour to attach a copy of a letter received from the Manager of the Falkland Islands Company, Limited regarding soundings taken in the Inner Harbour by Captain Ridyard of the m. v. "Losada."

In the locality sounded and also in the vicinity of the Camber there can be little doubt that the depth of water has been considerably affected by the substance excavated in connection with the Admiralty Works and deposited in the Harbour. This, I think, is especially the case around Navy Point.

I would suggest that the Admiralty should be approached with the request that a re-survey should be undertaken of at least the principal anchorages and their approaches. I believe the "Dauntless" carried out some survey work when she was here in 1932. It is over 30 years I am told since any extensive survey was made and the bed of the Harbour has altered considerably both as regards silt and kelp in that time.

In the meantime I have asked the Tugmaster when weather permits to test different soundings as indicated on the chart.

  
Harbour Master.



COPY

Letter from the Manager, Falkland Islands Company, Ltd.  
to the Harbour Master.

---

Stanley, 12th May, 1933.

Sir,

I have to inform you that whilst m. v. "Losada" was here, Captain Ridyard took about 180 soundings inside Stanley Harbour South from the Narrows to a line drawn from the Floating Dock through the Oil Barge Buoy and West to hulk "Fennia". He informed me that he found a considerable difference between the soundings shown on the official chart and those now found and enquired if it would be possible to have the Harbour re-surveyed by one of H. M. vessels during a visit here, so that a corrected chart might be issued.

I am,

&c.

L. W. H. Young,  
Manager.

---



C O P Y.

FALKLAND ISLANDS.

Harbour Department,

Stanley.

18th May, 1933.

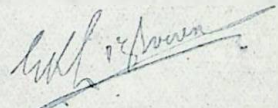
Sir,

With reference to your letter of the 18th of May, I beg to inform you that Captain Ridyard's suggestions regarding the necessity for a re-survey of the Inner Harbour have been communicated to His Excellency and that His Excellency has addressed the Secretary of State in this connection.

I am,

Sir,

Your obedient servant,

  
Harbour Master.

The Manager,

The Falkland Islands Company, Limited,

Stanley.



Your Excellency,

As requested by Y.E. I have seen Mr. Ratcliffe, Tugmaster, and obtained from him the following particulars of running costs of G.L. "Penguin":-

(a) Cost of trip to  
Wireless Stn, and return.

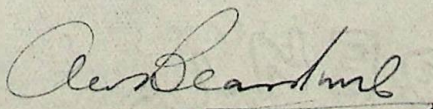
Raising steam...1½ cwts coal:	4s. 6d.
Steaming to and from W/t Stn, approx. ½ cwt coal:	1. 6.
Oil, say...	1. -
Total...	<hr/> 7s. 0d. <hr/>

(b) Running cost of "Penguin"  
per day of 10 hours:

Raising steam and steaming approx. 10 hours (one day)...	
3 cwts coal:	9s. 0d.
2 gals. oil:.	2. 6.
Total...	<hr/> 11s. 6d. <hr/>

With regard to (a), the Tugmaster points out that the weekly run to the Wireless Station serves the purpose of giving the engine of the G.L. "Penguin" a little necessary usage.

As shewn in (b) above, the actual fuel costs of the running of the launch for one day of 10 hours is 11s. 6d. Adding to this figure the wages of the crew per day (£1--10s) and not taking into consideration any "wear and tear", the cost per day would be about £2--2s--0d. The present hiring fee of £3 per day would appear to be a sufficient charge.

  
for Harbour Master.

13. 9. 33.





FALKLAND ISLANDS.

NO. 93

Downing Street,

15 September, 1933.

Sir,

Red 4.

I have the honour to acknowledge the receipt of Sir J. O'Grady's despatch No. 90 of the 19th May, and to inform you that the Lords Commissioners of the Admiralty have stated that the Falkland Islands are noted for re-survey if and when opportunity offers, but that they regret that at the present time a surveying ship could not be detailed to carry out a re-survey of Port Stanley Harbour without detriment to more important work.

2. In the circumstances their Lordships have suggested that the re-survey might be carried out by a retired Surveying Officer in a local vessel, in which case they will probably be able to nominate a suitable officer to undertake the duty.

3. I shall be glad to receive your observations on this suggestion in due course.

I have the honour to be,

Sir,

Your most obedient,  
humble servant,

(Sgd.) P. CUNLIFFE-LISTER

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF  
THE FALKLAND ISLANDS.



PALM AND ISLANDS.

No. 156.

GOVERNMENT HOUSE,  
STANLEY.

10th November, 1935.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 93 of the 15th September, 1935, in the subject of the proposed re-survey of Port Stanley Harbour.

2. With reference to the suggestion that a re-survey might be carried out by a retired Surveying Officer in a local vessel, I have to state that there are no local vessels available other than the Government Launch "Penguin". I understand that this vessel would not be suitable for surveying work.

3. I have to add that this Government would not be prepared at present to bear the expenditure necessary to carry out a re-survey, and I have to suggest for your consideration the possibility of permitting the R.A.S. "Discovery II" to carry out the work when that vessel is next at Port Stanley. For the present it would be necessary only to survey the relatively small area used as an anchorage by large vessels.

I have the honour to be,

Sir,

Your most obedient  
humble servant,

M. CRAIGIE-HACKETT.

THE RIGHT HONOURABLE

SIR PHILIP CURRIE LISTER,

G.B.E., F.R.S.

M.C., M.P.,

SECRET

OFFICE OF THE GOVERNMENT OF THE COLONIES





FALKLAND ISLANDS.

Downing Street,

NO. 101.

16 August, 1934.

Sir,

*Kca 6*

With reference to Mr. Craigie-Halkett's despatch No. 156 of the 10th November, 1933, regarding the resurvey of Port Stanley Harbour, I have the honour to inform you that the "Discovery" Committee were invited to consider the suggestion that the proposed resurvey should be carried out by the personnel of the R.R.S. "Discovery II".

2. The Committee are however advised that the time which would be occupied by the personnel of the ship in executing a survey as detailed as would be necessary to give entirely satisfactory results, would be so long as to interfere unduly with the programme of work of the Committee's investigations for the coming season, and in the circumstances they greatly regret that it does not appear practicable to undertake the work suggested.

3. So far as can be foreseen, there will be no opportunity in the immediate future for one of His Majesty's Surveying Ships to carry out the resurvey of Port Stanley Harbour. The Lords Commissioners of the Admiralty fully recognise the

importance

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF THE  
FALKLAND ISLANDS.



(M)  
importance of the work, and it will be undertaken, as  
a charge to Naval funds, as soon as circumstances  
permit.

I have the honour to be,

Sir,

Your most obedient

humble servant,

(Sgd.) P. CUNLIFFE-LISTER.

0228



COPY.

DISCOVERY,  
COLONIAL OFFICE,  
16, QUEEN ANNE'S CHAMBERS, S.W.1.

21765.

31st October, 1934.

Sir,

With reference to your letter of the 4th July, No. 39240/34, and my reply of the 3rd August, No. 21765, on the subject of the proposed re-survey of Port Stanley Harbour, I am directed by the "Discovery" Committee to state for the information of Secretary Sir Philip Cunliffe-Lister that the matter was given further consideration at their last meeting.

The Committee understand that the proposed survey is of great importance to the Falkland Islands Government having regard to the fact that Port Stanley Harbour is now being used by larger ships than was the case in the past, and while still of the opinion that it would not be practicable for a survey which would give entirely satisfactory results to be undertaken by the personnel of the R.R.S. "Discovery II" in the time which could be devoted to the work, they desire to render all possible assistance in the matter.

They are informed that the work could be carried out conveniently by a Surveyor with a small vessel, but that no suitable vessel is available at Port Stanley. In the circumstances the Committee are prepared to place  
at

The Under Secretary of State,  
Colonial Office.



(11)

at the disposal of the Falkland Islands Government their motor launch "Alert", which is now at Grytviken, if the Government is able to arrange for obtaining the services of a Surveyor, as they regret that they would not be able to detach a qualified member of their staff for this purpose.

The "Alert" is a seagoing motor launch which was built for the surveys in South Georgia conducted by Lieutenant-Commander J.M. Chaplin, R.N., under the Committee's direction, from October 1928 to March 1929 and September 1929 to April 1930. It would be necessary for the Falkland Islands Government to make arrangements for her passage from South Georgia to Port Stanley, and for such assistance as the Surveyor might require. A note giving particulars of the launch is enclosed.

I am, etc.,

(Sgd.) F.H. Harper.



COPY.

MOTOR LAUNCH "ALERT".

The launch was built in 1928 by Messrs. J. Samuel White and Company, Ltd., East Cowes. It was specially designed for service in rough water and amongst ice. It is completely decked over with extended sides to form a deck from stem to the after end of motor space, and has a small cockpit aft. A roomy cabin is arranged forward of the motor space, with access to the deck and connecting with the motor room. Straight stem and transom stern.

Length B.P.	25 feet.
Depth moulded	3 feet 3 inches.
Breadth moulded	7 feet 6 inches.
Maximum draft	2 feet 4 inches.

Planking, carvel built of  $\frac{3}{4}$ " teak; timbers, Canadian elm; deck,  $\frac{3}{4}$ " teak. Copper sheathed from stem to 6 feet aft to protect bows.

The machinery comprises 21/24 3-cylinder Parsons engine,  $4\frac{1}{2}$ " bore, 6" stroke, complete with self-contained reverse gear, running on petrol fuel. It is installed amidships with controls within reach of the steersman who can operate the boat single-handed.

Fuel Tanks of some 60 gallons capacity are provided so that the launch can undertake long journeys without re-fuelling. The storage is divided into two tanks, one either side of the Engine Room, with a fuel pump and ready use tank.

The official trials show a mean speed of  $7\frac{1}{2}$  knots.

---



COPY.

Admiralty, S.W.1.

M. 03301/34.

11th January, 1935.

Sir,

With reference to your letter of the 16th November, 1934, No. 39240/34, concerning the re-survey of Port Stanley Harbour, I am commanded by My Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that the Motor Launch ALERT is considered to be quite suitable for survey work in the Falkland Islands, and My Lords concur that the Falkland Islands Government should be invited to consider the offer of the Discovery Committee.

My Lords would be prepared to provide the Surveyor (a retired Surveying Officer would be selected) and also, if necessary, a time expired Surveying Recorder as a charge to Naval Funds. They assume that the transport of the Launch from Grytviken to Port Stanley, the provision of the crew, and the running expenses will be met either by the Discovery Committee or by the Falkland Islands Government.

If the foregoing proposals are agreed to, My Lords consider that the opportunity should be taken to re-survey both Port William and Port Stanley.

I am, etc.,

(Sgd.) J.S. Barnes.

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



104/33.

(13)



FALKLAND ISLANDS.

Downing Street,

NO. 17.

29

January, 1935.

Sir,

I have the honour to refer to my despatch No. 101 of the 16th August, 1934, and to transmit to you, for your consideration a copy of a letter from the "Discovery" Committee in which they offer to place at the disposal of the Falkland Islands Government their motor launch "Alert" for survey work in the Falkland Islands. A copy of a letter from the Admiralty on the subject is also enclosed.

2. As regards paragraph 2 of the Admiralty letter I would observe that the transport of the Launch from Grytviken to Port Stanley, the provision of the crew, and the running expenses, etc., would have to be met from Falkland Islands Funds.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF  
THE FALKLAND ISLANDS.

(Sgd.) P. CUNLIFFE-LISTER.

*Recd*  
Fr. Disc. Cttee.  
31/10/34

Fr. Adv. 11/1/35.



107/33.

17th April,

35.

Sir,

I am directed by the Governor to inform you with reference to the proposed re-survey of Stanley Harbour, that the "Discovery" Committee have offered to place at the disposal of this Government their motor launch "Alert" for such work, and to enquire whether, having regard to the value of further survey work in these Islands, your Company would bring the launch from South Georgia on the next trip of the s.s. "Lafonia" free of charge or at a nominal cost.

2. I am to add that the m.v. "Alert" is 25 feet in length and 7' 6" in breadth.

I am,

Sir,

Your obedient servant,

*McH*

Colonial Secretary.

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



DECODE.

TELEGRAM.

*From* SECRETARY OF STATE FOR THE COLONIES.

*To* GOVERNOR.

---

*Despatched:* 13th April, 19 35. *Time:* 1247.

*Received:* 19th April, 19 35. *Time:* 1030.

NO. 38. My despatch 17. Question of disposal of "Alert" is under consideration. Please telegraph whether the vessel is likely to be required by the Colonial Government.

SECRETARY OF STATE FOR THE COLONIES.



(17)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" via RADIO.

*Stanley.*

20th April, 1935.

19

107/33.

Sir,

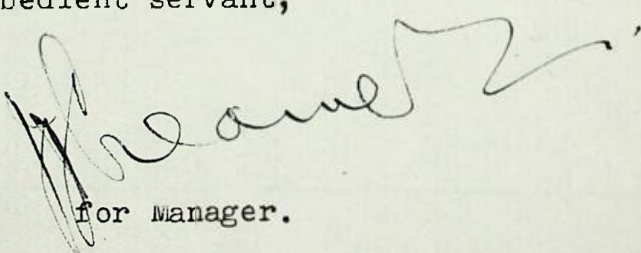
I am in receipt of your letter of 17th instant on the subject of the proposed conveyance of R.R.S. "Discovery's" motor launch "Alert" from South Georgia to Stanley.

2. In view of the special circumstances stated, s.s. "Lafonia" is prepared to freight this launch for the actual costs of loading and discharging, or for the sum of £ 5. - whichever is the lower.

I am,

Sir,

Your obedient servant,

  
for Manager.

The Honourable

The Colonial Secretary,

STANLEY.



DECODE.

TELEGRAM.

*From* GOVERNOR,

*To* SECRETARY OF STATE FOR THE COLONIES.

---

*Despatched:* 24th April, 1935. *Time:*

*Received:* 19 *Time:*

No. 27. Your telegram No. 38. This Government accepts offer of Discovery Committee and will arrange transport of launch from South Georgia. Despatch follows.

GOVERNOR.



GOVERNMENT HOUSE,  
STANLEY.

24th April, 1935.

FALKLAND ISLANDS.

No. 59.

Sir,

I have the honour to acknowledge the receipt of your despatch No. 17 of the 29th January, 1935, transmitting for my consideration a copy of a letter from the 'Discovery' Committee in which they offer to place at the disposal of this Government their motor launch "Alert" for survey work in the Falkland Islands, and enclosing a copy of a letter from the Admiralty on the subject.

2. I have to state that this Government gladly accepts the offer of the "Discovery" Committee and will make all arrangements necessary for the transport of the launch from Grytviken to Port Stanley. I note that the transport of the launch, the provision of the crew, and the running expenses, etc., will have to be met from Falkland Islands funds.

3. I note further that the Admiralty is prepared to provide the Surveyor and also, if necessary, a time expired Surveying Recorder as a charge to Naval Funds. I agree to these proposals.

4. I would ask that the thanks of this  
Government/

THE RIGHT HONOURABLE  
SIR PHILIP CONDLIFFE-LISTER,  
G.B.E., F.C., M.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES.



Government be conveyed to the 'Discovery' Committee  
and to the Admiralty for facilitating the survey of  
Stanley Harbour in the manner proposed.

I have the honour to be,

Sir,

Your most obedient  
humble servant,



DECODE.

TELEGRAM.

*From* COLONIAL SECRETARY,

*To* MAGISTRATE, SOUTH GEORGIA.

---

*Despatched:* 17th June, 19 35. *Time:*

*Received:* 19 *Time:*

No. 24. Discovery Committee have placed at disposal of this Government motor launch "Alert" for survey work in Falkland Islands. Request that you will arrange for launch to be shipped to Stanley by next voyage of Lafonia.

