

CONFIDENTIAL.

NAT/GEO/1#17

SECRETARIAT

0946 /II

0946 /II

(Formerly)

SUBJECT :

TOPOGRAPHICAL & CADASTRAL
SURVEY OF THE F. I.

CONNECTED FILES.

NUMBER

FIDS. 5

AIR SURVEY. DEPENDENCIES.

113

FALKLAND ISLANDS AND DEPENDENCIES
METEOROLOGICAL SERVICE

With the Compliments
of

The Chief Meteorological Officer



For H.C.S.

Copy for H.C.S.

114

A.

Phoned to W/T station 15/12/55

GAVIN ROBINSON MAGSTAPLE MONTEVIDEO

REF CARGOS TO STANLEY STOP. CANNOT CLEAR EVENING FORECAST TILL 2130Z STOP VPO THEREFORE ARRANGING SCHEDULES WITH CARRASCO AT 2130 AND 0900Z STOP

WILSON WALKLANDS

*changed to 1000Z by arrangement with CCK at 2130/15

B.

Phoned to W/T station am 19th

19.12.55

GAVIN ROBINSON MAGSTAPLE MONTEVIDEO PHONE 86-382

PLEASE CONFIRM DAILY (R) DAILY IN 2130Z SCHEDULE CARRASCO CCK/ STANLEY WHETHER YOU REQUIRE 1000Z SCHEDULE ON FOLLOWING DAY

WILSON WALKLANDS

reply at C.

C.

Montevideo 43 1621 19.12.55

IN WILSON WALKLANDS

AGREE WILL CONFIRM DAILY BUT STILL REQUIRE 0900Z FORECAST DAILY AS ESSENTIAL FOR OBSERVING TREND WEATHER PLEASE NOTE CARGOS CRUISE ONLY 105 KNOTS AND REQUIRE TEN HOURS FOR FLIGHT ALSO NO DIVERSION AVAILABLE OTHER THAN RETURN MONTEVIDEO

COMMANDER CARGOS OFIJJ

In reply to telegram at B.

D.

From Montevideo (thro'GLY) 1855 21.12.55

URGENT MOTT BASE B

CARGO OFIJJ DEVELOPED FUEL LEAK MAIN TANK DELAY INDEFINITE STOP WILL READVISE SOONEST STOP IN POSSIBLE ONE A/C PROCEED INDEPENDENTLY DUE RULING CANADIAN DEPT OF TRANSPORT STOP

GAVIN ROBINSON MAGSTAPLE

E.

Telegram from Montevideo received via VPO at 1105 LMT 22.12.55

IN VIEW FORECAST HERE AND ABSENCE YOUR FORECAST CARGOS POSTPONE FLIGHT 24 HOURS STOP PLEASE SEND USUAL REGISTRATION 2130 TODAY FIVE HOURS F/C AT 0900Z 23/12 STOP COMMUNICATE DIRECT WITH CCK

COMMANDER CARGO OFIJJ

F.

Telegram received 2215 22.12.55 via VPO from Montevideo

IN VIEW TAPOT FOR 23rd DO NOT REQUIRE FORECAST 0900 GMT REGARDING PERSISTENT BAD WEATHER ON ROUTE AND SERIES OF DEPRESSIONS PASSING YOU CAN YOU PLEASE INDICATE TREND OF WEATHER AND POSSIBILITY OF BETTER CONDITIONS STOP EMPHASIS LACK NAVIGATIONAL FACILITIES ESSENTIAL GOOD CONDITIONS FOR WIND AND DRIFT OBSERVATIONS AT FREQUENT INTERVALS STOP PLEASE ADVISE OURS OF THE SITUATION

COMMANDER CARGO OFIJJ

25/12

Net. Stanley (CGL) 2345 22.12.55

URGENT PALMER BASE B

FOLLOWING FOR MOTT BEGINS STOP PLEASE ADVISE GAVIN ROBINSON TO
KEEP RADIO FALKLANDS WHO ADVISED OF ANY CHANGE IN PLANS RE
FLIGHT MONTVIDEO STANLEY SINCE VTC AND NET BOTH UNDERSTAFFED
AND SUPPLY OF FORECASTS AT 0900 AND 2130Z DAILY NECESSITATES
EXTRA WATCHES STOP ALTERNATIVELY WE CAN OBTAIN THE INFORMATION
FROM TELEGRAMS ADDRESSED TO YOU IF YOU AGREE TO LIMITED RELEASE
TO COLONIAL SECRETARY VTC AIR SERVICE ADVISABLE AND FIDELITY ENDS
CNO

B.

Note for CNO received 0845 GMT on 23.12.55

MOTT AGREES DISTRIBUTION COPIES HIS TELEGRAMS RE AIRCRAFT
MOVEMENTS
PALMER

C.

Note for Commander Canao (CPLJ) to Canasaco CXX 23.12.55

GLAD TO HELP AT ANY TIME BUT GRATEFUL YOU REQUEST SPECIAL
SCHEDULES ONLY WHEN STRICTLY NECESSARY AS BOTH NET AND W/T
HERE UNDERSTAFFED AND DO NOT MAINTAIN 24 HOUR WATCH STOP
SYNOPTIC ANALYSES ISSUED REGULARLY IN SCHEDULED BROADCASTS FOR
WHALING SHIPS AT 15 AND 21Z ON 8495 KCS AND SUGGEST WE KEEP ONLY
THE 2130Z SCHEDULE WITH ONE DAILY STOP THE 0900Z SCHEDULE WILL
BE AVAILABLE ANY MORNING ON REQUEST AT 2130Z PREVIOUS EVENING STOP
MOTT AND I EXCHANGE YOUR TELEGRAMS RE CANAO MOVEMENTS AND VTC
DID NOT ATTEND AT 0900Z ON 22ND SINCE YOU STATED IN TELEGRAM TO
MOTT THAT CANAOS GROUNDED INDEFINITELY DUE TO FUEL LEAK STOP
PLEASE CONFIRM AT 2130Z IF YOU AGREE TO ABOVE STOP
METEOR FALKLANDS

KIV 104
Vol. I.

DECODE.

TELEGRAM.

From GOVERNOR

To AMBASSADOR MONTEVIDEO

Despatched : 29/12/55 19 Time : 1130

Received : 19 Time :

IMMEDIATE. Restricted. Colonial
Secretary received telegram from Commander
Huntings Canso aircraft indicating he proposes
diversion via Argentina. I presume he is keeping
Ambassador Buenos Aires fully informed so that
no incident will occur such as detention of
aircraft by Argentines.

FO Cypher 'Col 3' : RMG

See 120

Miss Roper

DECODE.

TELEGRAM.

117

81.

From Gavrob, Montevideo

To Colonial Secretary for Mott. Oluf Sven

Despatched : 30th December, 19 55 Time : 1815

Received : 31st December, 19 55 Time : 0900

RG special 1 direct flight Montevideo Stanley delayed weather plus lack diversion. "Astereo" have initiated through Canadian diplomatic channels clearance utilise mainland air fields diversionary purposes but completion possibly taking several days. Request your estimate date ready receive Cansos Deception. If mainland agreeable weather problem much simplified and no great delay thereafter anticipated. Meantime continuing every endeavour make direct flight. Yours of 30th acknowledged, Pending diplomatic clearance, flight will not be attempted while any possibility diversion exists.

GAVROB

Spoke Capt. Robinson-tel. received too late-no need re transmit to Mott.

(Intld) J.B.

2/1

P/L:IMR

DECODE.

TELEGRAM.

120

From Ambassador, Montevideo

To Governor, Falklands

Despatched: 30th December, 19 55 *Time:* 1645
Received: 3rd January, 19 56 *Time:* 0900

116/21
Confidential. Your telegram e t y 29th December.
Aircraft.

Canadian Government have approached Argentine
Government for permission for emergency landings
and take-offs 168 embassy Buenos Aires.

AMBASSADOR

CYPHER IR

DECODE.

09416
TELEGRAM.

118

From Macstaple, Montevideo

To Colonial Secretary for Mott Oluf Sven

Despatched : 31st December, 19 55 Time : 0900

Received : 2nd January, 19 55 Time : 1400

"Cansos" proceeded Port Stanley 31st 0400.

MACSTAPLE

Received after aircraft arrival.

(Intld) J.B.
2/1

P/L:IMR

K1 V 104 m
in Vd. I

DECODE.

TELEGRAM.

119

2.

From Macstaple, Montevideo

To Colonial Secretary for Mott Oluf Sven

Despatched : 2nd January, 19 55 Time : 1837

Received : 3rd January, 19 55 Time : 1600

[Your telegram 13th diesolute shell advise cannot forward as no drums available in transit and export of drums prohibited. Suggest contact Falkland Islands Company which has stock at Port Stanley.]

MACSTAPLE

P/L:IMR

Palmer Base B. Following for Mott from
Macstaple Montevideo begins [] ends

see 120(a)

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

Number

Office of Origin

Words

Handed in at

Date

4.1.56

To

PALMER BASE 'B'

ADVANCE AIR SURVEY/C

FOLLOWING FOR NOTE FROM MACSTABLE MONTEVIDEO BEGINS YOUR TELEGRAM
13TH DISBOLUTS SHELL ADVISE CANNOT FORWARD AS NO DRUMS AVAILABLE
IN TRANSIT AND EXPORT OF DRUMS PROHIBITED STOP SUGGEST CONTACT
FALKLAND ISLANDS COMPANY WHICH HAS STOCK AT PORT STANLEY.
STOP ENDS.

SECRETARY

Time

124

ACS.

at bc
You will see from attached
bill that FIDASIE have been
supplied with 6 bins of
Baking Powder. This is an
excessive amount and we should
point the fact out to the
Officer responsible for ordering.

Jelly.
6/1/56

San Salvador,
Falkland Islands,



9th January, 1956.

The Acting Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Sir,

97 m Vol. I

Thank you for your letter No. 0946 of 30th November, 1955

If it can be arranged for a surveyor to survey this farm it will be very much appreciated. April will be a convenient time to start the work and we will make the necessary arrangements for his stay here.

In April of this year, I will be travelling to England on leave so it is likely that the surveyor will arrive after my departure. This would be less regrettable if I could communicate with him before leaving. If this too, could be arranged as soon as the surveyor has been appointed, I shall be most grateful.

It will inconvenience us in no way if the survey can not be arranged for this year; 1957 will do equally well.

I am,

Sir,

Your obedient servant,

R. M. Pichuga:
Asst. Manager.

See 129

09/6

123

a/c

When we at last leave Stanley for the South we will be consumers & non consumables goods/stores in hand. I presume an inventory will be taken & the non non consumables stores taken into store, having already been taken on charge. Regarding consumables stores it is suggested that these be returned to the respective suppliers & the amount received credited to the Survey Scheme. (CDW). I should be grateful to learn whether this can be arranged, if so, to be supplied with a copy of the inventory.

[Signature]
9/1/56.

H.C.S.

For instructions, pl.

WAT 9/1/56

S/S.

The Treasurer has raised some point & we shall have to comply - would you kindly arrange?
2. F.I.D.S. will store the van.

[Signature]
9/1

H.C.S. We spoke

I have no storage place for the above. I suggest an inventory is made and good left at W.T. Station until the return of the aircraft. Only Bread and meat will be unable to be kept

a.g. c.s.

A.G.H.

10/1/56

Satisfactory

10/1

KIV 122

a.g. c.s.

10/1/56

Approved by *[Signature]* 10/1/56
H.C.S. a.g. c.s.

Don 15/1/56

S/5

Attached.

124

The cook will have to be watched with his orders. Will you institute some system of checking on him, R

7/1.

Hes

We spoke. The cook says he will not go back for the second time. so I suggest the Treasury take over now.

Bud. J. 11/1.


R.H.

11/1/56

KIV 122

122 - pl. att.

American correspondence

Del 
20/1.

See 97 in Vol I

DLm

23/1/56

KIV 104
in total

S/F
122

For previous correspondence see 72-74 & 95-97
in Vol. I.

[Signature]
29.

A.C.S.

Re above. In my opinion there would
be insufficient time to complete the survey
between the arrival of the surveyor from the
Dependencies and his departure for U.S. on a
F.I.S. vessel. It would be best to leave
the job until after the second survey
is completed when it would just be a
matter of plotting the lines. I should
point out, however that even if the
photographic work is completed the season
maps will not be available by 1957.

There is likely to be some expense in
connecting with the survey by a F.I.S.
surveyor such as transport to and from St. Louis
and the supply of survey equipment and stores.
Who is to pay for such items please?

A F.I.S. surveyor should be available from
early April to early May when the F.I.S.
vessel will leave for U.S. I suggest that

128

from to assess the job and to

let us know:

(1) How long the job would take as
Surveyor and one assistant disregarding
the aerial survey.

(2) Dittos - when the aerial survey is
completed

(3) Equipment and stores required for (a) and (b)
(4).

W. J. J.
30/1/60

San Salvador,
Falkland Islands.

129

Rcd. 30/1/56

27th January, 1956.

The Acting Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Sir,

122 With reference to my letter dated 9th January, 1956, I wish to advise you as follows: I very much regret that owing to quite unexpected difficulties having been encountered, it will not now be possible for this farm to accept the services of a surveyor this season and accordingly, I will be grateful if you will cancel the arrangement for this year please.

I must apologise for any inconvenience that this may cause and I hope it will be possible for the surveyor to come next season, when the difficulty should be ironed out.

I am,

Sir,

Your obedient servant,

R. M. Pitagora
Asst. Manager.

S/F.