COLONIAL SECRETARY.



S.G. No..D.274.

From:-

THE MAGISTRATE,  
South Georgia.



MEMO.

To:-

The Honourable,  
THE COLONIAL SECRETARY,  
Stanley.

C.S. No.....

.....18th June.....19.35.

In accordance with the instructions contained in your telegram No. 24 of the 17th of June, 1934, I have to inform you that arrangements are being made for the motorboat "Alert" to be conveyed to Stanley in the S/S "Lafonia" on or about the 6th of July next.

*L. Barros*  
MAGISTRATE.



S.G. No...D.274

107/33

MEMO.

(24)

C.S. No.....

3rd July .....1935

From:-

THE MAGISTRATE

South Georgia.



To:-

The Honourable,

THE COLONIAL SECRETARY,

Stanley.

---

In furtherance to my Memo. of the 18th of June, 1935, on the subject of the conveyance of the M/B "Alert" to Stanley, I beg to attach hereto a list of spare parts and accessories which are being shipped together with the vessel.

*L. Barlas*  
MAGISTRATE.



LIST OF ACCESSORIES SHIPPED TO STANLEY TOGETHER WITH  
M/B "ALERT".

-----

1c/s Propeller.  
1 c/s Engine Accessories (Priming Can, Spanners &c.,)  
1 Mast  
1 Sail & Runner.  
1 Tricoloured Lamp.  
1 Magneto  
Exhaust & Inlet Manifolds & Carburettor  
3 Anchors ( 2 Kedge & 1 Patent)  
3 Lengths Cable  
1 Steel Wire Boat Sling.

-----





107/33.

19th July,

35.

Sir,

I am directed by the Governor to enquire whether you will permit your Engineer, Mr. J.M. Thompson, to inspect the engine of the motor launch "Alert" which was recently brought from South Georgia, and to furnish a report on the steps necessary to put it in working order.

2. I am to add that arrangements would be made for the Harbour Department to give Mr. Thompson such assistance as he may require.

I am,

Sir,

Your obedient servant,

*McM*

Colonial Secretary.

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



(26)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" ... RADIO.

*Stanley.*

20th July, 19 35.

Sir,

I have the honour to acknowledge receipt of your letter No.107/33 of yesterday's date, and beg to state that our Mr.J.M.Thomson will inspect the engine of the motor launch "Alert", and furnish a report on the work necessary to put her into running order.

I am,

Sir,

Your obedient servant,

*L. F. Hodgson*  
for Manager.

The Honourable,

The Colonial Secretary,

Stanley.

JMT/JT.



23/7/35

Brandon R<sup>d</sup>

Stanley

Dear Sir

I will agree to overhault,  
recaulk, touch up & paint (one coat)  
& do necessary repairs to Motor -  
- Boat for either of the following  
prices. The work to be done to  
the satisfaction of your Surveyor -  
for the Sum of £15-0-0

If you would care to Supply Material  
I will execute labor for the Sum -  
- of £11-0-0.

Awaiting your esteemed reply

I remain Sir

Your Obedient Servant

C F Thompson

To A R Beardmore & Co.

Gov Harbour Master



(29)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley.*

24th July, 19 35.

Sir,

Motor Launch "Alert"

With further reference to your letter dated 19th July, I beg to enclose report of work which is considered necessary to put the above vessel in working order.

I am,

Sir,

Your obedient servant,

*J.M. Thomson*

JT/JT.

Superintendent Engineer.

The Honourable,

The Colonial Secretary,

Stanley.



28

MOTOR LAUNCH "ALERT".  
=====

I have examined the above vessel now lying on the Naval Dockyard Slipway and submit the following recommendations which are considered necessary to put this vessel in a seaworthy condition.

Although no structural defects are apparent, the engine has been lying inactive for a considerable period and the parts enumerated below should be taken down for cleaning and examination before the vessel is put into service.

The hull and deck planking of the vessel requires attention as flooding in the engineroom may cause serious damage to the machinery.

Hull. Several hull plank seams and butts have been started. The hull planking together with the stem and stern posts and the deck planking to be carefully examined and all defective seams caulked with cotton and repayed with putty.

Canvas dodger stanchions round cockpit bent and torn away from their fastenings, to be faired and refastened.

Propeller shaft stern gland to be repacked with new packing.

Engine. Pistons to be drawn and cleaned for examination, cylinder walls examined and piston rings freed.

Connecting rod bottom end bearings, gudgeon pins, and main bearings to be examined.

Engine crankcase to be thoroughly cleaned out and filled with new lubricating oil.

Lubricating oil pump, together with all lubricating pipes to be disconnected and thoroughly cleaned out. Cylinder and silencer water jackets to be opened up and cleaned out.

Inlet and exhaust valves to be carefully ground in, springs examined and tappets adjusted.

Clutch gear to be cleaned examined and adjusted.

Fuel piping to be disconnected, cleaned out, altered and reconnected direct to ready service tank.



87

Note:- In reference to the above, there is a doubt whether the main fuel tanks are perfectly fuel tight. In the interests of safety against fire, I would recommend that they be disused and that the engine fuel supply be taken only from the ready service tank which has a capacity of 5 gallons, this can be supplemented by carrying on board petrol in sealed cans.

Ready service fuel tank to be cleaned out and overflow pipe to bilges blanked off.

Carburettor to be opened up and cleaned out.

Engine governor to be assembled for examination, this has been out of commission for a considerable period and it is suspected that parts are missing.

Magneto to be examined and tested and new H.T. wire fitted.

Sparking plugs to be renewed.

Engineroom bilge pump to be opened up and examined.

The spare parts are in bad shape owing to corrosion, these should be thoroughly cleaned for examination and those parts which are useless should be replaced.

The engineroom floor requires small repairs.

In the interests of safety against fire, the engineroom bilges should be thoroughly cleaned out and the vessels hull, internally, washed down with caustic soda.

The "Pyrene" fire extinguishers overhauled and recharged.

A torch and batteries supplied to the engineman for use in the engineroom when the vessel is on service.

*I. M. Thomson*

Superintendent Engineer.

The Falkland Islands Co. Ltd.

Port Stanley,

Falkland Islands.

24th July, 1935.



107/33 ATW 29/7/35

3

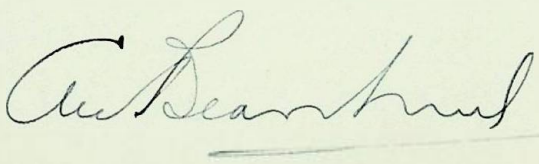
MINUTE.

29th July, 19 35

~~Memorandum~~ To  
Hon  
THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

~~From~~ From The Harbour Master,  
Stanley.

I beg to submit herewith a Special Warrant in the sum of £50 (fifty pounds), in connection with cost of repairs to the motor-boat "Alert" and other expenses likely to be incurred, such as fuel, and maintenance of this craft, in the forthcoming survey of Stanley Harbour.

  
for Harbour Master.



## FALKLAND ISLANDS.

19 35

No. 17/35

## SPECIAL WARRANT.

(Sgd.) W. HENNIKER-HEATON  
Governor.

Date July, 19 35

TO THE HONOURABLE

THE TREASURER.

Whereas it has become necessary, in the interests of the Public service, to incur certain Expenditure, not ~~authorized~~<sup>a</sup> provided for in the Estimates, as set forth in the subjoined Schedule,<sup>b</sup> in anticipation<sup>c</sup> of a vote of the Legislature<sup>d</sup> and of the approval of the Secretary of State:—

a. to remain only in case of an excess on a vote.

b. to be struck out if complete authority has been obtained c or d if either partial authority has been obtained.

You are hereby, on my personal responsibility, authorized and required to pay from the Treasury the sum of ----- Fifty ----- Pounds  
----- Shillings and ----- Pence and to charge it to the Heads and Sub-heads of the Expenditure specified in the Schedule.

And for so doing, this, together with the proper Accounts, Certificates and Acquittances, shall be your sufficient warrant and discharge.

## Schedule.

Particulars of Service.	To be charged to		£	s.	d.
	Head.	Sub-Head.			
Repairs to motor-boat "Alert" and other expenses incidental to Survey of Stanley Harbour.	IX.  HARBOUR	(now item) 12. Survey of Stanley Harbour	50	-	-

Signature of the Officer  
submitting the Schedule  
for Warrant.

*Arthur Beaman*  
for Colonial Treasurer.

Date 29th July, 19 35

(Special warrants are to be prepared in triplicate. One copy to be filed in the Office of the Colonial Secretary, one in the Treasury, and one to be furnished to the Audit).



Motor-boat "Alert"

Specification.

The work consists of caulking and repairing the motor-launch "Alert" as specified below:-

Caulking the stem and all necessary seams in hull and deck planking.

New teak covering board to port side and repair starboard side.

Renew stern belting and chafing battens.

Repair scuttle cover. Straighten and refasten windscreen.

Repair deck under windscreen stanchions.

Engine-room; Repair floor in engine-room, fixing new where necessary.

Replace lockers to form seats. Fix three new doors to stern locker.

Relay floor to cockpit, placing new where necessary. Touch up and paint the whole boat one coat.

The Government will supply all the necessary materials, and the work is to be carried out as expeditiously as possible and to the satisfaction of the Government.

---

I, the undersigned, agree to carry out the above work for the lump sum of Eleven pounds (£11. -. -.)

*A Ratcliffe*  
Witness.

*C F Thorne*

6th August, 1935.

*A Beanhart*  
for Harbour Master.



DECODE.

M.P. No. 107/33.

(33)

TELEGRAM.

From SECRETARY OF STATE FOR THE COLONIES,

To H.E. THE GOVERNOR.

*Despatched:* 6th August, 19 35. *Time:* 1930.

*Received:* 7th August, 19 35. *Time:* 1145.

No. 66. Your despatch No. 59. Please telegraph when it is anticipated "Alert" will be available at Port Stanley.

Secretary of State for the Colonies.

Red 20.



DECODE.

34.

TELEGRAM.

*From* H.E. THE GOVERNOR.

*To* SECRETARY OF STATE FOR THE COLONIES.

*Despatched:* 8th August, 19 35. *Time:* ...

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

Red 23.

No. 54. Your telegram No. 66 Alert now in Stanley under repair will be available about first week in September.

GOVERNOR.



Copy.  
(44)

Captain HYDROGRAPHIC INSTRUCTIONS FOR  
(Rch)  
~~COMMANDER~~ C.A.G. HUTCHISON, R.N., FOR THE SURVEY  
OF PORT STANLEY AND PORT WILLIAM, FALKLAND ISLANDS.

You will have received instructions to take passage in the S.S. "HIGHLAND MONARCH" leaving London on 28th September for Port Stanley, and on arrival at your destination you are to report yourself to the Governor, at the same time handing to him a copy of your Hydrographic Instructions, which is enclosed herewith.

2. Able Seaman Ernest J. Fripp, Surveying Recorder 2nd Class, has been instructed to accompany you and to assist in the survey. Arrangements regarding his pay will be made with the Falkland Islands Government, which is being requested to make the necessary advances from time to time.

3. The arrangements made with the Falkland Islands Government are as follows:-

The motor boat "ALERT" has been loaned by the "DISCOVERY" Investigations Committee with the consent of the Governor, and the necessary upkeep, fuel and crew will be provided by the Colony. It will be necessary to arrange at Port Stanley for the use of a dinghy in addition to the "ALERT".

4. The survey of Port Stanley and its immediate approach is to be carried out on a scale of 1/12,500 to include the area shown on Admiralty chart No.1614 and to be extended to the eastward to include a small islet close east of Yorke Point. The survey of Port William is to be carried out on a scale of 1/25,000 and is to be extended one mile east of Seal Rocks, and to include the Wolf Rock and Horse Point, any further extension to the southward being dependent on the amount of time available.
5. Tidal and Tidal Stream Observations. It is probable that

one...



one tidal station, which should be in Port Stanley, will be sufficient for the whole area to be surveyed; if, however, it is found that the tide in the outer part of the area differs appreciably from that in Port Stanley, an outer station will also be required. Tidal observations for reducing soundings must always be obtained whilst sounding is in progress.

If means admit, one month's continuous tidal observations are to be obtained at the principal tidal station. These should be commenced as soon as possible after your arrival and forwarded to Office immediately on completion. For this purpose the height of the tide is to be observed continuously, day and night, at exact hourly intervals, with additional observations at ten minute intervals from about one hour before till one hour after high and low water.

Reduction level for soundings should be "a level so low that the tide will but seldom fall below it". This level is to be assumed to be 3.0 ft. below half tide level, computed by averaging four consecutive high waters with the four consecutive low waters preceding or following them. The datum so obtained will be checked on receipt in Office of the continuous tidal observations referred to above and you will be informed if any alteration is considered necessary.

The datum is to be referred to at least two permanent fixed marks on shore.

If an outer tidal station is found necessary, reduction level at that station is to be computed in accordance with General Instructions for Hydrographic Surveyors, 1933, page 49.

Tidal streams should be observed, as means admit, in accordance with General Instructions for Hydrographic Surveyors, 1933, pages 55 and 56. Observations of the streams in the entrance to Stanley harbour, sufficient at least to show times

of.....



of slack water and rates of the in-going and out-going streams, are particularly necessary; observations should also be obtained, if possible, in the entrance to Port William, and off that entrance to show the general run of the streams off shore.

6. It is probable that all rocks dangerous to navigation will be marked by kelp growing to the surface and clearly visible from a boat, and it will not be necessary to carry out sounding in any detail over the kelp areas which fringe the shore; this is not to be taken as implying that no dangers may be expected where kelp does not grow, and all indications of shoal water are to be closely examined.
7. So far as is known, there is no triangulation of any portion of the Falkland Islands, and it will therefore be necessary to measure a base and extend a triangulation from it. This should not present any great difficulty, and owing to the nature of the country no clearing will be required.
8. You are to arrange with the Falkland Islands Government for the supply of a limited number of permanent marks which are to be placed on your trigonometrical stations so that the positions may be recovered and utilised if necessary at a future date.
9. Every endeavour should be made to complete the survey in as short a time as possible, and should you find that you can dispense with the services of your Recorder before the completion of the work, you are to make arrangements for his return to England as soon as he can be spared.
10. On completion of the surveys you are to return to England in order to draw the Fair charts of the work.
11. Should opportunity occur, an endeavour is to be made to obtain astronomical observations to determine the geographic position of a suitable point in the survey and to check the magnetic....



magnetic variation at the observation place between Navy Point and Goldsworthy Rock. This position should not however be used if any considerable buildings have been erected in the vicinity.

12. A careful account is to be kept of the expenditure of all stores in your charge, as well as of the surveying instruments, and you are to report any losses or damage to the latter to the Hydrographer.

13. You are to keep the Hydrographer informed from time to time of the progress of your work, and are to be guided by the General Instructions for Hydrographic Surveyors, 1933.

(Sd) J. A. EDGELL

Hydrographer.  
21 September, 1935.

H.5204/33.



DECODE.

35

TELEGRAM.

*From* SECRETARY OF STATE FOR THE COLONIES,

*To* H.E. THE GOVERNOR.

---

*Despatched :* 10th October, 19 35. *Time :* 2218.

*Received :* 11th " 19 " *Time :* 1045.

No. 83. Your despatch No. 59. Admiralty have selected Commander C.A.G. Hulwhison, R.N., retired, who will sail from Montevideo to Port Stanley on Lafonia the 22nd October accompanied by a surveying recorder.

Secretary of State for the Colonies.

Red 20



# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley*

11th October, 1935.

Sir,

MOTOR LAUNCH "ALERT"

We beg to hand you herewith our engineer's final report on the condition of the above vessel, together with account for services rendered.

I am,

Sir,

Your obedient servant,

*J. M. Thomson*

for Manager.