B
Come across the situation.
I think you have the file.

P
30/1

C
ACS
File returned to you yesterday
with comments. agree
and a for the moment.
File
31/1/56
Bu 29/2/56

Record.

Agreement, Specification & Tender
between the Govt. of V. G. Dependencies
& Hunting Agency of 29/11/55, for
the Photography of certain Areas is filed
as follows:

Copy No. 1. Page 212 in F.I.D.S. 5.

Copy No. 2. Secretariat (Outer Office) Bofe.

in 6/2/56

Bu 29/2/56 M

No. 946

MEMORANDUM.

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

7th February, 1956.

To: The Acting Colonial Secretary,

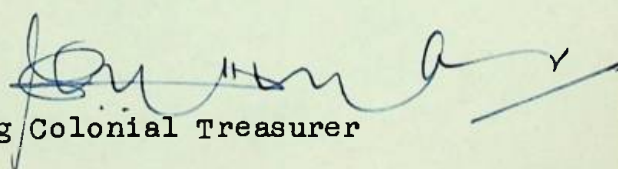
STANLEY.

From: Acting Colonial Treasurer,

Stanley, Falkland Islands.

SUBJECT :-

123.
Some time ago we agreed that an inventory should be taken at the W/T Station of all stores remaining on charge in connection with the Aerial Survey of the Colony. To date no such inventory has been received in this Department despite that fact that bills are still coming in. I should be grateful if this matter could be referred to the appropriate Department for necessary action.


Acting Colonial Treasurer

26/2
Be.
1956

GOVERNMENT TELEGRAPH SERVICE

132

FALKLAND ISLANDS

~~SENT~~ COPY

Number	Office of Origin	Words	Handed in at	Date
58	BASE B	63	1430	28/2/56
To	Secfids, Stanley			

PLAN CANSOS REMAIN STANLEY ONE TO TWO WEEKS FOR SECOND ATTEMPT
PHOTOGRAPHY FALKLANDS STOP THIS HOWEVER NECESSARILY DEPENDENT ADEQUATE
ACCOMMODATION RELIABLE TRANSPORT AND OTHER FACILITIES BEING AVAILABLE
STOP PREVIOUS EXPERIENCE MARINE BARRACKS NOT REPEAT NOT SATISFACTORY
BUT UNDERSTAND POSSIBLE OBTAIN LODGING AIRCREWS TOTAL TEN PERSONNEL IN
TOWN STOP PLEASE ADVISE SOONEST DETAILS ARRANGEMENTS ON ASSUMPTION ETD
AIRCRAFT DECEPTION 21ST MARCH.

MOTT.

Copied to Colony Aerial Survey file f.n.a.
29.2.56.

Time

Reply 137

F.K.E.

133.

S/F

Reese - you mentioned briefly
yesterday & I was under the impression
you were going to discuss with H.E.?
If not I think we shd. refer to H.E.
before he leaves for South.

5/3.

YE

Page 132 - you may wish to discuss.

5/3/66.

ACS

Albion. we spoke with H.E. - you were arrange
accommodation if possible - when within State please send -

Albion. Please handle very. Anyways Please to following for what.

McS.

132. Mrs. Brechin will accommodate
7 & Mrs. McLeod the remaining 3.

Wm
7/3/56

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

135
~~131~~

Copies sent 8/f.a 8/w SENT

Number

Office of Origin

Words

Handed in at

Date

7/3/56

To

GUYVER BASE B

DEPA/C

132

FOLLOWING FOR MOTT BEGINS YOUR TELEGRAM 28TH FEBRUARY LODGINGS
FOR TEN PERSONNEL ARRANGED IN TOWN ENDS,

COLONIAL SECRETARY

CONFIRMATORY COPY.

END. W/T STATION 0945/7TH.

(INTLD) I. R.

7/3/56

1/c!
your Bu on 13/10
den
8/3/56

Time

JB/IR

135 ~~131~~

S/W

132 - 135.

We shall have to consider disposing of the stores
in hand - in the meantime can you as Treasurer
have a copy of the inventory.

J.
9/3

Hee

A copy of the inventory has been sent to
to Treasury.

A.S.H.
10/3/86.

Copies to: S/W + S/F.

136

DECODE.

TELEGRAM.

From MOTT BASE 'B'

To COLONIAL SECRETARY

Despatched: 14th March, 19 56 Time: 2250

Received: 15th March, 19 56 Time: 0925

Regret advise you due damage sustained by both aircraft in severe gale unable photograph Falkland Islands this season. Effecting temporary repairs sufficient for transit only.

MOTT.

See 137

A copy of this sh. have been sent
to S/F & S/C. - I think I enclosed
the original copy?

P/L:IMR

H.C.S. copies made
accordingly original
not endorsed TF 17

Copy in F.I.D.S./3.

137

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 19/3/56

Time: 1600

Received: Time:

136

FIDEP 97. F.I.D.A.S.E. Following for Bussey. Mott
telegraphs from Deception as follows:-

Regret advise you due damage sustained by both aircraft
in severe gale unable photograph Falkland Islands this season.
Effecting temporary repairs sufficient for transit only.

GOVERNOR'S DEPUTY

P/L:IMR

DECODE.

138

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 20.3.56. Time : 0001 Received : 20.3.56. Time : 0945

PRIORITY.

FIDEP 62. F.I.D.A.S. second season now under consideration. Huntings have enquired as to possibility of m.v. Philomel being stationed well south next season to act as advanced fuel depot and accommodation for aircrews in order to avoid wasting time and fuel when photographing southern area flying back and forth from main base. Please say whether vessel would be suitable for this task and if you would agree to make her available.

2. May I also have total of expenditure incurred so far by F.I.D.S. on behalf of air survey including amounts paid to various Ministries for hire of equipment etc. Grateful for reply not later than 24th March.

P/L: FC.

See 139

Reply at 146

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

139

Number

Office of Origin

Words

Handed in at

Date

PSY

21/3/56

To

PRIORITY

GOVERNOR SHACKLETON

H.O. /C

138
 FOLLOWING RECEIVED FROM SECRETARY OF STATE BEGINS F.I.D.A.S.

SECOND SEASON NOW UNDER CONSIDERATION STOP HUNTINGS HAVE ENQUIRED
 AS TO POSSIBILITY OF .V. PHILONEL BEING STATIONED WELL SOUTH
 NEXT SEASON TO ACT AS ADVANCED FUEL DEPOT AND ACCOMMODATION FOR
 AIRCREWS IN ORDER TO AVOID WASTING TIME AND FUEL WHEN PHOTOGRAPHING
 SOUTHERN AREA FLYING BACK AND FORTH FROM MAIN BASE STOP PLEASE
 SAY WHETHER VESSEL WOULD BE SUITABLE FOR THIS TASK AND IF YOU
 WOULD AGREE TO MAKE HER AVAILABLE STOP GRATEFUL FOR REPLY NOT LATER
 THAN 24TH MARCH ENDS. PARAGRAPH 2. I PROPOSE WITH YOUR APPROVAL
 TO REPLY AS FOLLOWS BEGINS PHILONEL AVAILABLE BUT WOULD REQUIRE
 REFIT STOP ALLOWING CRAMPED ACCOMMODATION FOR TEN AIRCREW SHE
 COULD CARRY 150 DRUMS AVIATION SPIRIT ENDS PARAGRAPH 3. [SOLLIS
 UNSUITABLE FOR ANTARCTIC COMMAND BUT HARBOUR MASTER IS WILLING
 TO POSTPONE HIS LEAVE.]