The Honourable,

The Colonial Secretary,

Stanley.



MOTOR LAUNCH "ALERT"  
-----

On the 3rd instant I witnessed a trial, at full power, of the above vessel's machinery in Stanley Harbour, and with the following exception found both hull and machinery in seaworthy condition for harbour work. The lubricating oil pump requires to be primed before it will circulate and maintain a pressure on the lubricating oil system, in consequence of the impellers being much worn. It will therefore be necessary to fit new internal parts in order to bring this pump into perfect working condition, but for immediate purposes initial priming will be sufficiently effective. All work enumerated in my ~~xxx~~ report of the 24th of July has been carried out with the exception of the "Pyrene" fire extinguishers, and in the interests of safety against fire these should be recharged and fitted to the ready use brackets in the engine-room provided for that purpose. If the vessel is to be maintained in prolonged service at Port Stanley it will be necessary to keep the following minimum spares on hand. The spare piston rings are unservicable owing to corrosion - a complete set of 12 in number will be required. The same remark applies to the inlet and exhaust valves - a complete set of 6 in number will be required. The walls of the exhaust silencer circulating water chamber are perforated by corrosion, a new silencer without fittings should therefore be ordered from the makers. The defective silencer has been adapted for immediate service by diverting the circulating water from the silencer direct to the exhaust pipe and insulating the silencer with asbestos. Both spindles and impellers of the spare water circulating pump are much worn and are unserviceable - these should be renewed and the complete pump retained as spare. The governor was disconnected from the engine when the vessel arrived at Port Stanley and several small parts are missing. It would



appear from its present condition the governor has not been in service for a considerable period and from my observations during the machinery trial it may be dispensed with during the vessel's present service.

*J. M. Thomson*

Superintending Engineer.  
The Falkland Islands Co.Ltd.



107/35

Stanley.

11th October,

39  
1935.

*Mr.* THE COLONIAL GOVERNMENT - STANLEY.

(C.S.O)  
To the Falkland Islands Company, Limited.

*Folio (S/D )*

To Professional services and supplying reports in  
connection with repairs to Motor Launch "Alert"

£ 2 2 -

The Falkland Islands Co., Ltd.

*J. M. Thomson* for Manager.



107/33.

16th October,

35.

Sir,

Red 28

I am directed by the Governor to acknowledge the receipt of your letter dated the 11th of October, 1935, transmitting a report by your Superintending Engineer on the condition of the Government Motor Launch "Alert".

2. I am to request that you will be so good as to convey to Mr. J. M. Thomson the thanks of this Government for his reports, and also for his expert advice and assistance in this matter.

3. I am to state that vouchers in respect of professional services have been passed to the Colonial Treasury for payment,

I am,

Sir,

Your obedient servant,

*WCH*

Colonial Secretary.

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



46

Colonial Secretary's Office

Port Stanley

30th October 1935

Sir,

In connection with the survey of Port Stanley and Port William and the triangulation which must precede this work, there will be a number of small expenses to be incurred ~~£ 1~~ 1. It is not possible at this stage to enumerate these, I therefore have the honour to request authority to obtain all the help and gear that I may require either from the Director of Public Works or the Falkland Island Company or from other local resources and that in each the cost may be met from Government funds.

2. It is further requested that a notice as set out in the enclosure to this letter may be given publicity in order to prevent interference with the marks shortly to be erected.

3. I request that I may have authority to move freely about the area bounded approximately by Mount Low, The Sisters, Port Harriet, Cape Pembroke and Kidney Island, and to erect marks wherever necessary.

I have the honour to be,

Sir,

Your obedient servant,

Colin Hutchison

Captain, Royal Navy.

His Excellency  
The Governor

Government House

Stanley



47

Please send this forward

Colin Hatcher



DECODE.

(48)

TELEGRAM.

From H.E. THE GOVERNOR,

To SECRETARY OF STATE FOR THE COLONIES.

Despatched: 30th October , 19 35. Time : ...

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

Red 35

No. 66. With reference to your telegram No. 83 Surveying Officer and Surveying recorder arrived here on the 26th October. I propose to charge all expenses in connection with the survey except the maintenance and running expenses of the launch as an advance against the Admiralty.

Governor.



107/33.

5th November,

35.

Sir,

Red 46.

I am directed by the Governor to acknowledge the receipt of your letter dated the 30th of October, 1935, and to inform you that you may obtain whatever assistance and gear you require in connection with the Survey of Stanley Harbour. All expenses should be charged to Advances - Admiralty.

2. The Notice transmitted with your letter has been published in the news-sheet "Penguin".

3. You are hereby granted authority to move freely about the area bounded approximately by Mount Lowe, The Sisters, Port Harriet, Cape Pembroke and Kidney Island, and to erect marks wherever necessary.

I am,

Sir,

Your obedient servant,

W. C. H.

Colonial Secretary.



(51)

Colonial Secretary's Office

Stanley

6th November 1935

Sir,

I have the honour to address you on the question of the crew for "Alert" to be employed on surveying duties.

2. The crew at present consist of Bert Ratcliffe aged 60, Howard Ratcliffe aged 51 and Kelway the engineman, all these men being also the crew of the Governor's boat the Penguin.

3. To carry out surveying duties the crew must consist of ;  
Coxwain  
2 Deck Hands  
Engineman

4. The deckhands are required principally as leadsmen but will be employed by me when not sounding, as labourers for carrying marking gear (e.g. flag poles, crowbar, holdfasts, and boltstaves) and instruments; all of which are required for triangulation, coastlining and when putting up secondary marks.

5. At present Howard Ratcliffe is acting as coxwain and the work as leadsman and as labourer cannot be carried out by Bert Ratcliffe due not only to his age but to his position as local pilot. He is therefore redundant.

6. I do not wish to cast any reflection on him in stating this for he has been most willing and helpful to me in every way since I commenced my duties here.

7. As the Colonial Government have agreed to provide a crew for the Alert, I request that two additional deck hands should be engaged and that the cost of their wages should be borne by the Colonial Government.

8... In order to get forward with my work (for I cannot get on further without the help of labour), I have arranged through the Director of Public Works to engage two additional deck hands to commence work tomorrow Thursday 7th November. For this purpose I have drawn up the conditions under which they are to work and each man will be given a copy. The agreement broadly speaking is to carry out any duties I may require and to work any hours I may order at a flat rate of wage which I believe has been fixed at £2.12.6 per week.

9. There only remains the question of the engineman. This man is engineer of the Penguin and if it should happen that H.E. The Governor requires the Penguin on a day on which I may have arranged to leave for sounding or other survey work at 5.0 A.M. a difficulty would arise.

10. My position is that the comparatively few really calm days which occur during the month, will be days which I ought not to let pass without either sounding outside or visiting a more distant main triangulation station, so that if H.E. The Governor requires a boat on such a day as this I might be immobilised as the engineman would not be available.

*That is gone  
to say wages  
of additional  
deck hands.  
Mest*

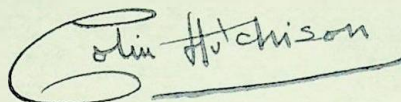


II. I therefore request that you will lay this matter before His Excellency and that an early decision may be reached with regard to who will bear the expense of the two extra deck hands and what arrangements can be made in order to avoid, if possible, a situation arising as envisaged in paragraphs 9 and 10.

I have the honour to be,

Sir,

Your obedient servant.



Captain ,Royal Navy (ret)

The Colonial Secretary

Stanley



107/33

2

Colonial Secretary's Office  
Stanley

7th November 1935

Sir,

I have the honour to report that some boys have cut the guys of a survey mark which I have ~~XXXXXXX~~ erected on the peat bog about half a mile inland and in almost direct continuation of Villiers Street; on the high ground above the town.

2. It has been reported to me that one of the boys concerned is named Kiddle.

3. I request that if this boy is concerned in this, he may be given a severe warning as if this mischief is continued it will seriously delay my work and may cause serious errors.

4. Might I suggest that a notice should be read out in every school warning children not to touch or damage the survey marks.

I have the honour to be,

Sir,

Your obedient servant.

John Atchison

The Colonial Secretary  
Stanley.

Captain, Royle Navy (ret)



No. **107/33.**

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

**7th November,** 19 **35.**

To **CHIEF CONSTABLE,**

**STANLEY.**

From

**THE COLONIAL SECRETARY,**

**Stanley, Falkland Islands.**

**Captain Hutchison, R.N., Admiralty Surveying Officer, has reported that some boys have cut the guys of a survey mark, and has suggested that a notice be read out in school warning children not to touch or damage the survey marks.**

**2. Will you kindly take an early opportunity of warning the School children that survey marks must not be touched or damaged.**

*McH*

**Colonial Secretary.**



No. 107/35.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

7th November, 19 35.

To SUPERINTENDENT OF EDUCATION,

STANLEY.

*From*

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

The Admiralty Survey Officer has reported that some boys have out the guys of a survey mark, and has suggested that a notice be read out in school warning children not to touch or damage the survey marks.

2. Will you kindly take an early opportunity of warning the school children that survey marks must not be touched or damaged.

MCH

Colonial Secretary.



45

SURVEY OF PORT STANLEY AND PORT WILLIAM

A triangulation of the country surrounding Port Stanley and Port William is now being commenced by Captain C.A.G. Hutchison, Royal Navy and this will be followed by a marine survey of the two harbours and their approaches. For this purpose it will be necessary to erect a number survey marks such as flagstaffs, beacons, cairns and whitewash marks.

It is requested that no one will on any account touch these marks or move them even if they may have fallen down.

Copy sent to  
Admiral "Penguin" this day  
for publication  
10/11/35





From Captain C.A.G.Hutchison R.N. (ret)

To The Honourable the Colonial Secretary - Stanley

It is requested that the following official telegram may be sent through the Government to the Hydrographer of the Navy.

Address	HYDROGRAPHER ADMIRALTY
Text	REQUEST ONE LARGE TWO SMALL CUST STATIONPOINTERS
From	HUTCHISON

*C. A. G. Hutchison*

Captain R.N. (ret)

*Offici* 2

*Send.*

*Cost - "Advances - Admiralty"*

*mch*

*12. XI. 55*



DECODE.

107/33.

56

TELEGRAM.

*From* The Colonial Secretary.

*To* The Secretary, Admiralty.

---

*Despatched :* 12th November, 1935. *Time :* 18.30.

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

Following for Hydrographer begins request 1 large 2  
small Cust Station pointers Hutchinson ends.

COLONIAL SECRETARY.



107/33.

13th November, 35.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter dated the 6th of November, 1935, on the subject of the crew for the launch "Alert" to be employed on surveying duties.

2. I am to state that the Government launch "Penguin" and crew are required for Government service including His Excellency's own use not more than four or five days in any month and that there does not appear to be any reason why any case of conflicting requirements should arise as all interests can be served by amicable adjustment. However as an additional safeguard to meet the contingencies suggested in paragraphs 9 and 10 of your letter the Government will engage the services of a separate engineer for the "Alert" who will always be at your disposal.

3. I am to add that the Government's financial commitment is limited to the provision of a crew to run the launch when required for survey purposes and does not include the provision of labourers or one or more leadsmen. Men for this service can be procured at Admiralty charge.

I am,

Sir,

Your obedient servant,

*MCH*

Captain Colin Hutchison, R.N. (ret.)  
STANLEY.

Colonial Secretary.



107/33.

13th November,

35.

Sir,

I am directed to acknowledge the receipt of your letter dated the 7th of November, 1935, and to express regret that survey marks erected by you have been tampered with.

2. I am to say that action has been taken to prevent recurrence.

I am,

Sir,

Your obedient servant,

W CH

Colonial Secretary.

Captain Colin Hutchison, R.N. (ret.)  
STANLEY.



No. 107/33.

(It is requested that, in any reference to this minute the above Number and the date may be quoted.)

MINUTE.

13th November, 19 35.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

To Mr. B. Fleuret,

Ranger,

Stanley Common.

I am to inform you that the Admiralty Surveying Officer has reported that survey marks erected by him on the Common have been tampered with.

2. I am to instruct you to observe such marks when on patrol and to warn persons and particularly children seen near such marks that the marks must on no account be touched or damaged.

WCH

Colonial Secretary.



60

Notice for publication in 'Penguin'.

DAMAGING SURVEY MARKS.

Attention is drawn to Section 43 of the Summary Jurisdiction Ordinance, 1902, which provides as follows :-

"Any person who shall unlawfully and wilfully commit any damage to or upon any real or personal property whatever, either of a public or private nature, for which offence no punishment is already otherwise provided (the injury done being under the value of £50), shall pay to the party aggrieved such reasonable amount of compensation for the injury done as the Magistrate shall see fit; and shall also be liable to a fine not exceeding the sum of forty shillings."

---



DECODE.

(61)

## TELEGRAM.

*From* COLONIAL SECRETARY,

*To* MAGISTRATE, SOUTH GEORGIA.

---

*Despatched:* 14th November, 19 55. *Time:* ...

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

No. 37. It is understood that Engine spares for M.V.  
"Alert" are available at South Georgia. Please ship without  
fail by return of lafonia.

Colonial Secretary.



DECODE.

(62)

TELEGRAM.

*From* THE SECRETARY, ADMIRALTY,

*To* COLONIAL SECRETARY.

---

*Despatched* : 14th November, 19 35. *Time* : 1648.

*Received* : 15th " 19 " *Time* : 1045.

From Hydrographer. Station pointers for Captain Hutchison  
posted today.



MINUTE.

19th November, 19 35.

~~TO THE SECRETARY~~ To

From  
~~THE HARBOUR MASTER~~

The Harbour Master.

THE COLONIAL SECRETARY,  
  
Stanley, Falkland Islands.

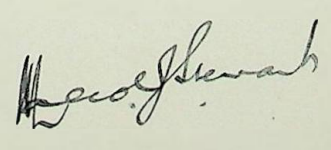
Stanley.

Your minute of 14th November has been noted.

2. With reference to Page 51 I would suggest that Captain Hutchison be asked to refer all his enquiries in the first place to the Departments concerned so that recommendations when necessary can be referred to His Excellency through you for consideration.

3. In this connection I wish to report that when I visited the "Penguin" to-day I observed that two platforms had been erected - one on each side of the vessel. As I was not aware of any authority having been given to Captain Hutchison to use the "Penguin" for Survey work or for any alteration work to be carried out on the "Penguin" I asked the Foreman of Works ( who had arrived to proceed to repair the light at Mangera Point) - on whose instructions the work was carried out and was informed that the work was done on the instructions of Captain Hutchison, to provide platforms for men employed on taking soundings.

4. It is possible that the "Penguin" may be required by His Excellency on Friday or Saturday and I should be glad if you would be good enough to let me know if any verbal authority has been given to use the "Penguin" for Harbour Survey work.



Colonial Treasurer.



107/33

(65)

MINUTE.

20th November, 19 35.

To

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

From The Harbour Master,  
Stanley.

I have the honour to attach a copy of a letter received from *with your approval* Captain C. Hutchison to which I propose sending the following reply:-

With reference to your letter dated 20th November I have the honour to inform you that the acquisition of the Motor Boat "Alert" for the performance of a special and most urgent duty yesterday afternoon, was the result of instructions which I received from Government.

As I explained in my letter to which you refer, the "Alert" was urgently required for the purpose of restoring the light at Mangera Point which, as reported to me, had gone out at 1 a.m. on the morning of 19th November and no doubt you will appreciate the importance of the restoration of this light for the safety of life at sea.

*Harbour Master*

Harbour Master.

COPY.

(64)

From Captain C.A.G. Hutchison R.N. (ret)  
To The Harbour Master Port Stanley  
Dated. 20th November, 1935.

With reference to your letter of 19th November, I  
request that you will inform me whether the motor  
boat "Alert" is primarily under your orders.

(sgd.) Colin Hutchison  
Captain Royal Navy (ret)



107/33.

21st November,

35.

Sir,

Red 58

With reference to my letter No. 107/33 of the 15th of November, 1935, I am directed to inform you that the Harbour Master should at all times be consulted regarding the use of the S.L. "Penguin" and should you at any time require the services of that launch you should notify and arrange the matter with that officer.

2. I am to add that no alterations to the "Penguin" or the "Alert" may be carried out unless authorised by the Harbour Master.

3. I am to add further that the Harbour Master has been instructed to engage an engineer for the motor boat "Alert".

I am,

Sir,

Your obedient servant,

*McH*

Colonial Secretary.

DECODE.

107/33

(67)

TELEGRAM.

*From* MAGISTRATE, SOUTH GEORGIA.

*To* COLONIAL SECRETARY.

---

*Despatched :* 20th November, 1935. *Time :* 1950.

*Received :* 21st " 19 " *Time :* 1045.

No. 41. Your telegram No. 37 No spares here.

Magistrate.

Ret 37



MINUTE.

28th November, 19 35.

~~From~~ To.

From.

~~From~~ The Harbour Master.

THE COLONIAL SECRETARY,

Stanley.

Stanley, Falkland Islands.

I have the honour to ask that the following spares may be ordered by cable, through the Crown Agents, for Parson's engine Series No. M.E. 1859/4302 Motor Launch.

- 1 / Float, for, fuel, feed,
- 3 , Inlet, valves
- 3 , Exhaust valves
- 6 , Valve/Springs
- 6 , Cotters
- 3 , Connecting rod, top, end, bushes
- 6 , Valve tappets
- 12 , Piston/Rings standard size

These items were purposely omitted from Indent No. 127/35 as it was stated by Captain Hutchison that they were more urgently required.

*Harbour Master*  
Harbour Master.

DECODE.

69

TELEGRAM.

*From* COLONIAL SECRETARY,

*To* CROWN AGENTS FOR THE COLONIES.

---

*Despatched:* 29th November, 19 35. *Time:* ...

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

Request you will obtain and forward by first opportunity following spares for Parson's engine series No. M.E. 1859/4302 motor launch, 1 float for fuel feed, 3 inlet valves, 3 exhaust valves, 6 valve springs, 6 cotters, 3 connecting rod top end bushes, 6 valve tappets, 12 piston rings standard size.

Colonial Secretary.



W

THE CHIEF ENGINEER,

OFFICE OF THE CROWN AGENTS FOR THE COLONIES

4, MILLBANK,

LONDON, S.W. 1.

Telegrams: DROWN, LONDON.

Telephone: VICTORIA 7730.

Pal and Is. 4101/1

Above reference should be quoted on all communications regarding this subject.

To:—

The Parsons Oil Engine Co. Ltd.,  
Town Quay,  
Southampton.Authy:— Col. Sec's  
telegram

Dated 29.11.35.

Account (if any)

Dept.

Tender for the supply of Engine spares.

NO. OF ITEM.	QUANTITY.	DETAILED DESCRIPTION OF ARTICLES.	RATE.	AMOUNT.		
		A detailed list of the contents must be enclosed when possible in each package. Attention is directed to the General Conditions of Contract on the back of this page. Prompt delivery is of the utmost importance and should the Contractor at any time find that delay will arise he should at once give the notice required under No. 20 of the General Conditions of Contract.				
		Parsons engine series No. M.E.1859/4302 motor launch. =====				
	1	Float for fuel feed.		-	5	6
	3	Inlet valves.	10/6	1	11	6-
	3	Exhaust valves	4	1	11	6-
	6	Valve springs.	3/-		18	-
	6	Cotters	4		2	-
	3	Connecting rod top end bushes.	9/-	1	7	-
	6	Valve tappets. <i>with adjusting screws.</i>	9/6	2	17	-
	12	Piston rings standard size.	3/-	1	16	-
		To be despatched immediately, extremely urgently required.				
		UNFINISHED CASES ARE NOT TO BE SUPPLIED.				
		Carried forward		£	10	8 6-



NO.  
OF  
INSTR.

DETAILED DISPOSITION OF ARTICLES

DATE

MONTH

Amount brought forward

£ 10 8 6.1

NOTE.  
Provision of delivery is of the utmost importance and a special note is made that the above is required under Clause 55 of General Conditions of Contract.

DELIVERY PERIOD

DATE, Date of packing for export ...

2

—

—

—

—

(a) If economy can be obtained by an order for a single article, the order should be placed for a single article.

(b) Where it is not feasible to order a single article, the order should be placed for a quantity of articles, the quantity being determined by the nature of the work to be done. The Crown Agents should be consulted in such cases.

(c) Where it is not feasible to order a single article, the order should be placed for a quantity of articles, the quantity being determined by the nature of the work to be done. The Crown Agents should be consulted in such cases.

We hereby agree to supply, in accordance with General Conditions of Contract (No. 1), dated November, 1922, on bank terms, the articles above specified, at the price set against each, which includes all charges (see Note), and to deliver free on board ship or despatch by post within the period above stated from the date of order.

Add cost of postage

(c) Alternative price for delivery, etc.

Net amount payable (including all charges) on receipt of Bill of Lading, or Parcel Receipt.

Post Office Certificate of Posting.

(a) Alternative price for delivery, etc.

See follow

(b) Trade and shipping allowances

1 0 10

10 per cent. on £10 8 6

7 7 8

Cash Discount for prompt payment

7 7 8

Net amount payable (including all charges) on receipt of Bill of Lading, or Parcel Receipt.

7 7 8

Post Office Certificate of Posting.

7 7 8

TO THE CROWN AGENTS  
FOR THE COLONIES.

Address

THE PARSONS OIL ENGINE CO. LTD.

SOUTHAMPTON

Stanley

Nov

Date this 14th

day of December

1935

THE CHIEF ENGINEER,  
CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK,  
LONDON, S.W.1.

Ready 6.12.35

6th Dec 1935

Colony Falkland Islands

Reqn. 4101/1

Articles 4 spares for Parsons Engine

The Crown Agents for the Colonies have to inform Messrs. The Parsons Oil Engine Co. Ltd., that the Estimate (i.e. £9 — 7 — 8) plus postage under the above reference is approved, and that the order may now be put in hand. The spares should be despatched by parcel post by the quickest route addressed as follows:-

The Officer administering the Government

Stanley  
Falkland Islands

Parsons Oil Engine Co. Ltd.  
Parron Quay Works  
Southampton

Falkland Is 4101/1

Reference should be made to all communications on this subject.

MS: "CROWN, LONDON."

PHONE: VICTORIA 7720.



W Falkland Is 4101/1.

The above Reference should be  
quoted on all communications  
regarding this subject.

THE CHIEF ENGINEER,  
CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK,  
LONDON, S.W.1.

TELEGRAMS: "CROWN, LONDON."

TELEPHONE: VICTORIA 7730.

Ready 6.12.35.

6<sup>TH</sup> Dec 1935.

Colony Falkland Islands

Reqn. 4101/1.

Articles Spare for Parsons Engine

The Crown Agents for the Colonies have to  
inform Messrs. The Parsons Oil Engine Co. Ltd.,  
that the Estimate (i.e. £9 — 7 — 8.)  
plus postage  
under the above reference is approved, and that  
the order may now be put in hand. The spares  
should be despatched by parcel post  
by the quickest route addressed as  
follows:-

The Officer administering the Government

Stanley  
Falkland Islands

Messrs The Parsons Oil Engine Co. Ltd.  
Down Quay Works.  
Southampton.

W

83

Falkland Is. 4101.

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

## ADVICE OF ORDERS PLACED.

The Crown Agents for the Colonies present their

compliments to The Colonial Secretary,

Falkland Islands.

and have the honour to enclose copies of the undermentioned  
accepted tenders in connection with the indent noted in  
the margin.

A period of 14 to 28 days should be added to  
the date promised for delivery, being the time which may  
elapse between the goods being ready and a suitable  
opportunity for shipment, and, unless a further advice is  
sent to you, it may generally be assumed that the date  
promised for delivery in England will not be exceeded.

Authy:- Col.Sec's telm.  
~~indent No.~~

Dated 29.11.35.

Dept. ---

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,  
4, MILLBANK, LONDON. S.W.1.

6th December, 193 5.

Firm.	Nature of Goods. (and indent item numbers.)	Date promised for delivery in England.
The Parsons Oil Engine Co.Ltd.,	Engine Spares.	6/12/36.
MD.		



7.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

10th December, 19 35

From ~~Mr~~ Director of Public Works,  
Stanley.

~~From~~ To.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

SURVEY OF STANLEY HARBOUR.

Captain C. Hutchison requires some work done, such as spray screen, chart table, etc., to be fitted to the "Alert". The estimated cost is £15. 0. 0. Submitted for approval to proceed as a charge against "Advances - Admiralty - Survey of Harbour".

C. Roberts.  
Director of Public Works.

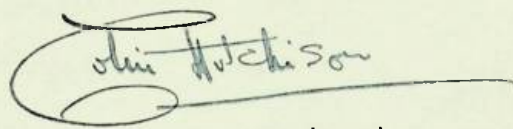
From Captain C.A.G.Hutchison R.N.(ret)

To The Hon. The Colonial Secretary

Dated 14th December 1935

IMPREST ACCOUNT

It is requested that I may have another £25 paid in to the credit of the imprest account which is nearly all expended. This is required to run on to the end of the year when I shall require another £100 to carry me on in the new year.



Captain R.N.(ret)

22-12-35



84



FALKLAND ISLANDS.

NO. 152.

Downing Street,

20 December, 1935.

Sir,

*Red 45*

I have the honour to refer to your telegram No. 66 of the 30th October concerning the re-survey of the harbours of Port William and Port Stanley, and to inform you that the Lords Commissioners of the Admiralty concur in the proposal made in your telegram that all expenses in connection with the surveys, except maintenance and running expenses of the launch, should be charged against the Admiralty.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) J. H. THOMAS

0223

GOVERNOR,

H. HENNIKER-HEATON, ESQ., C.M.G.,

etc.,                      etc.,                      etc.,



107/33.

20th December, 35.

Sir,

I am directed by the Governor to transmit for your information the accompanying extract from a despatch received from the Secretary of State for the Colonies regarding the Naval Pay and allowances to be made to Surveying Recorder Ernest J. Tripp.

I am,

Sir,

Your obedient servant,

*McH*

Colonial Secretary.

Captain C.A.G. Hutchinson R.N., (ret.)  
STANLEY.





143

FALKLAND ISLANDS.

NO.

134.

Downing Street,

71 October, 1935.

SIR,

With reference to the arrangements for the re-survey of the harbours of Port William and Port Stanley, I have the honour to confirm my telegram No. 85 of the 10th October, which read as follows:-

*Red 35.*

"Your despatch No. 59. Admiralty have selected Commander C.A.C. Hutchison, R.N. Retired, who will sail from Montevideo to Port Stanley on the "Atonia" the 22nd October, accompanied by a Surveying Recorder."

2. Commander Hutchison has been promoted to the rank of Captain on the Retired List. During his present appointment he will, however, continue to be borne in the rank of Commander. His pay will be issued by the Accountant Officer of H.M.S. President, direct to the Officer's bank.

3. The rating detached for duty as Surveying Recorder is Ernest J. Fripp, A.B., C.B.C. /J 108991. The Admiralty have requested that the Colonial Government will be good enough to arrange for payments in respect of his Naval pay and Allowances to be made to Fripp within a maximum of £15.10.0. monthly, paid in arrears and for the amounts so paid to be reclaimed from the Admiralty in due course through the usual

GOVERNOR

H. HANMER-HEATON ESQ., C.B.C.,

etc., etc., etc.



(42)

usual channels. In respect of the first payment, for the month of October, 1935, the payment should be limited to £5, the rating having received an advance of pay prior to his embarkation. I should be obliged if you would take such steps as may be necessary to comply with this request.

4. Commander Hutchison and A/B Tripp sailed for Montevideo in the S.S. "Highland Monarch" on the 20th September.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Sgd.) MALCOLM MacDONALD



95

Stanley

Sir,

I have the honour to be,

Sir,

John H. Hinson

The Hon. The Colonial Secretary

76

Office of the Colonial Secretary

Stanley

26th December 1935

Sir,

I have recently had an opportunity of trying the "Motor Launch Alert in bad weather outside Cape Pembroke and I consider that it would not be prudent to take her outside for a day's sounding, with the risk of bad weather springing up suddenly, unless she is properly ballasted.

2. I consider that she should have about  $\frac{1}{2}$  Ton extra ballast put on board. There is scrap lead available in the Colony and  $\frac{1}{2}$  Ton can be purchased for £4. 10.0 and if this is purchased by the Government I will supervise the placing of it on board.

3. I wish to make it quite clear that, as this Ballast is an intrinsic part of the boat which is being provided by the Colony, I consider that the cost should be borne by the Colony. An additional reason for this that the lead will remain in the boat when the survey is over and it does not appear to me to be equitable that the Admiralty should have to bear the cost of making the Alert seaworthy.

I have the honour to be,

Sir,

Your obedient servant.

*John Hutchinson*

The Honourable  
The Colonial Secretary.

Captain R.N.(ret)



107/33.

31st December,

35.

Sir,

With reference to my letter No. 107/33 dated the 20th December, 1935, on the subject of the Naval pay and allowance to be made to Surveying Recorder Ernest J. Fripp, I am to request that you will be good enough to forward to the Colonial Treasurer a certificate stating the amounts paid to Mr. Fripp, on receipt of which arrangements will be made for all future payments to be made at the Colonial Treasury in conformity with the request of the Admiralty.

I am,

Sir,

Your obedient servant,

*m chl*

Colonial Secretary.

Captain C.A.G. Hutchison, R.N. (Ret.)  
STANLEY.



(79)

GOVERNMENT HOUSE,

STANLEY.

1st January, 1936.

FALKLAND ISLANDS.

No. 1.

Sir,

*Reds 72-3*

I have the honour to acknowledge the receipt of your despatch No. 134 dated the 31st October, 1935, on the subject of the re-survey of the harbours of Port Stanley and Port William, and to invite attention to my telegram No. 66 of the 30th October, 1935, to which no reply has been received, which read as follows :-

"With reference to your telegram No. 83 Surveying Officer and Surveying Recorder arrived here on the 26th of October. I propose to charge all expenses in connection with the survey except the maintenance and running expenses of the launch as an advance against the Admiralty".

2. The Admiralty do not appear to have made any arrangements for the cost of the survey apart from paying the emoluments of the Surveyor and the Recorder, although the commitments of the Colony were restricted to the provision of a launch with crew and running expenses of the craft.

3. I regret that the financial condition of the Colony does not allow of expenditure on this service beyond the above limit and I trust that the Admiralty will be good enough to adjust the advances already made to Commander Hutchison in respect of work carried out by the Public Works Department at his request, wages of leadsmen and tide watchers, office requisites and other incidental expenses, claims for which will be forwarded

in/

THE RIGHT HONOURABLE  
J. H. THOMAS, P.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES.



in due course to the Crown Agents for the Colonies for recovery on behalf of this Government.

4. I would in this connection invite your attention to the final sentence of Secretary Sir Philip Cunliffe-Lister's despatch No. 101 of the 16th of August, 1934, wherein it is intimated that the work when undertaken would be a charge to Naval Funds. I could not have committed the Colony to the limited liability already incurred without this assurance.

I have the honour to be,

Sir,

Your most obedient  
humble servant,

(Sgd.) H. HENNIKER-HEATON

107/33.

7th January,

36.