GOVERNOR'S DEPUTY

[] Sent in g.t.c.

Reply at 145

JB/IR



H.C.S./

Use of "Philomel" in Dependencies.

With reference our conversation this afternoon regarding the possible use of MFV "Philomel" by Huntings Aerial Survey Expedition during the next Antarctic season, I have considered the proposal at greater length since we spoke, and the following points may be of interest to you in formulating a policy.

Preliminary.

Frequently proposals of this nature go off at 'half-cock' owing to faulty or inefficient preparation - the "Penelope" venture by FIDS was a glaring example. The preparatory stage is in many respects the most vital, and I would like it to be clearly understood that I only accept the scheme as practicable provided I have sufficient time & means made available to prepare for the voyage. With this in mind, I am afraid the decision to prepare or not will have to be taken before June 1st this year, & even that is late unless we can be assured of high-level backing in England to make certain that spares & equipment will receive priority shipment to the Colony.

As I see it, we should aim to have "Philomel" ready to sail for the Antarctic on October 1st - admittedly that is early for the ice, but knowing conditions locally, if we aim for October 1st we shall probably be ready a fortnight later! This voyage will require the renewal of certain parts of the "Philomel" which would not normally be carried out this year. The refit should commence mid-August at the latest, & to ensure the parts delivery here in time, a firm order must be placed with C.A. by June 1st - hence my choice of this date as a deadline. I think this should be made plain at the outset.

General

Contrary to what I feel sure will be general opinion, I feel there is no reason whatever why "Philomel" should not attempt this task. Her hull is in excellent condition & very strong, & she is quite adequately equipped for navigating etc. The seas she will encounter are no rougher than those met elsewhere in the world & the distances to be covered not appreciably

greater than those she has already covered since her arrival in the Colony. She is not suitable for work in ice, & obviously her master would avoid ice at all costs - although if she did get caught she is unlikely to be any worse off than, say, one of H.M. Frigates. She is not too small: Nathaniel Palmer's sloop "Hero" which visited the South Shetlands & the Trinity Peninsula for two successive seasons in the early 1820's was 11 tons - $\frac{1}{7}$ th the size of the "Philamel"! Her range is 2,000 miles at maximum speed.

Accommodation & Cargo Capacity.

The "Philamel" could be refitted comparatively quickly to provide accommodation for twelve super-numeraries & still carry 5,000 gallons of aviation petrol. Accommodation would be in two four-berth cabins in the after part of the hold & in a four-berth messroom/cabin in what is now the hospital. It would not be comfortable by any standards, but it would be bearable.

Crew.

A seven-man crew would be required - Skipper, Mate, Deckhand, Engineer, two mechanics, & a cook. Of the existing crew, some members would be suitable & I foresee no difficulty in obtaining a full complement. Existing wage rates plus 10/- per day "hard-living" money should provide adequate incentive.

Costs.

I have tabulated separately what I consider the necessary work to be carried out & estimated the cost of each item as far as is possible. The refit, plus additional equipment will cost Huntings a total of £1,600 approximately, & I suggest that the charter should be at the rate of £1,000 per month, plus the cost of the additional insurance premiums required to cover this voyage. Therefore, if they have the ship at their disposal for five months, the total cost to Huntings should not exceed £7,000 altogether, of which a small amount will be recoverable.

Colonial Government's Policy.

So far as the Government is concerned, this is the only time I have ever seen any prospect of the "Philomel" operating at a profit! It also happily falls in our slack season when the charter vessels are here. Now will the Government lose my services if I am to go with the "Philomel" as skipper, since I would be quite willing to undertake these duties in lieu of some of my U.K. leave.

Summary.

To sum up, I consider the scheme feasible, but I would suggest that the following points should be immediately clarified: -

- (a) How many 'passengers' are to be accommodated & for how long?
- (b) How much cargo is required to be carried?
- (c) Can a firm decision be reached by June 1st if October sailing required?
- (d) Will Huntings be prepared to pay the cost envisaged?

John Duck

Nature of Work.Approx
Cost (£)

1. Engine refit.	250
2. Second generator for lighting & heating.	20
3. New batteries.	100
4. Under water fittings.	25
5. Overhaul of electrical fittings & installation of heaters	50
6. Overhaul of w/r set.	10
7. Fitting of larger windlass & heavier chain.	150
8. Refit of standing & running rigging	50
9. Re-caulking of decks.	
10. Refit of boats.	25
11. Conversion of accommodation	250
12. Navigational equipment	50
13. Crews' clothing	250
14. Bedding etc.	350

Total Cost of Refit.

£ 1,580

Remarks.

This cost estimate is 'extra' to work which would normally be done in the Colony.
 This could be 'borrowed' from the medical dept. Spares are available here. Cost is for overhauling.

Complete new batteries would be essential.

This may not be necessary.

Rewiring may be necessary to avoid sparks (high octane petrol aboard).

Spare valves etc.

This is essential owing to anchoring in deep water.

No charge against Huntings - will have to be done anyhow.

Stowing of buoyancy tanks, rations etc for emergency use.

This item may be larger if glass-wool lagging for warmth required.

This item will be larger if a small echo-sounder cannot be "borrowed" from R.N.

This sounds a lot, but it amounts to little over £30 p. man.

This would be returnable after the voyage, but total value is charged here.

145
DECODE.

No.1.

TELEGRAM.

From H.E. Governor

To Governor's Deputy

Despatched : 22nd March, 19 56 Time : 1843

Received : 23rd March, 19 56 Time : 0945

139 Your telegram 21st March. "Philomel".

Please reply as follows:-

" Matter has been referred to Governor who is with R.R.S. Shackleton in Antarctic. He is prepared to make "Philomel" available but is doubtful how effective she will be owing to limitation in range cargo and passenger accommodation. There may also be difficulties about manning but these can probably be overcome. He will address you about these and about the terms on which she will be made available as soon as possible after returning Stanley". Ends.

GOVERNOR

See 146

See 151.

P/L:IMR

DECODE.

TELEGRAM.

From GOVERNOR, "SHACKLETON"

147

To GOVERNOR'S DEPUTY

Despatched : 22nd March, 19 56 Time : 0956

Received : 23rd March, 19 56 Time : 1100

CONFIDENTIAL.