Sir,

With reference to your letter dated the 26th of December, 1935, on the subject of ballast required for the motor launch "Alert", the cost of which you consider should be borne by the Colony, I am directed to inform you that by a despatch from the Secretary of State for the Colonies dated the 16th August, 1934, this Government was informed that the work of surveying would when undertaken be a charge to Naval funds and that this Government is, His Excellency regrets, unable to assume any liabilities beyond the cost of running the launch.

2. I am to add that further expenditure required will on your requisition be met by the Government and charged as an advance.

I am,

Sir,

Your obedient servant,

*MCH*

Colonial Secretary.

Captain C. A. G. Hutchison, R.N., (Ret.),  
STANLEY.



(81)

URGENT

It is requested that the following  
telegram may be sent to  
Secretary of the Admiralty.

Following for Hydrographer

Request two & spare twenty fathom  
dials for <sup>LUCAS</sup> sounding machine may  
be sent.

From HUTCHINSON

---

John Hutchinson

Captain RN

DECODE.

82

TELEGRAM.

From Colonial Secretary,

To Admiralty, London.

---

Despatched: 25th January, 19 36. Time :...

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

Following for Hydrographer. Request two spare twenty fathom dials for Lucas sounding machine may be sent. From Hutchison.

Colonial Secretary.



(85)

Harbour Dept.

Stanley.

13<sup>th</sup> February ~~1935~~, 1936.

Sir,

I have the honour to inform you that it is the wish of His Excellency the Governor that neither the Pilot nor the Deck-hand of the crew furnished by this Government should be employed on the duties of tide-watching, and that you should employ a man to carry out this work.

I have the honour to be,

Sir,

Your obedient servant,



Harbour Master.

Capt. C.A.G. Hutchison. R.N. (Retd.)

Stanley.

Colonial Secretary's Office

Stanley

Falkland Islands

15th February 1936

Sir,

I have the honour to acknowledge your letter of 13th February and though I am loth to take a contrary view to His Excellency's expressed wish, I would be failing in my duty to the Hydrographer if I did not place the facts relating to this detail in my organisation on record.

2. According to my instructions, the Colonial Government have placed a boat and crew at my disposal for the survey and in the view of the Colonial Government this crew consists of a coxwain, a deck hand and an engineman.

3. I have engaged permanently two additional men F.Buse and R.Campbell. Buse is the extra deck hand and Campbell was originally a tide gauge observer.

4. The deck hands provided by the Colonial Government are elderly men (60 and 51 years of age) and the boat work of a survey crew is arduous. I therefore decided to work the Government deck hands alternate weeks (using them as coxwain only) and to take my tide observer away in the boat as extra deck hand. The man having the week off then acting as tide observer.

This seems to be a fair and considerate way of working the elder men under my orders; if, however, I comply with His Excellency's expressed wish, namely that the deck hands provided by the Government should not act as tide observers, there are two alternatives before me :-

(a) To put Campbell on to tide observing and to take both older men away surveying.

(b) To continue the present arrangement and to engage yet another man as tide observer and let the deck hand who is having the week off be idle.

5. With regard to (a), I am loth to do this for the reason I have given in para.4. and with regard to (b) firstly I do not consider it right that men working under my orders should be idle and secondly I should be involving the Admiralty in extra expense whilst this man does nothing.

6. I request that you will place this letter before His Excellency.

I have the honour to be,

Sir,

Your obedient servant,

The Harbourmaster  
Stanley

*John Hutchison*

Captain R.N.(ret)



107/33.

21st February,

36.

Sir,

Red 86

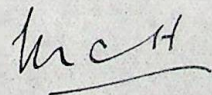
With reference to your letter dated the 15th of February, 1936, addressed to the Harbour Master, I am directed by the Governor to inform you that while appreciating fully the grounds on which you would prefer to be able to utilize the services of the members of the crew of the launch for survey duties on shore His Excellency regrets that the Government is unable to undertake to do more than maintain and run the launch.

2. I am to add that if two hands only are required for running the launch, it will much facilitate the work of the Harbour Department to have the third man available for the harbour duties.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Captain C. A. G. Hutchison, R.N., (Retd.)  
STANLEY.

107/33

(89)

Colonial Secretary's Office

Stanley

24th February 1936

Sir,

It is part of my duty during the survey to bring the Sailing Directions up to date and to test the accuracy of information contained in them.

2. I therefore have the honour to request that you will bring up to date and correct, if necessary, the information given in the South American Pilot Part I with regard to Port Stanley and Port William.

3. A copy of this book accompanies this letter and the precise information I require is as follows :-

Page . 52 Line 13 Is there any other Govt. W/T station in the Falkland Is. if so where ?

Page. 447 Lines 20-27 Is this correct ? Is the pilot qualified to take charge of a ship ? What certificates does he possess ? Is there any charge for pilotage, if so what are the rates ?

Page. 449 Lines 32-37 Is this correct ? Is there any later information to add to this para.?

Page. 450 Lines 12-46 Please bring this information up to date. As regards the water supply (line 36) on what quay or quays are hydrants situated ? What is the price of water ?  
The depth alongside quays is NOT required.

Page. 450 Lines 50-53 Please bring up to date.

4. With regard to lights and lighthouses is the following information taken from Admiralty Charts 1774 and 1614 correct ?

- ✓ Cape Pembroke Light Flashing every 10 secs. Visible 16 miles. Height of light above H.W. mark 99 ft. Signal station
- ✓ William Point. Light group flashing (2) every 7 secs. Unwatched. Visible 10 miles. Height of lantern above HW. mark 96 ft.
- ✓ Blanco Bay Lt. Light Flashing every 2 secs. Visible 7 miles. Height above HW mark 32 ft.
- ✓ Navy Point. Light flashing White and Red every 3 seconds. Visible 7 miles. Height above HW mark 21 ft.
- ✓ Engineer Pt. Light flashing every 5 secs. Visible 7 miles. Height above HW mark 24 ft.

Also, what is the exact height of the top of the superstructure of the lighthouses at Cape Pembroke and William Point above the ground ?

5. Has the signal station at Cape Pembroke got the latest edition of the International Code of Signals ( I think this is 1933) and have



88

they a complete set of flags ?

6. With regard to orthography : -

William Pt.....I understand that this is better known as Memgeary Pt ? Is this so and I am told that this spelling is incorrect it should be Mangerra can you confirm this ?

Charles Pt.....Also shown on the chart as Galeway Pt ? Which of these names is correct ?

Tussac Islands....These Islands in the entrance to Port Willam are also named William Is on the Chart, which names are they known by locally ?

Is there any local names for the following :-

Point I  $\frac{1}{4}$  miles WSW (mag) from Pembroke Lt  
Point  $\frac{1}{2}$  mile SSE (mag) from Blanco Bay Lt  
The Hill 2  $\frac{1}{2}$  miles Wby N  $\frac{1}{2}$  N (mag) from the Wireless station  
The mountain I  $\frac{1}{2}$  miles West (mag) from Mt Low.  
and the range of hills also to the Westward of Mt Low whose highest point lies 2  $\frac{1}{2}$  miles West (mag) from Mt Low.

Then there is a place at the East end of Stanley Harbour called by some people the Canash, what is the proper name for this place and the proper spelling ?

I have the honour to be ,

Sir,

Your obedient servant,

The Honourable  
The Colonial Secretary

*John Hutchison*  
Captain R.N. (ret)

POINT WILLIAM LIGHT.

In the paper giving particulars of Point William Light the height of the lantern above HW. mark is given as 96 feet while the height of the building from base to vane is given as 99.75 feet. In M.P. 710/24 however, the height of the building is given as 50 feet.

CAPE MEREDITH LIGHT, WEST FALKLAND.

Two white flashes of  $\frac{3}{4}$  second duration every 15 seconds. Visible 10 miles. Height of light above high water mark 202 feet. Height of building from base to vane 15' 6". Unwatched.

PORPOISE POINT LIGHT, EAST FALKLAND.

One flash of one second duration every 10 seconds. Visible 5 to 7 miles. Unwatched. Height of light above high water mark 30 feet. Height of building from base to vane 11 feet.

---



The following is a description of Cape Pembroke Lighthouse :

---

Bearings are magnetic and from  
seaward.  
Variation  $12^{\circ}$  East in 1907.

8th June, 1907.

To exhibit from Cape Pembroke Lighthouse a white  
flashing light in lieu of the present fixed light.

The new light will shew :

1 flash every 10 seconds as follows, viz :

Flash 65 seconds

Eclipse 9.35 seconds.

Total period 10.00 seconds.

The tensivity of this light will be equal to 105,000 candles.  
The lighthouse is 70 feet in height from base to Vane and  
is black in colour with one broad white band painted on it.  
The focal plane of the new light will be 99 feet above high  
water spring tides and it will be visible in clear weather  
for a distance of 16 miles from about South  $17\frac{1}{2}^{\circ}$  East on which  
bearing it will be cut off by the land at Volunteer Point  
through West and North  $44^{\circ}$  East beyond which bearing the light  
will be obscured by the land at Seal Point. In Berkeley Sound,  
Port William and Harriet Sound, the light will, however, be  
visible beyond these limits as far as the land permits.

SOUTH AMERICA PILOT - PART I.

Page 52. W/T. Stations. There is a Government Wireless Telegraph Station at Fox Bay, West Falkland. Range 90 miles.

There is also a Wireless Telegraphy Station at South Georgia.

Page 447. Lines 20-27. There is a Government Pilot who is qualified to pilot vessels into Port William and Stanley Harbour. He does not possess any certificates.

*by Lochman*  
There shall be paid to the Harbour Master on account of every vessel anchoring in Stanley Harbour, whether a pilot be employed or not, the sum of sixty shillings if such vessel draws ten feet or less of water, and six shillings per foot or part of a foot if such vessel draws more than ten feet for inward pilotage; and, whether a pilot be employed or not, there shall be paid one half of the foregoing rates for outward pilotage.

Page 449 Lines 32-37. Harbour Master could supply this information.

Page 450 Lines 12-46. Town. Stanley, the seat of Government stands on the slopes of Murray heights on the southern side of the harbour. In 1935 the population was estimated to be 2432. The King Edward VII Memorial Hospital contains 12 beds,

A

Communication. There is occasional and irregular communication with ports on the eastern coast of South America by small steamers and cargo vessels; and an auxiliary mail service to Montevideo. Mails are received and despatched at intervals one month approximately.

A local interinsular service is maintained. There is steamer communication between Stanley and South Georgia usually in the months of March/April and November/December. A telephone line runs from Stanley to the settlement at Darwin harbour and to other settlements.

There are W/T Stations, see page 52. Beyond the limits of the town there are no roads and inland travel is chiefly done on horseback with pack horses for transport. There are a number of motor vehicles.

Port facilities. A small stock of coal is maintained in hulks. There is an Admiralty stock of fuel oil, and the oiling jetty is situated southward of the camber on the northern side of the harbour. Mutton is plentiful, but the supply of beef and bread is limited, and vegetables are scarce in winter time.



*The change is  
2/6 per ton  
A*

Water can be supplied from a hydrant on the Public Jetty. Quantities of fish can be caught.

There are several lighters available, labour is plentiful but strong winds interrupt working cargo.

There are five jetties abreast the town - The Sanitary jetty, the Public Jetty, with a T-head; the East and West Falkland Islands Company's jetties and the Dockyard jetty.

There is a floating dock capable of lifting 750 tons and of taking vessels of 200 feet in length. (See Appendix IV.)

Small repairs to machinery can be executed.

There is a small harbour tug with a pump.

Page 450 Lines 50-53.

Trade and shipping. The principal exports are wool, hides, and seal oil; the chief imports are groceries, hardware and machinery, timber, and clothing.

Line 53.

The Collector of Customs could supply this information.

Particulars regarding Porpoise Point and Cape Meredith Lights should be inserted. No doubt the D.P.W. would be kind enough to supply this information, and to verify the particulars with regard to the other beacon lights.

The signal station at Cape Pembroke has the latest edition of the International Code of Signals and ~~also~~ also a set of flags.

The mountain  $1\frac{1}{2}$  miles west from Mt. Low is known as "12 o'clock mountain".

107/33.

30th March,

36.

Sir,

Red 89

With reference to your letter dated the 24th of February, 1936, I have the honour to inform you that in conformity with your request the information in the South America Pilot Part I has been revised, and to transmit herewith the accompanying statement of additions and corrections.

2. The book transmitted with your letter is returned herewith.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.



3rd April, 1936.



The Honourable

The Colonial Secretary,

Stanley.

Sir,

With reference to your minute on sheet 26, of M.P. 75/35, red 63 in M.P. 234/34 and my minute of the 26th March, on sheet 10 of M.P. L/27, I have the honour to report as follows:

2. I have spoken to Captain Hutchison regarding the release of Mr. B. Ratcliffe, but he is unable to agree to a crew of less than three men.

3. Mr. B. Ratcliffe has now been placed on the sick list, and the earliest date on which he is expected to return is the 16th of April.

4. Meantime, Captain Hutchison has informed me that owing to the strenuous work involved, it will be necessary to relieve Mr. Howard Ratcliffe on Monday next.

5. The position is, therefore, that (a) it might be necessary to appoint another sealing officer, and (b) a relief has to be found for Mr. Howard Ratcliffe, by Monday.

6. With regard to (a) in para. 5, would Government consider the engagement of a reliable man, from the list of unemployed, to go as sealing officer? If a member of the permanent establishment is appointed sealing officer, in addition to his ordinary salary he receives 6/- a day subsistence allowance. If a suitable unemployed person could be found, he could be paid £10 a month, in which case the additional cost to Government would only be about £1 per mensem - *less saving of "Dole"*.

7. With reference to (b) in para. 5, I should be glad to have your authority to engage a man to relieve

/Mr.

Mr. H. Ratcliffe on Monday, should this be absolutely necessary.

A Mr. Luxton and a Mr. Skilling have both been mentioned as suitable for this work, as both possess a knowledge of reading compass bearings, etc.

8. A copy of this correspondence has been placed in each file, i.e.- M.Ps. 234/34, 107/33, 75/35, and L.27

I have the honour to be,

Sir,

Your obedient servant,

*Handwritten signature*

Treasurer, Collector of  
Customs, and Harbour Master.



Stanley.

28th April, 1936.

I hereby certify that on the morning of the  
28th of April, Louis Richards was drunk and  
incapable.

*Attest Edmunds*

Medical Officer.

Colonial Secretary's office

Stanley

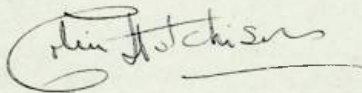
2nd May 1936

To P.W.D.

With reference to labour charge of 5/4 for repairs to sounding machine - I do not consider that this should be charged to the Admiralty.

The damage was done by the careless steering of Mr Luxton part of the crew for Alert provided by the Government, I had previously warned him about the risk of damage to the machine when coming alongside.

Will you please inform me therefore whether you propose to remove this charge from the Admiralty account.

  
Captain R.N.(ret)



No.

107/33

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

4th May, 19 36.

To Hon. Colonial Secretary,

From Director of Public Works,

Stanley.

Stanley, Falkland Islands.

I beg to submit for instructions a minute received from Captain C. Hutchison, R.N. (Ret), regarding repairs to a sounding machine.

The machine, belonging to the Admiralty, was repaired at the request of Captain Hutchison.

*C. Roberts.*

Director of Public Works.



FAKLAND ISLANDS.

NO. 52

Downing Street,

April, 1936.

Sir,

*Recd 79*

I have the honour to acknowledge the receipt of your despatch No.1 of the 1st January, on the subject of the re-survey of the harbours of Port Stanley and Port William, and to invite reference to my despatch No.152 of the 20th December 1935, in which you were informed that the Lords Commissioners of the Admiralty concurred in the proposal that all expenses in connection with the surveys, except maintenance and running expenses of the launch, should be charged against the Admiralty.

2. Their Lordships have inquired why the wages of the leadmen should be charged to Navy Votes since they are assumed to be part of the launch crew provided by the Colony.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) J. H. THOMAS

GOVERNOR,

H. HENNIKER-HEATON, ESQ., C.B.E.,

&c.,

&c.,

&c.



URGENT

107/33. (101)

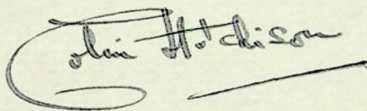
From Captain C.A.G. Hutchison R.N. (ret)  
To The Honourable The Colonial Secretary.  
Dated 16th May 1936

It is requested that the following telegram  
may be despatched to the Admiralty.

To THE SECRETARY OF THE ADMIRALTY,  
For HYDROGRAPHER and, DIRECTOR OF SHIPPING and, TRANSPORT.

REQUEST THAT INSTRUCTIONS FOR PASSAGE HOME,  
~~SAILING~~ 18th JULY ~~1936~~ LEAVE ENGLAND ON  
23rd MAY. C.A.G.H.

From HUTCHISON



Captain R.N. (ret)

*Despatch as  
amended &  
Capt. Hutchison  
J.C.H.  
18/5/36*

DECODE.

(102)

TELEGRAM.

From Colonial Secretary, .....

To The Secretary of The Admiralty, London.

---

Despatched : 13th May, 19 56. Time : ,..

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

Following for Hydrographer and Director of Shipping and  
Transport from Hutchison begins:- Request that instructions  
for passage home sailing July 18th ~~may~~ leave England on  
May 23rd ends.

Colonial Secretary.



## Office of the Colonial Secretary

Stanley

31st <sup>th</sup> May 1936

Sir,

I have the honour to request that you<sup>will</sup> have the following telegram transmitted to the Admiralty.

To The Secretary of the Admiralty

For HYDROGRAPHER

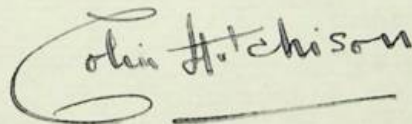
Falkland Islands Port William Danger to Navigation  
Rock least water 36 feet in a position One hundred and  
eighty five degrees forty minutes two thousand two  
hundred and eighty yards from X the lighthouse on  
William Point. Check position Three hundred and  
thirty <sup>five</sup> ~~three~~ degrees <sup>ten</sup> ~~thirty~~ minutes two thousand three  
hundred yards from Cape Pembroke Lighthouse.

I have the honour to be,

Sir,

Your obedient servant.

The Honourable  
The Colonial Secretary.



Captain R.N. (ret.)

DECODE.

TELEGRAM.

From Colonial Secretary.

To The Secretary of the Admiralty, London.

---

Despatched: 1st June, 19 36. Time: ...

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

Following for Hydrographer from Hutchison begins. Falkland Islands Port William danger to navigation rock least water 36 feet in a position 135 degrees 40 minutes 2280 yards from the lighthouse on William Point. Check position 325 degrees 10 minutes 2300 yards from Cape Pembroke Lighthouse. Ends.

Colonial Secretary.



105

107/33.

2nd June,

36.

Sir,

Red 103

With reference to your letter of the 31st of May, 1936, requesting that a telegram be despatched to the Secretary of the Admiralty, I have the honour to inform you that the message was transmitted on the 1st of June.

I am,

Sir,

Your obedient servant,

VS

Acting Colonial Secretary.

Captain C. A. G. Hutchison, R.N., (Ret.)  
STANLEY.

DECODE.

106

TELEGRAM.

*From* ..... Secretary of the Admiralty, London,

*To* ..... Colonial Secretary. ....

---

*Despatched* :            2nd June,            19 36.    *Time* : 1610.

*Received* :            3rd    "            19    "    *Time* : 1115.

From Hydrographer.    For Captain Hutchison passages ordered  
by s.s. Lafonia and Highland Patriot leaving Port Stanley  
and Montevideo July 18th and July 24th respectively.



107/33.

3rd June,

36.

Sir,

I have the honour to attach a copy of a telegram which has been received from the Secretary of the Admiralty, London.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

Captain C. A. G. Hutchison, R.N., (Ret.),  
STANLEY.

Office of the Colonial Secretary

Stanley

5: June 1936

Sir,

I have the honour to forward the particulars of the sixteen main triangulation stations and four other survey marks used in the survey of Ports Stanley and William. Fourteen of the main stations and the observation spot are artificially marked and will require maintenance; the details of all these marks are given in Enclosure to this letter - (Schedule).

2. It is requested that the Colonial Government may now undertake the preservation of these valuable marks and that they may be protected by law. It is recommended that those marked by iron pins in the rock should be visited ~~xxx~~ every six months and those marked by cement posts every twelve months and such work as painting the pins with a preservative and rebuilding the cairns, if necessary, should then be done.

3. It is further recommended that the cairn and beacons which have been erected at Yorke Point and Doctor Point should be maintained in good condition as they will be of value to deep draft ships entering or leaving harbour in daylight.

3. If at any time the Colonial Government require the exact distance or angles between any of the main stations, they can be obtained by application to the Hydrographer of the Navy, ~~the following~~ useful distances are however given for information in Enclosure No.2.

I have the honour to be,

Sir,

Your obedient servant.

The Honourable  
The Colonial Secretary,

*Colin Hutchison*

Captain R.N. (ret)



## SCHEDULE OF MAIN THEODOLITE STATIONS AND BENCH MARKS.

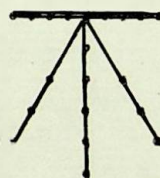
All bearings given in degrees are TRUE.

Reference letter	Where situated	How marked
A	5 yards South of light railway line and 105 yards East of Oil fuel depot chimney.	Cement post and cairn.
B	Between railway lines 3351.45 feet West of A.	Cement post.
C	On the highest part of the North side of Cortley Hill.	Cairn and Iron pin in rock
Z	On the highest point of the hill one mile West of the chimney of wireless station.	Cairn and Iron pin in rock.
W	On a ledge 5 yards East of the highest point of the Northern summit of Mount Willam.	Cairn and Iron pin in rock.
S	On the highest part of Sapper Hill.	Cairn and Iron pin in rock.
L	On the Western Lookout Rock	Cairn and Iron pin in rock.
K	On the highest part of the Tussac hummock at Hooker's Point.	Cement post.
Y	On the northern part of the highest ridge 1000 yards East of Engineer Point Light.	Cairn and steel pin in rock.
H	On the grass land to seaward of the pond at Horse Point.	Cairn and cement post.
R	On the peninsula South of Port Harriet. 2214 yards S 45.20 E from the rock at entrance to Mullet Creek and 100 yards West of the middle of fence at seaward end.	Cement post. and cairn.
M	On rocky outcrop on North bank of Murrell River. 1620 yards N 76.30 W from the shepherds house.	Cairn and Iron pin.
D	On the high ground 1310 yards S 55.20 E from the small pier in Sparrow Cove	Cairn and cement post.

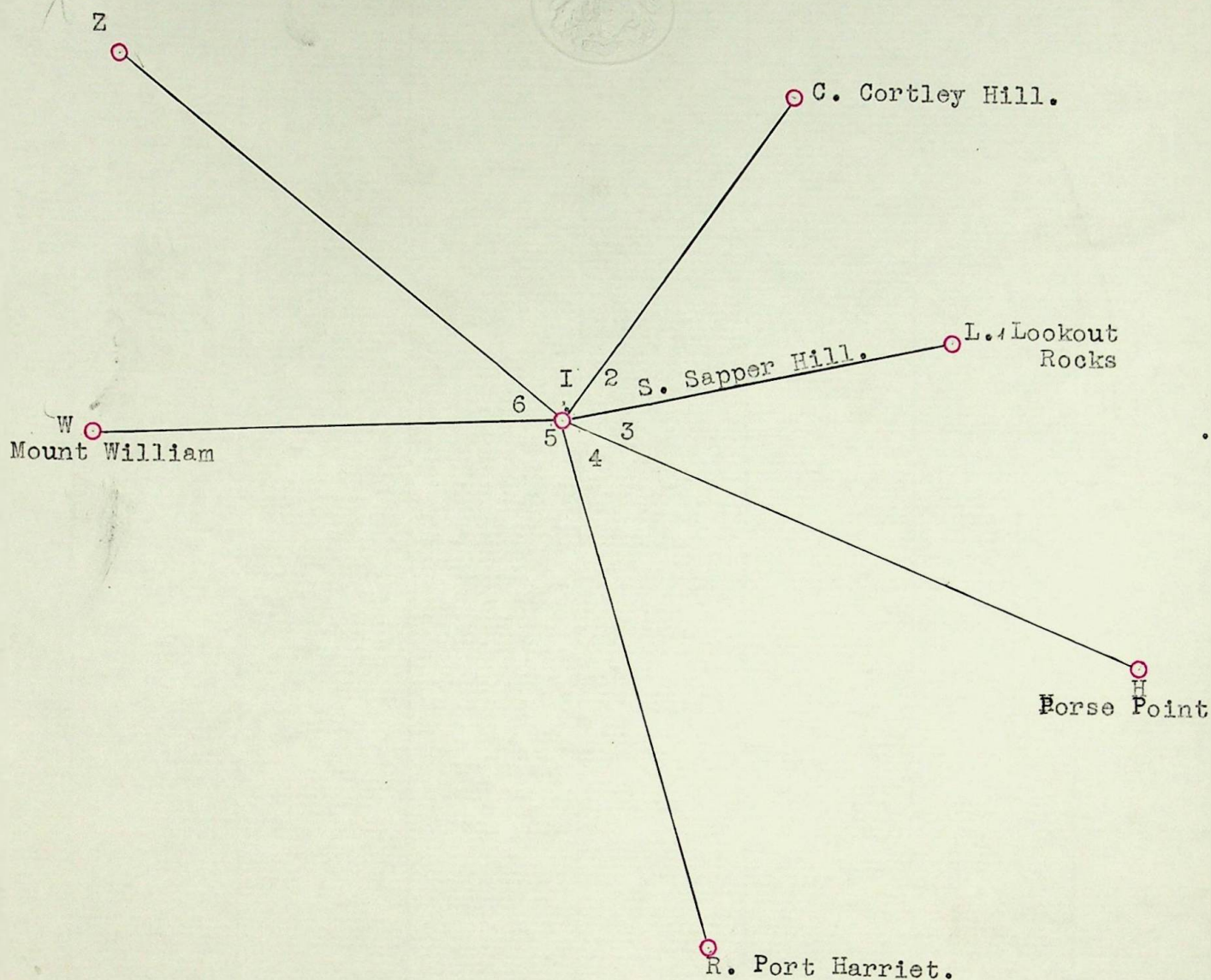
XX

OTHER STATIONS.

V	Observation spot. On the root of Government Dockyard Jetty.	Small hole in concrete, surrounded by a triangle painted white.
Challenger Magnetic Spot.	550 yards East of the Goldsworthy Rock.	Cement post and marble plate.
Tidal bench marks.	On the North side of the Western step of the Town Hall. 22.2 feet above the datum to which soundings are reduced.	
	<p>AND</p> <p>Cut on the rock face over the water about 50 yards North of Navy Point Light. 7.6 feet above the datum to which soundings are reduced.</p>	







## DISTANCES

SC.....	I0086.1	Feet
SL.....	I0187.7	Feet
SH.....	I6171.1	Feet
SR.....	I3957.6	Feet
SW.....	I2059.6	Feet
SZ.....	I4534.0	Feet

## ANGLES

1.....	86°.54'.39.3"
2.....	42°.31'.45.3"
3.....	33°.57'.47.6"
4.....	52°.14'.46.2"
5.....	103°.22'.06.3"
6.....	40°.56'.55.3"

## TRUE BEARING

SL.....	N 78.19.19 E (Correct to within 2 Seconds of Arc)
---------	--



107/33



12th. of June 1936.-

The Colonial Secretary,  
Port Stanley.

Sir,

We have received instructions from our Head Office to place at the disposal of Captain C.A.G. Hutchison, R. N. one first class passage to Tilbury and also one intermediate class passage in favour of E. J. Fripp, (A.B.) per "HIGHLAND PATRIOT" leaving this port on the 24th. of July.

The passage money will be collected in England from H.M. Government.

Labels for baggage are herewith enclosed and we are requesting Buenos Aires office to reserve suitable accommodation for these passengers.

We are, Sir,

Your obedient servants,

MACLEAN & STAPLEDON S.A.



107/33

112

# LA MALA REAL INGLESA

TELEGRAMAS:  
"MACSTAPLE, MONTEVIDEO."

CODIGOS:  
PARTICULAR, A.B.C. 59  
A.J., SCOTT 109  
WESTERN UNION, BENTLEY.

TELEFONO:  
82510, 86382.

AGENTES:  
MACLEAN Y STAPLEDON, S.A.



CALLE CERRITO 317-319  
(CASILLA DE CORREO Nº 193).  
MONTEVIDEO.  
URUGUAY.

SU REFERENCIA \_\_\_\_\_

REFERENCIA \_\_\_\_\_

12th. of June 1936.-

The Colonial Secretary,  
Port Stanley.

Sir,

We have received instructions from our Head Office to place at the disposal of Captain C.A.G. Hutchison, R. N. one first class passage to Tilbury and also one intermediate class passage in favour of E. J. Fripp, (A.B.) per "HIGHLAND PATRIOT" leaving this port on the 24th. of July.

The passage money will be collected in England from H.M. Government.

Labels for baggage are herewith enclosed and we are requesting Buenos Aires office to reserve suitable accommodation for these passengers.

We are, Sir,

Your obedient servants,

MACLEAN & STAPLEDON S.A.

Replying please address:—

The Hydrographer,

Admiralty,

London, S.W.1.

quoting H 3604/36.



Hydrographic Department,

Admiralty,

London, S.W.1.

107/37.

136

16 June, 1936.

Sir,

I beg to acknowledge with many thanks the receipt of your message of 3rd June regarding the existence of a shoal in Port William, and I attach for your information a copy of Admiralty Notice to Mariners No.1070 of 1936 which has been issued on the subject.

I am, Sir,

Your obedient Servant,

*for Hydrographer.*

for Hydrographer.

The Colonial Secretary,  
Port Stanley,  
Falkland Islands.

Red 104





# ADMIRALTY NOTICE TO MARINERS

## No. 1070. SOUTH ATLANTIC OCEAN—EAST FALKLAND ISLAND

### Port William—Existence of Shoal

*Position.*—1·18 miles 186° from William point light.

Lat. 51° 40' S., long. 57° 43' W. (*approx.*).

*Depth.*—6 fathoms (11<sup>m</sup>0) rock.

(*Notice No. 1070 of 11/6/1936.*)

*Charts affected.*—Nos. 1774—1354<sup>B</sup>. *Publication.*—South America Pilot, Part I, 1932, page 447.

*Authority.*—Captain C. A. G. Hutchison, R.N. (*H. 3604/36.*)

---

## No. 1071. BRAZIL, EAST COAST

### (1) Moella Island—Amendment to Fog Signal

*Position.*—At the lighthouse. Lat. 24° 03' S., long. 46° 15' W. (*approx.*).

*Abridged description of fog signal.*—Fog Dia.

*Amendment.*—The fog signal is to be amended from a fog reed to a fog diaphone.

### (2) Santo Sebastiao Island—Amendment to Fog Signal

*Position.*—At the lighthouse on Boi point.

Lat. 23° 59' S., long. 45° 15' W. (*approx.*).

*Abridged description of fog signal.*—Fog Dia. (2).

*Amendment.*—The fog signal is to be amended from a fog reed to a fog diaphone sounding two blasts.