145 Please wire Vile confidentially referring to my telegram yesterday about "Philomel" informing him that in consequence of information from a number of independent sources Governor feels local leadership Air Survey has lacked determination and Survey has been affected. Huntings have given project much publicity and if it fails will try putting blame on someone else. He is anxious government should not be involved and urges caution in dealing with Huntings. He is making further enquiries in Deception Island and will telegraph you again after returning Stanley.

GOVERNOR

See 152

CYPHER R3.
TYPED IR

Copy in F-125 file 11/3/7

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : 23/3/56 Time : 1100 Received : Time :

FIDEP.103. Your telegram FIDEP 97 F.I.D.A.S.

Matter of availability of Philomel has been referred to Governor who is with R.R.S. Shackleton in Antarctic. He is prepared to make Philomel available but is doubtful how effective she will be owing to limitation in range cargo and passenger accommodation. There may also be difficulties about manning but these can probably be overcome. He will address you about these and about the terms on which she will be made available as soon as possible after returning Stanley.

2. Total expenditure incurred to 31st December is £114,726.

Crown Agents FIDAS accounts beyond December have not yet arrived and expenditure from 1st January to date can no doubt be obtained from Crown Agents direct.

GOVERNOR'S DEPUTY

P/L:JB/IR

There is another tel. wh. H.A. has -
pl. pl. when it comes in

24/3

Copy of FIDEP 103A when
you get it for FIDEP pl.
24/3/56

K I V
140

DECODE.

Copy passed to +1.D.S.

TELEGRAM SENT.

148

From GOVERNOR to SECRETARY OF STATE.

Despatched: 23/3/56 Time: 1100 Received: Time:

146 FIDEP. 103A. CONFIDENTIAL. Following for Vile in the Colonial Office. Reference my telegram FIDEP 103. Message received today from Governor.

In consequence of information from a number of independent sources he fears local leadership Air Survey has lacked determination and Survey has been affected. Huntings have given project much publicity and if it fails will try putting blame on someone else. He is anxious Government should not be involved and urges caution in dealing with Huntings. He is making further enquiries at Deception Island and will telegraph you again after returning Stanley.

GOVERNOR'S DEPUTY

CYPHER: R.S.

TYPED: IR

Copy on FIDS file 19/3/3

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 26.3.56. Time: 2110 Received 26.3.56. Time: 2100

IMMEDIATE. Governor. FIDEP 67. Personal. Your telegram 103
FIDEP. FIDAS. Following from Vile begins:-

Your message arrived just as we were about to approve second season's survey. Fear that as option on Oluf Sven expires noon tomorrow (27th March) we cannot hold up decision. Money already spent which would be wasted if survey were abandoned now, no option but to approve second season. Furthermore, Ministerial decision in principle to carry out survey in two seasons was taken when Aerial Survey approved and this could only be reversed in most exceptional circumstances which I do not gather from your message exist. Propose therefore to approve second season but to add condition that personnel of survey party for the next season must be acceptable to the Governor, please communicate this to the Governor and let me have his further comments as quickly as possible on the understanding that these not now likely to arrive in time to affect decision second season.

GTC/PT.

Message repeated to Governor "Shackelton" 27. 3. 56.

DECODE.

No.2.

TELEGRAM.

148
150

From GOVERNOR, "SHACKLETON"

To GOVERNOR'S DEPUTY

Despatched: 27th March, 19 56 Time: 2133

Received: 27th March, 19 56 Time: 0945

IMMEDIATE.

147

Please telegraph Vile reference to his telegram about
Aerial Survey begins

I should not be a judge capabilities possible future
employees Aerial Survey and in any case am anxious to
reduce our responsibility for result of Survey. Furthermore
present information may be misleading and must be checked.
In the circumstances I should prefer new condition mentioned
in your telegram should not take effect as previously suggested
I shall communicate again as soon as possible.

GOVERNOR

See 149.

Reply at 150

NOTE. ?. Corrupt groups.

Copy in 105 file 9/3/9

G.T.C. JB
TYPED IR

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 27/3/56 Time: 2050 Received: Time:

IMMEDIATE.

147 Unnumbered. Following for Vile from Governor begins
Your telegram about Aerial Survey . I should not be a judge
of capabilities possible future employees Aerial Survey and in
any case am anxious to reduce our responsibility for result of
Survey. Furthermore present information may be misleading and
must be checked. In the circumstances I should prefer new condition
mentioned in your telegram should not take effect as previously
suggested.

I shall communicate again as soon as possible.

GOVERNOR

Copy - FID file 1/3/10

G.T.C. JB
TYPED IR

DECODE.

TELEGRAM.

~~150~~
152

From GOVERNOR'S DEPUTY

To GOVERNOR, "SHACKLETON"

Despatched : 28th March, 19 56 Time : 1000

Received :, 19 .. Time :

145 Your telegram to Vile about Aerial Survey was transmitted to London on 2100 hours W/T schedule 27th.

GOVERNOR'S DEPUTY

Recd
Cables arrived from Deception Is.
on 26th March & deferred for
Montevideo on 30th March.

G.T.C. JB/IR

1

153

~~File closed~~ see

KIDS file P/3

HC!

154

148. It would appear as if Mr. intends
to communicate further with Prof P
W. 12/4/56

FIDOSE

Mr. Mott has suggested
that next year (or later
this year) the Oafova
should bring me a
Land Rover which would
be the answer to the
transport problem we had
this season. Bill on
file pl.

8
12/4.

KIV 154

S/F

Reverse.

This appears to be the only answer - by bringing out the L-Rover on the Olex. Even we would save around £100 in freight & the risk of damage to the vehicle would be minimised.

Grateful for your observations - we shall have to telegraph Mott through the C.O. if the suggestion is approved.

Q
29/4

A.C.S.

156. A Land Rover from U.K. would appear to be the most satisfactory solution. What is to happen to this van now?

J.H.
1/5/56.

S/F.

I understood you to say some time ago that the van would be a useful acquisition for F.I.D.S. & that you would consider taking it over if and when it became available? Is this not so now pl?

J.
1/5.

ACS

I had thought of buying the van for F.I.D.S. but have since decided against it. I suggest the van is put up for sale and the money received for it be added to the fund.

J.H.
1/5/56.

A.

158

H.C.S.

157c

156 onwards. The van which was bought for Air Bureau staff is not now required & Sec Fids suggests shd be sold by tender. SW might do this for us if you approve sale?

Also submitted for your approval is the suggestion by Mr. Mott at 155 for the purchase of a hand Rover

Draft telegram to D of C at back cover
a.f.c.

DRM
4/5/56

BU 14/5/56

BU 20/5/56

BU 6/6/56

BU 12/6/56

BU 18/6/56

B.

Sec FIDS / what do you think about it?

M.P.
2/7/56.

C.

H.C.S.

I consider a new hand Rover to be somewhat of an extravagance and consider the Van adequate for their needs providing it is given a thorough overhaul. However if there is any doubt at all as to whether the Van can be made reliable we should agree to the hand Rover. There must be no question,

159

I lost flying time because of the
van not being reliable and rising /w
stomach when required. You may have
heard that the buses now complain
about the transport provided - first a
jeep, then a bus van and finally
a bought van - all the time there
was here.

Suggest P.W.D. be asked to examine
the van and say whether it can be
made reliable

J.H.
4/7/56.

Supt. P.W.

Early comment please. Personally I
favour the Land Rover. But if the van can
be made completely reliable we might think again.

Mr. Mott complained to me about transport.

J.H.
7.6.56

HCE

I saw this van in operation last year and it
was greatly overloaded. As this van in question
is about 9 years old and spares are difficult to
get I suggest it is sold by tender and a
new long base ^{107mips} Land Rover ordered.

A.G.H.
9/7/56.

ACS / I dont think there is any doubt that we must get
 the Lindner. Van should be sold by Kinder. If he long
 been known in not too much more expensive he might get
 that.

G. J. F.
 18.7.56.



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HUNTING AEROSURVEYS LTD.

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C. P. M. HUNTING
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P. G. MOTT, B.A., A.M.I.C.E., F.R.I.C.S.
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F. L. WILLS, M.B.E., F.R.P.S.
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HEAD OFFICE & LABORATORIES
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BOREHAM WOOD · HERTS

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LONDON OFFICE : 4 ALBEMARLE STREET, W.1.
TEL. HYDE PARK 5211

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SOUTH AFRICA
NEW ZEALAND
PAKISTAN

R. Hunting alt. to G.L. Hunting.

FALKLAND ISLANDS AND DEPENDENCIES AERIAL SURVEY EXPEDITION 1955/56

ORGANISER & EXPEDITION LEADER: P. G. MOTT, B.A., A.M.I.C.E., F.R.I.C.S. FLYING MANAGER & DEPUTY LEADER: J. H. SAFFERY, C.B.O.

C/2/FIDAS 2nd Season.
pgm/jls.

29th June, 1956.

J. Green, Esq.,
Secretary,
Falkland Islands Dependencies Survey,
4, Millbank,
LONDON, S.W.1.



Dear Green,

1. You may remember that there was a suggestion that we should take out with us on the ship next season a new Landrover, which could be used by our aircrew during the flying operations in the Islands and would afterwards be taken over by the Colony. Under the programme which we now plan, however, the aircraft are likely to reach Port Stanley between the middle and the end of October, while the earliest the ship would be there would be the 11th November. From the point of view of the flying, therefore, there is little point in taking out any vehicle on the ship. You may therefore wish to refer this matter back to Stanley, so that an investigation can be made into the means of providing the aircrew with reliable transport.

2. If possible, can arrangements also be made for the accommodation of the aircrew in town this year? It is difficult, of course, to state any definite E.T.A., as where aircraft are concerned there are so many unknown factors, but I think there is every possibility this year that they will reach Stanley not later than the 20th October, and are likely to remain there for at least a month.

3. It would also be a considerable convenience to the aircrew if they could be supplied with a dinghy and outboard motor for getting to and from the aircraft. Last year they were entirely dependent on the "Alert". Perhaps if they had a dinghy then this would partially relieve the "Alert" to carry out her other duties. One other suggestion has been made for refuelling the aircraft. This is to use the "Protector III", at present lying derelict in Stanley harbour, as a fuel depot during the operations. I do not know what the cost would be, but it might be possible to obtain her on moderate hire terms that would, presumably, be chargeable against the Colony survey. Failing this, we assume that the refuelling would be carried out as happened last year, from the "Philomel".

4. During the period the aircraft are in Port Stanley they will, of course, require the same photographic laboratory accommodation and warehouse space as were provided last year.

I shall be grateful if all these points can be taken up with Stanley, and look forward to hearing from you in due course of the arrangements made.

Yours sincerely,

P.G. Mott.

S/F

For your attention

please.

c.c. Group Captain J. Bussey.

See 164.

~~163~~

Aut. C.S.

Please see p. 275. Gontchev knows
that was final decision about

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

161

Number	Office of Origin	Words	Handed in at	Date
	PSY BEAT			14.8.56
To	MONT ASTEREO, FICOU, LONDON			HO EXP 1/0

YOUR SUGGESTION FOR LANDROVER FOR TRANSPORT APPROVED GRATEFUL YOU ORDER
THROUGH CROWN AGENTS 107" LONG BASE LANDROVER AND SHIP BY OLUF SVEN CHARGING
COLONY'S GENERAL ACCOUNT.

SECRETARY

See 164

Does Skene

Time

DEM/IR

142
END Dept;

FIDS/RB/14/56

Please arrange to purchase for the Falkland Islands Government one Land Rover with 107" long base for shipment to Port Stanley on board the R.R.S. 'Shackleton' sailing on 1st October 1956 from Southampton. The cost should be charged to the Colony's General Account.

Ln.

FIDS Office,
20th August 1956.

✓ 2 copies to Colonial Secretary, Port Stanley.

(Your cable F/46 dated 14th August to Mr. Kott of Hunting Aerosurveys Ltd. authorises this purchase. It has been agreed to ship the Land Rover on the RRS 'Shackleton' as she will arrive about a fortnight earlier than the 'Oluf Sven' in Stanley. However, the aircrews are likely to be in Stanley on the 22nd October and they will require some form of transport until the 1st November when the 'Shackleton' should be there).

Copy to Hunting Aerosurveys Ltd.

A.

Act. C.S

Please see p. 162.

Paragraph 1 already dealt with at p. 161.

Paragraph 2. Suggest file in B.u.

only articles when we will try to book accommodation at either Breckin's or the hotel.

Paragraph 3. Continue you consider.

Paragraph 4 I will arrange.

J.H.
15/8/56.

B.

See FIDS

1. Para 1 is not dealt with by 161

2. You. Mr. Kern - Hanken Master to discuss with me 4.30 p.m. Wednesday 22nd August.
Would you please lay it on.

G.H.
20.8.56

C.

Seaford. Have arranged
£6.
22/8/56.

D.

Y.H. 'B' above - arranged as requested pro.

J.H.
22/8.

GOVERN.

FALKLAND ISL.

VICE

SENT

Number

Office of Origin

Words

Handed in at

Date

23.8.56.