(*Notice No. 1071 of 11/6/1936.*)

*Charts affected.*—Nos. 19, (1)—1465—3304, (2)—530. *Publication.*—List of Lights, Part VII, 1936, Nos. 199 & 192.

*Authority.*—Brazilian Light List. (*H. 3498/36.*)

By Command of their Lordships,

Admiralty, London,  
11th June, 1936.

J. A. EDGELL, *Rear Admiral,*  
*Hydrographer of the Navy.*

---

*Agent for the sale of Admiralty Charts and other Hydrographic Publications,*  
MR. J. D. POTTER, 145, Minories, London, E.C.3.

COPY.

Senior Medical Officer.

These are charges to the Admiralty.

Please send them to the Treasury for entering up in the  
Imprest Account.

(SGD.) Colin Hutchison,  
Captain R.N. (Retd.)

17th June, 1936.

(Original attached to voucher).



Office of the Colonial Secretary

Stanley

21st June 1936

Sir,

*Red III*

With reference to my letter of 5<sup>th</sup> June which dealt with preservation of triangulation stations. I recommend that the Colonial/<sup>Government</sup> should reconstruct the two beacons referred to in para.3 of that letter, as at present they are only in the nature of survey marks and are not big enough for the use of ships.

If this work can be undertaken shortly I will be pleased to advise the P.W.D. as to the nature of beacons to be erected. The work will not be costly.

I have the honour to be,

Sir,

Your obedient servant,

The Honourable  
The Colonial Secretary

*Edwin Hutchinson*

Captain R.N.(ret)

107/33.

22nd June,

36.

Sir,

Red 112

I am directed to enclose herewith a copy of a letter which has been received from Messrs Maclean & Stapledon, Montevideo, on the subject of passage accommodation to the United Kingdom arranged for yourself and Mr. E. J. Fripp by the "Highland Patriot" leaving Montevideo on the 24th of July, 1936.

I am,

Sir,

Your obedient servant,

Acting Colonial Secretary.

Captain C. A. G. Hutchison, R.N. (Ret.),  
STANLEY.



107/33.

115.

22nd June,

36.

Sir,

*Red III*

With reference to your letter of the 5th of June, 1936, forwarding particulars of the sixteen main triangulation stations and four other survey marks used in the survey of Stanley Harbour and Port William, I am directed by the Governor to convey His Excellency's special thanks to you for your valuable work in this connection and to inform you that the marks will be preserved.

I am,

Sir,

Your obedient servant,

*YB*  
Acting Colonial Secretary.

Captain C. A. G. Hutchison, R.N. (Ret.),  
STANLEY.



116.

FALKLAND ISLANDS.

No. 89.

GOVERNMENT HOUSE,

STANLEY.

25th June, 1936.

Sir,

With reference to Mr. Secretary Thomas' despatch No. 52 of the 4th of April, regarding the re-survey of the harbours of Port Stanley and Port William, I have the honour to inform you that the assumption of the Lords Commissioners of the Admiralty that the leadsmen are part of the launch crew provided by the Colony is incorrect.

2. The crew of the Government launch consists of an engineman a coxswain and a deckhand. The two latter are elderly men aged 60 and 51 years respectively and Captain Hutchison decided, owing to the arduous nature of boat survey work, to use them as coxswains only.

3. As stated in my despatch No. 1 of the 1st of January the commitments of this Government did not go beyond the provision and running of the launch required for the survey.

I have the honour to be,

Sir,

Your most obedient  
humble servant,

(Sgd.) H. HENNIKER-HEATON

THE RIGHT HONOURABLE

W. G. ORMSBY-GORE, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.



Office of the Colonial Secretary

Stanley

28th June 1936

Sir,

I have the honour to recommend that the Colonial Government should undertake the shifting of the leading-in beacons to Stanley Harbour.

2. There is a spit which runs about S by W from Engineer <sup>r</sup>Point for a distance of 600~~0~~ Yards and there is better water to the Westward.

3. It would be advisable to move the Lower Beacon about 165 yards West and the Upper Beacon about 200 yards West, and to do away with the white painted rock.

4. This line will give a minimum depth of 26 feet when entering the harbour.

5. If this work can be undertaken without delay I will be able to advise as to the exact positions and to fix the beacons for inclusion on the new chart.

I have the honour to be,

Sir,

The Honourable  
The Colonial  
Secretary

Your obedient servant,

*John Hutchison*

Captain R.N. (ret)

107/33.

29th June,

36.

Sir,

*Red 17*

With reference to your letter dated the 28th of June, 1936, I am directed by the Governor to inform you that the shifting of the leading-in beacons to Stanley Harbour as suggested by you will be undertaken by the Government and that the work will commence at an early date.

I am,

Sir,

Your obedient servant,

*cf*

Acting Colonial Secretary.

Captain, C.A.G. Hutchison, R.N. (Ret.),  
STANLEY.



No. 107/33.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

29th June, 1936.

From

Colonial Secretary,

Stanley.

To The Director of Public Works,

Stanley.

*Red 17*

I am directed by the Governor to transmit a copy of a letter dated the 28th of June, 1936, received from Captain Hutchison, R.N. (Ret.), relative to the shifting of the leading-in beacons to Stanley and to state that His Excellency desires this work to be carried out as soon as possible.

2. Please consult with Captain Hutchison on this matter and submit an estimate of the approximate cost on receipt of which a Special Warrant to cover the additional expenditure will be submitted.

3. It should be noted that the work can be commenced pending the approval of the Special Warrant.

*[Signature]*  
Acting Colonial Secretary

167/33

139

2nd July. 1936.

Forwarded to you as instructed please,

*S. L. Ligg*<sup>6</sup>

Clerk.

Chief Clerk,  
Treasury.

Clerk Medical Dept

It will be necessary  
to present a voucher for the total sum  
involves charging: Head: ADVANCES MADE

Subhead: Admiralty

Captain Hutchinson will be required to sign  
the Voucher, which must be in duplicate  
with the A/c attached

*C. L. L.*

cc. Dr.

8. 7. 36



No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

2nd July. 1936.

From

DIRECTOR OF PUBLIC WORKS.

To

COLONIAL SECRETARY.

Stanley.

*Red 19*

With reference to your minute No 107/33 dated 29th June, 1936, relative to the shifting of leading-in beacons, I have to report that the poles forming the present beacons are quite rotten and will not stand moving and re-erecting, I am therefore constructing and erecting new beacons on the sites selected by Captain Hutchison.

The estimated cost of the work is :-

4 Poles, @ 45/9 ea.	9. 3. 0
116 ft 3"x 4" Timber, @ 3d.	1. 9. 0
84 ft 1" x 6" Timber, @ 2d	14. 0
8 lbs Nails, @ 6d.	4. 0
10 lbs Lead Paint, @ 1/-	10. 0
Labour, (9 men for 3 days) say	13. 1. 0
	£ 25. 1. 0

*C. Roberts.*

Director of Public Works.

107/33.

2nd July,

36.

Sir,

I am directed by the Governor to inform you that the following marks used in connection with the survey of Stanley Harbour and Port William have been erected at Port Harriet and the Murrel River :

- |  |                        |
|--|------------------------|
| (i) On the peninsula south of Port Harriet. 2214 yards S. 45.20 E. from the rock at the entrance to Mullet Creek and 100 yards West of the middle of the fence at the seaward end. | Cement post and cairn. |
| (ii) On rocky outcrop on the north bank of the Murrel River, 1620 yards N. 76.30 W. from the shepherds house.  | Cairn and iron pin.    |

2. I am to enquire whether your Company will be kind enough to allow the shepherds in charge of the respective Sections to visit these points say once a year and report as to their conditions.

I am,

Sir,

Your obedient servant,

*q/s*

Acting Colonial Secretary.

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



# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley*

3rd July, 1936.

Sir,

*Red 20*  
I have to thank you for your letter  
No.107/33 dated the 2nd inst., and for the  
information contained therein regarding the  
Survey Marks erected at Port Harriet and the  
Murrel River.

Arrangements will be made to have these  
points visited once a year, and their condition  
reported, as requested.

I am,

Sir,

Your obedient servant,

*David Rankin*

for Manager.

The Honourable

The Colonial Secretary

Stanley.

Office of the Colonial Secretary

Stanley

5th July 1936

Sir,

I have the honour to request that the following telegram may be sent to the Admiralty.

To The Secretary of the Admiralty

For Hydrographer

NOTICE TO MARINERS STOP FALKLAND ISLANDS STOP  
THE LEADING BEACONS INTO STANLEY HARBOUR HAVE  
BEEN MOVED TO THE WESTWARD STOP NEW POSITIONS /  
NORTHERN BEACON RED TRIANGLE ~~175~~ 175 YARDS /  
253 DEGREES FROM ORIGINAL POSITION STOP SOUTHERN /  
BEACON INVERTED BLACK TRIANGLE ~~200~~ 200 YARDS 270 /  
DEGREES FROM ORIGINAL POSITION STOP ROCK PAINTED /  
WHITE TO BE EXPUNGED FROM CHARTS STOP BEACONS IN  
LINE 185 DEGREES 30 MINUTES TRUE STOP LEAST WATER /  
THIRTY ONE FEET STOP.

2. It is also recommended that this should be broadcast to shipping.
3. A copy of this letter has been sent to the Manager of the Falkland Island Company.

I have the honour to be,

Sir,

The Honourable  
The Colonial Secretary

Your obedient servant,

*Colin Hutchinson*

Captain R.N. (ret)



No. 107/33.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

7th July, 19 36.

*From*

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

*To* The Senior Operator,

Stanley.

*Red 214*  
I am directed to request that you will arrange for the information contained in the attached Notice to Mariners to be broadcast to Shipping.

*42*  
Acting Colonial Secretary.

DECODE.

TELEGRAM.

From Colonial Secretary,

To Secretary of the Admiralty, London.

Despatched: 7th July, 19 36. Time: ...

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

Red 22. Following for Hydrographer from Hutchison begins :-

Notice to Mariners. Falkland Islands. " The leading beacons into Stanley Harbour have been moved to the Westward. New positions Northern beacon red triangle 175 yards 255 degrees from original position. Southern beacon inverted black triangle 200 yards 270 degrees from original position. Rock painted white to be expunged from Charts. Beacons in line 185 degrees 30 minutes true. Least water thirty one feet ends.

H M.  
Colonial Secretary.





107/33.

9th July.

36.

Sir,

*Reds 113 x 122.*

With reference to your letters of the 21st of June and the 5th July, 1936, I am directed by the Governor to inform you that the Director of Public Works has been instructed to re-construct the two beacons as recommended by you and that in addition to the despatch of your telegram to the Hydrographer the Chief Wireless Operator has been instructed to broadcast the information contained in your letter of the 5th of July to all shipping.

I am,

Sir,

Your obedient servant,

*JS*  
Acting Colonial Secretary.

Captain C. A. G. Hutchison, R.N. (Ret.),  
STANLEY.



107/33.

15th July, 36.

Sir,

I am directed by the Governor to inform you that His Excellency is pleased to observe that Captain Hutchison has recorded that he is more than indebted to the Director of Public Works and his staff for their unfailing courtesy and readiness at all times to help him in his duties in connection with the survey of Stanley Harbour.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

The Honourable G. Roberts, J.P.,  
Director of Public Works,  
STANLEY.

107/33.

13th July,

36.

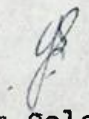
Sir,

With reference to your letter dated the 8th July, I am directed by the Governor to inform you that His Excellency is pleased to note your observations on the loyal co-operation of the crew of the S.L. "Penguin" and also your expression of indebtedness to the Director of Public Works and his staff for their unfailing courtesy and readiness at all times to help you.

I am,

Sir,

Your obedient servant,

  
Acting Colonial Secretary.

Captain C. A. G. Hutchison, R.N., (Ret.)  
STANLEY.



107/33.

13th July,

36.

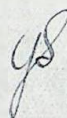
Sir,

I am directed to inform you that His Excellency is pleased to observe that Captain Hutchison has put on record his appreciation of the loyal co-operation which he has received from the crew of the "Penguin" in connection with the survey of Stanley Harbour.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

Mr. A. E. Ratcliffe.

Mr. G. Kelway.

Mr. H. Ratcliffe.

(Thro' Harbour Master.)

Colonial Secretary's Office

Stanley

15<sup>th</sup> July 1936.

Sir,

The Survey of Port Stanley, Port William and approaches is now complete, but alterations affecting information given on the chart are almost certain to occur in time and I have the honour to request that when these occur the Hydrographer may be informed.

2. It is recommended that the technical work of preparing such information for transmission to the Hydrographer should be carried out either by one of H.M. Ships or by a certificated Merchant Navy Officer in the employ of the Falkland Island Co. For your information I append a list of the changes which are most likely to affect navigation in the Ports or their Approaches.

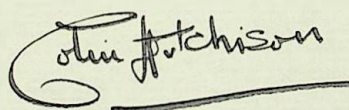
The moving or removal of hulks Great Britain, Fennia or Lady Elizabeth (now a wreck)  
The moving or removal of the Admiralty Oil Fuel Buoy  
The laying of any additional buoys in the harbour.  
The extension of, or removal of, existing piers or jetties.  
The building of new piers or jetties.  
The removal of the single Wireless mast near the Canache.  
Alterations in the position or character of the Lighthouses  
Position of any NEW wrecks. . . or lights.  
The erection of any large buildings in the town.

I have the honour to be,

Sir,

Your obedient servant,

The Honourable  
The Colonial Secretary



Captain R.N. (ret)



No. 107/33.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

132

17th July, 1936.

*From*

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

*To* Director of Public Works,

STANLEY.

Red 126

I am directed by the Governor to forward to you, for your information, an extract from a letter which has been received from Captain C. A. G. Hutchison, R.N., (Ret) relating to the services of Messrs R. Campbell and F. Buse both of whom have been engaged on work in connection with the Survey of Stanley Harbour.

*AS*  
Acting Colonial Secretary.

From Captain C.A.G.Hutchison R.N.(ret)  
To The Honourable The Colonial Secretary  
Dated 17th July 1936

It is requested that the following telegram  
may be despatched to the Secretary of the  
Admiralty.

To The Secretary of the Admiralty  
For Hydrographer and Accountant Officer H.M.S. Resident

Survey completed leaving Falkland Islands for  
England 18<sup>th</sup> July.

From HUTCHISON



# GOVERNMENT TELEGRAPH SERVICE.

134

FALKLAND ISLANDS AND DEPENDENCIES.

**SENT.**

Number

Office of Origin

Words

Handed in at

Date

18/8/36.

To Secretary, Admiralty, London.

From Colonial Secretary.

Following for Hydrographer and Accountant Officer H.M.S. President  
from Hutchison begins:-

Survey completed leaving Falkland Islands for England  
July 18th.

Colonial Secretary.

Time

137

DECODE.

TELEGRAM.

*From* Secretary of State for the Colonies,

*To* H. E. The Governor.

---

*Despatched:* 3rd August, 19 36. *Time:* 1725.

*Received:* 4th August, 19 36. *Time:* 1100.

Red 73

No. 68. My despatch No. 134 Admiralty have enquired particulars amounts advanced to Fripp in respect of pay and allowance during the period subsequent to December, 23rd, 1935.

S. of S.

*[Handwritten signature]*



DECODE.

TELEGRAM.

From H.E. The Governor,

To Secretary of State for the Colonies.

Despatched: 11th August, 19 36. Time :...

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

Red 137.

No. 53. Your telegram No. 68 payments subsequent to 23rd December Board lodging 1st December to 11th January £9 pay 13 fortnightly payments from 1st January to 15th July £87. 15s. Od. advance authorized by Captain Hutchison £5 total £101. 15s. Od.

Colonial Secretary.