To

ASTEROO BOREHAM WOOD

A/C FIDASE
(Colony)

161 0945/164 FOLLOWING FOR NOTE BEGINS YOUR LETTER 29TH JUNE
ADDRESSED GREEN STOP POINTS YOU RAISED HAVE BEEN CONSIDERED
HERE STOP SUGGEST YOU SHIP LAND ROVER AS PROPOSED MYTEL
14TH AUGUST ON OLUF SVEN STOP THIS WILL DO FOR SERVICE ON RETURN
OF AIR CREW TO COLONY FROM SOUTH AND SUBSEQUENT VISITS IF ANY
STOP FOR INTERIM PERIOD BETWEEN ARRIVAL AIRCRAFT AND OLUF
SVEN WE WILL PROVIDE TRANSPORT STOP FOR VARIOUS REASONS XX I
CONSIDER IT DESIRABLE THAT PHILOMEL SHOULD BE MADE AVAILABLE
FOR FUELLING AND EMERGENCY STOP I ALSO CONSIDER IT DESIRABLE
THAT ALERT SHOULD BE MADE AVAILABLE TO AIR CREW STOP
PHOTOGRAPHIC LABORATORY AND WAREHOUSE AS BEFORE WILL BE
PROVIDED STOP WE WILL DO OUR BEST ON ACCOMMODATION

Time

OAG

24th August,

56.

Superintendent of Works.

Secretary, F.I.D.S.

F.I.D.A. S.E.

1. You will remember that there was a discussion in July regarding land transport for F.I.D.A.S.E. personnel while based in Port Stanley. It was finally decided that a new long base Land Rover should be ordered and this is to be brought out in the "Oluf Sven".
2. The vessel will not arrive however before the 11th November and some form of transport will be required by the Canso personnel from the middle of October until the Land Rover arrives.
3. In the circumstances there seems no alternative but to overhaul the van which is at present garaged at the Naval Wireless Station. Mr. Kerr tells me that there is not very much wrong with it and probably only needs decarbonising and a general check-over. It needs a self-starter and may need a new battery. A number of spare parts are available and are stored in the rear of the van.
4. Mr. Denton-Thompson agrees that the van should be overhauled by P.W.D. and I should be grateful if the work could be put in hand at convenience and the vehicle made ready for use by early October. Labour and material costs up to £50 may be charged to the C.D. and W. vote which has been provided for the Aerial Survey of the Colony. If costs are likely to exceed this figure I should be grateful to receive an estimate before the work is put in hand.

W. J. S.

Y.H. 1/10/56

*If you agree to above may fax copy
at once to owner please. May file
be B.A. 1/10/56 for dealing with
accommodation, question at paragraph 2
on p. 162.*

*W. J. S.
24/8/56.*

166

B. 4. 1. 10. 56. t. Sea 1725.

6. 4. 7.

29. 8. 56

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSRECEIVED

167

Number	Office of Origin	Words	Handed in at	Date
16	TORONTO ONT	57	1548	10.9.56

To

LT SCA STANLEY

REFERENCE VISIT CANSOS LONG PERIOD ESSENTIAL BEACHING FACILITIES
AVAILABLE FOR HULL AND GENERAL MAINTENANCE STOP AIRCRAFT SHOULD
BE ON BEACH FOR TWENTYFOUR HOURS AT EACH BEACHING STOP SUGGEST
EXISTING SLIPWAY MODIFIED AND APPROACH CLEARED DRAUGHT SIX FEET
TRACK MAIN WHEELS EIGHTEEN FEET STOP MUST BEACH STERN FIRST STOP
LOOKING FORWARD SEEING YOU

GAVIN ROBINSON

Time

SJS/c

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

0946 168

Number	Office of Origin	Words	Handed in at	Date
40	LONDON etat	45/44	1330	12.9.56

To

SECFIDSSTANLEY

RB136/56 HUNTINGS REQUIRE OCCASIONAL FACILITIES BEACH CANGOS DURING
OPERATIONS FALKLANDS STOP NECESSARY CLEAR APPROACH EXISTING SLIPWAY
AND REMOVE CENTRE LINE PEGS ON SLIPWAY STOP REQUIRE ALSO WARPING
BUOYS PLACED ON PREVIOUS NORSEMAN POSITIONS STOP USE OF TRACTOR
NECESSARY WHEN BEACHING AIRCRAFT

GREEN

H. H. has seen

bu 11/10/56 (166)

Time

MB

10/10/56

169

GOVERNMENT TELEGRAPH SERVICE

PARK AND ISLANDS

RECEIVED

Date

H.C.S.

Handed in

Words

Office of Origin

Number

Page 166 - P.W.D have work in hand.

Do you wish to do anything about
pages 167 - 168 please?

J.H.B.
2/10/56.

Saving

From the Secretary of State for the Colonies.

FALKLAND ISLANDS
(COLONY)

To the Officer Administering the Government of

Date 18 September 1956No. 95 Saving

100 60946/ My savingram No. 119 of 28th October, 1955.

Aerial Photography of the Falkland Islands.

I approve Colonial Development and Welfare supplementary grant of £10,000 under Scheme D2600A. Copies of Memorandum C.D.W.(D) 3925 are enclosed.

SECEP.

*This is £1,000 more than
in part in the estimate. We
shall have to note for next S.F.C.*

*W.H.J.
18/10/56*

It is requested
that in any refer-
ence to this memo-
randum the above
number and date
should be quoted.

MEMORANDUM

140

Secretary, F.I.D.S.

Stanley, Falkland Islands.

1st October 1956

The Assistant Colonial Secretary,
Superintendent, Posts & Telegraphs,
Chief of Police,
Superintendent of Works,
Senior Pilot,
Harbour Master,
Chief Meteorological Officer.

SUBJECT :-

F.I.D.A.S.E. - Arrival Canso Aircraft

We have been informed that the two Canso air-
craft CF-IJJ and CF-IGJ are scheduled to arrive Montevideo
on the 2nd October and are due to leave for Stanley on
the 9th.

I should be grateful if you would inform all
interested parties other than those to which this
memorandum has been copied.

Arrangements will be required for weather
reports and forecasts to be sent to the Senior Captain-
in-Charge, C.B.Gavin-Robinson (Gavrob), at Montevideo
daily prior to their departure and en route.

Facilities for "homing" the aircraft and for
mooring on arrival, as were provided last year, will be
needed.

The party is to remain in Stanley for approximately
one month to aerial survey the Falkland Islands and
accommodation and transport will be required.

Expenses in connection with Aerial Survey
activities are to be met from the C.D. and W. grant
controlled by Colony Treasury.

F. H. Elliott

6.6/11/56
2/10/56

CABLES
ASTERO LONDON



A HUNTING GROUP COMPANY

141
TELEGRAMS
ASTERO BOREHAM WOOD

HUNTING AEROSURVEYS LTD.

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J. O. WHEELER, A.C.A.
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TEL. HYDE PARK 5211

ASSOCIATED COMPANIES
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PAKISTAN

FALKLAND ISLANDS AND DEPENDENCIES AERIAL SURVEY EXPEDITION 1955/56

ORGANISER & EXPEDITION LEADER: P. G. MOTT, B.A., A.M.I.C.E., F.R.I.C.S. FLYING MANAGER & DEPUTY LEADER: J. H. SAFFERY, D.S.O.