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

**SENT.**

---

Number	Office of Origin	Words	Handed in at	Date
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---

15. 8. 36.

---

To MASTER,  
M.V. LAGARTO.

---

The leading beacons into Stanley Harbour have been moved to the Westward stop New positions Northern beacon red triangle 175 yards 253 degrees from original position stop Southern beacon inverted black triangle 200 yards 270 degrees from original position stop Rock painted white is expunged from Charts stop Beacons in line 185 degrees 30 minutes true stop Least water thirty one feet.

HARBOUR MASTER.

Time

---



Copy.

M.4230/36

ADMIRALTY, S.W.1.

31st October, 1936.

Sir,

I am commanded by My Lords Commissioners of the Admiralty to refer, for the information of the Secretary of State for the Colonies, to your letter No:88041/36 of the 25th of June, 1936, concerning the re-survey of the harbours of Port Stanley and Port William.

I am to inform you that the cost of providing the leadsmen employed on the survey will be borne by Navy Votes.

I am, etc.,

(Sgd) F. H. PHILLIPS.

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

11/3

A  
1



Reference to previous correspondence:-  
Secretary of State's Despatch No...89... of the  
Governor's *Heath*  
...25th June.....19.....

FALKLAND ISLANDS.  
No.....161.....

DOWNING STREET,  
.....18th November,.....19..36.

Sir,

*Heath*

I have the honour <sup>for your information, a copy of</sup> to transmit to you/the papers  
noted below on the subject of **the resurvey of the harbours**  
**of Port Stanley and Port William.**

I have the honour to be,  
Sir,

Your most obedient, humble servant,

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF THE FALKLAND ISLANDS.

W. ORMSBY GORE.

Date.	Description.
31st October, 1936.	From the Admiralty.





HYDROGRAPHIC DEPARTMENT  
ADMIRALTY, LONDON S.W.1

IN REPLYING PLEASE ADDRESS—  
THE HYDROGRAPHER  
ADMIRALTY  
LONDON S.W.1

QUOTING H 1858/37.

21<sup>st</sup> February, 1938.

Sir,

I have to inform you that two beacons erected as navigational marks for Port William on Doctor Point and Yorke Point respectively by Captain C.A.G. Hutchison, R.N., during the 1936 Hydrographic Survey have been reported to be non existent.

I should be obliged if you would confirm this report and say whether it is intended to re-erect the beacons. In the latter event details of any change in position from the original sites are requested.

It has also been reported that the hulk GREAT BRITAIN is now moored in Sparrow Cove and it is requested that the accompanying advanced and incompleted proof of a new Chart No.1614 may be marked up to show her position and be returned with your reply.

I am, Sir,

Your obedient servant,

*J. A. Edgell*

Hydrographer.

The Colonial Secretary,  
PORT STANLEY,  
Falkland Islands.

144

ENCLOSURE

M.P. 29/36.



HYDROGRAPHIC DEPARTMENT  
ADMIRALTY, LONDON. S.W.1.

IN REPLYING PLEASE ADDRESS—  
THE HYDROGRAPHER  
ADMIRALTY  
LONDON S.W.1

QUOTING H. 2231/38.

23rd April, 1938.



Sir,

I have to inform you that the following hydrographic report has been received from H.M.S. EXETER:-

- (1) The hulk GREAT BRITAIN has been removed to a position off the jetty at the northern end of Sparrow Cove.
- (2) The W/T mast shown in position 132°, 15 cables from Engineer Point Light (i.e. close to the Canache) has been felled.
- (3) The beacons shown on Doctor Point and York Point are not yet in place.

2. I shall be obliged if you will confirm (1) and (2) and, in this connection, I would invite your attention to Captain Hutchison's letter dated 17th July, 1936, of which the following is an extract:-

"....alterations and additions affecting information given on the chart are almost certain to occur and I have the honour to request that, when these occur, the Hydrographer may be informed.

"....I append a list of the changes which are most likely to affect navigation.....

"The moving or removal of the hulk GREAT BRITAIN.....

"The removal of the single wireless mast near the Canache....."

3. With regard to the beacons (3), these are referred to in Captain Hutchison's letters dated 5th June, paragraph 3, and 21st June, 1936, and your reply No. 107/33 of 9th July. Captain Hutchison also explained fully to the Director of Public Works what type of beacon was required and what colours they should be painted, namely, - shape, like an Isocetes triangle 20 feet high; the one on York Point to be painted

horizontal

*Red 131?*

*Red 114  
Red 113  
Red 127*



2.

horizontal red and black bands each two feet wide; and the one on Doctor Point similar but painted black and white horizontal stripes. The cross planks of the beacons to be slats to allow wind to pass through.

4. The positions for these beacons were clearly marked and should be known to either of the Ratcliff brothers, or to Campbell or Buse, two men employed by him. I have therefore to request that, if these positions have not been lost, the beacons, which are of navigational importance, may be erected as soon as practicable.

I am, Sir,  
Your obedient Servant,

J. R. Edgell

Hydrographer.

The Colonial Secretary,  
Stanley,  
Falkland Islands.

Harbour Department,

Stanley, Falkland Islands.

3rd June, 1938.

Tugmaster and Pilot.

I attach a list of theodolite Stations and Bench Marks which were laid down by Capt. C.A.G. Hutchinson, R.N., during the Harbour Survey in 1936.

You are to visit the sites of these at least twice a year, during the months of June and December. Any reconditioning required for the maintenance of these marks and stations is to be carried out during these visits. Each inspection is to be reported to the Head of the Department. Such assistance as you may require may be obtained by application to the Foreman of Works, Public Works Department.

Please have this order posted up in the loft of the boat shed.

Note The Manager of the Falkland Islands Co. Ltd., has been requested to inspect sites R. & M.

*S. Roberts.*

Harbour Master.



107/33.

"It is further recommended that the cairn and beacons which have been erected at Yorke Point and Doctor Point should be maintained in good condition as they will be of value to deep draft ships entering or leaving the harbour in daylight."

- - - - -

# SCHEDULE OF MAIN THEODOLITE STATIONS AND BENCH MARKS.

All bearings given in degrees are TRUE.

<u>Ref letter.</u>	<u>Where situated.</u>	<u>How marked.</u>
A.	5 yards south of light railway line and 105 yards east of oil fuel depot chimney.	Cement post and cairn.
B.	Between railway lines 3351.45 feet west of A.	Cement post.
C.	On the highest part of the north side of Cortley Hill.	Cairn and iron pin in rock.
Z.	On the highest point of the hill one mile west of the chimney of wireless station.	Cairn and iron pin in rock.
W.	On a ledge 5 yards east of the highest point of the northern summit of Mount William.	Cairn and iron pin in rock.
S.	On the highest part of Sapper Hill.	Cairn and iron pin in rock.
L.	On the western Lookout Rock.	Cairn and iron pin in rock.
K.	On the highest part of the tussac hummock at Hooker's Point.	Cement post.
Y.	On the northern part of the highest ridge 1000 yards east of Engineer Point light.	Cairn and steel pin in rock.
H.	On the grassland to seaward of the pond at Horse Point.	Cairn and cement post.
R.	On the peninsula south of Port Harriett 2214 yards S. 45.20 E. from the rock at entrance to Mullet Creek and 100 yards west of the middle of fence at seaward end.	Cement post and cairn.

- |    |  |                             |
|----|--|-----------------------------|
| M. | On rocky outcrop on north bank of Murrell River. 1620 yards n 76.30 W from the shepherd's house. | Cairn and iron pin.         |
| D. | On the high ground 1310 yards s 55.20 E from the small pier in Sparrow Cove.                     | Cairn and cement post.      |
| X. | On the east summit of Mount Low 10 yards SE from the highest point.                              | Cairn and iron pin in rock. |
| F. | Memgeary Point lighthouse.   | Centre point. not marked.   |
| P. | Cape Pembroke Lighthouse.  | Centre point. not marked.   |

- - - - -

OTHER STATIONS.

- |    |   |   |
|----|---|---|
| V. | Observation spot. On the root of Government Dockyard Jetty. | Small hole in concrete. surrounded by a triangle painted white. |
|----|---|---|

Challenger Magnetic Spot.	500 yards east of the Goldsworthy Rock.	Cement post and marble plate.
---------------------------	---	-------------------------------

Tidal bench marks.	On the north side of the western step of the Town Hall. 22.2 feet above the datum to which soundings are reduced.
--------------------	---

AND  
Cut on the rock face over the water about 50 yards north of the Navy Point light.  
7.6 feet above the datum to which soundings are reduced.





148

SCHEDULE OF MAIN THEODOLITE STATIONS AND BENCH MARKS.

All bearings given in degrees are TRUE.

<u>Ref Letter.</u>	<u>Where situated.</u>	<u>How marked.</u>
A.	5 yards south of light railway line and 105 yards east of oil fuel depot chimney.	Cement post and cairn.
B.	Between railway lines 3351.45 feet west of A.	Cement post.
C.	On the highest part of the north side of Cortley Hill.	Cairn and iron pin in rock.
Z.	On the highest point of the hill one mile west of the Chimney of Wireless Station.	Cairn and iron pin in rock.
W.	On a ledge 5 yards east of the highest point of the northern summit of Mount William.	Cairn and iron pin in rock.
S.	On the highest part of Sapper Hill.	Cairn and iron pin in rock.
L.	On the Western Lookout Rock.	Cairn and iron pin in rock.
K.	On the highest part of the tussac hummock at Hooker's Point.	Cement Post.
Y.	On the northern part of the highest ridge 1000 yards east of Engineer Point light.	Cairn and steel pin in rock.
H.	On the grassland to seaward of the pond at Horse Point.	Cairn and cement post.
R.	On the peninsula south of Port Harriett 2214 yards S.45.20 E. from the rock at entrance to Mullet Creek and 100 yards seaward west of the middle of fence at seaward end.	Cement post and cairn.
M.	On the rocky outcrop on north bank of Murrel River. 1820 yards N 76.30 W from the shepherd's house.	Cairn and iron Pin.
D.	On the high ground 1310 yards S 55.20 E. from the small pier in Sparrow Cove.	Cairn and cement Post.
X.	On the east summit of Mt Low 10 yards SE from the highest point.	Cairn and iron pin in rock.
F.	Memgeary Point lighthouse.	Centre point not marked.
P.	Cape Pembroke Lighthouse.	Centre point not marked.

OTHER STATIONS.

V. Observation spot. On the root of Government Dockyard Jetty.

Small hole in concrete.

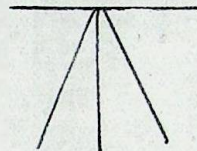
Challenger 500 yards east of the  
Magnetic Spot Goldsworthy Rock.

Cement post & marble plate.

Tidal Bench On the north side of the  
Marks. western step of the Town Hall. 22.2 feet above the datum to which soundings are reduced.

AND

Cut on the rock face over the water about 50 yards north of the Navy Point Light. 7.6 feet above the datum to which soundings are reduced.





107/33.

7th June, 38.

Sir,

*Red 144.*

With reference to your letter No. 1858/37 dated the 21st of February, 1938, I have the honour to inform you that the Harbour Master reports that the beacons erected as navigational marks for Port William on Doctor Point and Yorke Point respectively by Captain C.A.G. Hutchison, R.N., still exist but that they are not conspicuous enough for navigational purposes. Instructions have been issued for the beacons to be properly erected to serve as permanent marks and this work is now being undertaken by the Public Works Department.

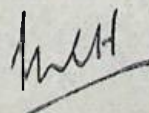
2. The position of the hulk "Great Britain" has been marked on the Chart referred to in your letter. The Chart has been returned to you under separate cover.

3. I transmit for your information the accompanying order issued by the Harbour Master regarding the care of the theodolite stations and Bench Marks which were laid down by Captain C.A.G. Hutchison, R.N., during the Harbour survey in 1936.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Hydrographer,  
Admiralty,  
LONDON, S.W.1.



107/33.

21st June, 38.

Sir,

Red 152

With reference to your letter No. H. 2231/38 of the 23rd of April, 1938, I am directed to confirm that the "Great Britain" has been removed to a position off the jetty on the northern end of Sparrow Cove and that the W/T mast near the Canache has been felled.

2. I am to add that the beacons on Doctor and Yorke Point are being erected and both will be completed and painted by the 30th of June, 1938.

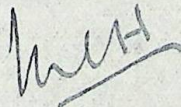
Red 150

3. In this connection I am to refer to my letter of even number dated the 7th of June, 1938.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Hydrographer,  
Hydrographic Department,  
Admiralty,  
LONDON, S.W. 1.





HYDROGRAPHIC DEPARTMENT  
ADMIRALTY, LONDON. S.W.1

IN REPLYING PLEASE ADDRESS—  
THE HYDROGRAPHER  
ADMIRALTY  
LONDON S.W.1

QUOTING H 2231/38.



26<sup>th</sup> August, 1938.

Sir,

I have to acknowledge with thanks the receipt of your letters reference 107/33 dated 7th and 21st June, 1938, and to inform you that the Admiralty charts have been corrected in accordance with the information supplied.

A copy of Admiralty Notice to Mariners No.1762 notifying the establishment of the beacons on Doctor and Yorke Points is enclosed.

I am, Sir,

Your obedient Servant,

J. A. Edgell

Hydrographer.

The Colonial Secretary,  
Stanley,  
Falkland Islands.

Reds 150  
153.

ENCLOSURE

# ADMIRALTY NOTICE TO MARINERS

154

No. 1761.

## AUSTRALIA—QUEENSLAND

Port Curtis Approach—Light-Buoy established ; Buoy withdrawn

*Position.*—Lat.  $23^{\circ} 55' 49''$  S., long.  $151^{\circ} 31' 32''$  E.

*Abridged description of light.*—*Fl.*

*Description.*—Light-buoy painted black and exhibiting a *flashing white* light every six seconds.

*Remarks.*—The black buoy about 6 cables  $219^{\circ}$  from the above light-buoy has been withdrawn and is to be expunged.

(Notice No. 1761 of 23/8/1938.)

*Charts affected.*—Nos. 1900—345. *Publication.*—Australia Pilot, Vol. IV, 1928, page 41.

*Authority.*—Brisbane Notice No. 2/1938 & Hyd. Branch, Sydney, Notice No. 145/1938. (*H. 4600/38.*)

## No. 1762. SOUTH ATLANTIC OCEAN—FALKLAND ISLANDS

Port William—Beacons established

*Position.*—85 foot ( $25^m9$ )  $\Delta$  northward of Arrow point.

Lat.  $51^{\circ} 39' 30''$  S., long.  $57^{\circ} 47' 30''$  W. (*approx.*).

*Position of beacons.*—(a) On Doctor Point 1.20 miles  $250^{\circ}$ ; (b) near Yorke Point 1.02 miles  $171^{\circ}$  from the above  $\Delta$ .

*Details.*—The symbol for a beacon is to be inserted in each case. The notes "*Beacon B.W.*" and "*Beacon B.R.*" are to be inserted against (a) and (b) respectively.

*Description.*—(a) Triangular beacon painted in black and white horizontal stripes 20 feet ( $6^m1$ ), in height; (b) triangular beacon painted in black and red horizontal stripes 20 feet ( $6^m1$ ) in height.

(Notice No. 1762 of 23/8/1938.)

*Chart affected.*—No. 1614 (plans). *Publication.*—South America Pilot, Part I, 1932, page 448; Supplement No. 4 of 1938.

*Authority.*—Colonial Secretary Falkland Islands. (*H. 2231/38.*)

By Command of their Lordships,

Admiralty, London,  
23rd August, 1938.

J. A. EDGELL, *Rear Admiral,*  
*Hydrographer of the Navy.*

*Agent for the sale of Admiralty Charts and other Hydrographic Publications,*  
MR. J. D. POTTER, 145, Minories, London, E.C.3.