Proposed Programme for Second Season's Operations, 1956/57.

Aircraft.

Probable date for leaving Toronto -

1st October.

Arrive Port Stanley -

22nd October. *

Falkland Islands Photography -

23rd October - 23rd November.

Arrival Deception Island -

29th November.

Operational flying - Dependencies -

3rd December - 4th March, 1957.

Departure Deception Island -

7th March.

Departure Port Stanley -

13th March.

Ship.

Probable date for leaving U.K. -

16th October.

Arrives Port Stanley -

17th November.

Arrives Deception Island -

24th November.

Operational period. Dependencies -

29th November - 21st March, 1957

Departure Deception Island -

22nd March.

Departure Port Stanley -

29th March.

* It may be possible to advance this date by a week to ten days.

Hum. - DCA. K. Bee.

Q
2/1

ADVICE OF AMENDMENT ORDER PLACED. 175

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS.
4, MILLBANK, LONDON, S.W.1.

W/EM3 / Falkland Is. 7299/1

All letters to be addressed to the Crown Agents, the above reference being quoted.

Telegrams : { Inland : Crown, Sowest, London.
Oversea : Crown, London.
Telephone : ABBey 7730.

Authy: F. I. D. S. Sec. Min. 20/8/56

~~XXXXXXXXXX~~

Special A/c (if any)

Dept.

Miss Wells,
F.I.D.S. Office,
Gayfere House,
C/O Crown Agents,
LONDON, S.W.1.

The Crown Agents transmit below a copy of a letter regarding a contract of which details have already been forwarded under the reference shown.

3rd October, 1956.

Gentlemen,

I am directed to refer to your letter 2/ABC/KMF/ENW dated 18th September, 1956, and to confirm acceptance of the increase in the P.O.B. charge from 8% 10. Od. to 88. 10. Od.

The contract total has accordingly been amended to £651. 12. 8d. P.O.B. Southampton.

I am, Gentlemen,
Your obedient servant,

The Rover Co. Ltd.,
Meteor Works,
Solihull,
BIRMINGHAM.

/MAF

CANSO CREWS.

176

Canso CF - LJJ

Captain	C. B. Gavin-Robinson.
Co-pilot	R. W. Brumwell.
Navigator	E. H. Green.
Engineer	R. Keen.
R/Operator	J. Moffatt

Canso CF - IGJ

Captain	R. N. Pettus.
Co-Pilot	C. Grant.
Navigator	J. L. Symington.
Engineer	P. Nielsen.
R/Operator	G. Milburn.

H. C. S.

Ref. Folio 168. Blasting operations have been carried out to clear approaches to slipway, result is not known as tides are not now favourable to carry out a thorough check, this will be done at next moon. i.e. 19th Oct.

Centre line pegs on slipway have been removed.

Warping buoy moorings are still in position, they will be picked up and buoys replaced immediately weather conditions are favourable for grafting.

Main mooring buoys have been checked from M^h. FLERT and are not dragging, a further check will be made with M.V. PHILOMEL should time permit on her return from FJAX.

Supt. P.W.D. has placed Fordson tractor at Huntings disposal for beeching purposes.

K. D. E. A.
8/10/56.



WAF 620/550/01

CD.W. (D) 3925

FALKLAND ISLANDS

Aerial Photography
Supplementary Grant of £10,000

A grant of £9,000 under Scheme D. 2600 was made in October, 1955 for aerial photography of the Falkland Islands. Owing to an unfortunate accident, when both aircraft were damaged in a gale whilst operating in the Falkland Islands Dependencies, it was not possible to carry out any of the Falkland Islands programme last season. Nearly £3,000 worth of petrol, oil and stores, however, had already been landed at Port Stanley in preparation for the operation.

2. In arriving at the figure of £9,000 for Scheme D. 2600 the actual weekly costs of the flying boats were not included but were left chargeable to the main Falkland Islands Dependencies Aerial Survey contract. In the event this charge did not materialise. As for this second occasion it is planned for the aircraft to be at Port Stanley for a definite period it is considered the cost for that period should be charged to C.D.W. funds.

3. The estimated costs are based on 100 flying hours resulting in air photographic cover of half the area. In the unlikely event of very favourable weather it may be possible to photograph the whole area. It would then be necessary to apply for a further supplementary grant from C.D. & W. funds of about £3,300.

4. The photography of the Falkland Islands and the completion of Scheme D. 2600 has the support of the Secretary of State's survey adviser and it is therefore proposed to make a grant of £10,000 from C.D. & W. funds allocated for topographical surveys. This amount together with the £6,000 remaining under Scheme D. 2,600 should meet the cost of this years operation which is estimated at £16,000. A financial Summary is attached together with an Appendix giving details of the proposed expenditure.

Colonial Office,
Sanctuary Buildings,
Great Smith Street,
London, S.W. 1.

September, 1956.

FINANCIAL SUMMARY

1. Administering Authority : Falkland Islands.
2. Allocation: Central Geodetic and
Topographic Surveys.
3. Classification: Planning and Surveys.
4. Description of Scheme : Aerial Photography of
the Falkland Islands by
Hunting Aerosurveys Limited.
5. Total Cost : £19,000.
6. C.D. & W. Assistance Required : Grant of £10,000 (supplementing
to £9,000 grant (under Scheme
D. 2600)).
7. Basis of Administration : Single head £19,000.

Details of Additional Expenditure
required for continuation of Scheme
D. 2600

- (1) Mobilization - Port charges and other expenses of unloading of stores, setting up of storage space for fuel, photo laboratories and equipment, and other preliminary expenses At cost say £1,000

- (2) Weekly Hire Fee - as for the main contract, i.e. :

	<u>Per week</u>
(a) Hire and insurance of two Canso aircraft with full complement of spares and spare engines @ £480 per aircraft per week	£960
(b) Salaries, allowances, insurances and accrued leave of the following:	
4 Canso pilots	
2 Aircraft engineers	
2 Navigator/air photographers @	£608
(c) Salaries, allowances, insurances and accrued leave of Senior and Assistant I.A.L. operators (travelling in aircraft), substituted by two Air photographers/camera operators on arrival of ship @	£106
	£1,674
(d) Local expenses, hire of accommodation, etc. at cost, say	£120
Total per week	£1,794

- (3) Flying - Rate per aircraft per flying hour (as for main contract) £15 per hour

- (4) Photography - Film, paper and chemicals used for the production of one film negative and one rough set of contact prints of each photograph

	At cost + 5 %
	(see (5)(b) below)

Plus six sets of prints of vertical photographs and index plots produced in the United Kingdom

	21/3 per
	accepted exposure

- (5) Consumable Stores - chargeable at cost + 5 %

(a) Petrol (b) Photographic Materials	}	included in costs of first season's operations.
--	---	---

- 182.
- (6) Estimated total cost of retaining the two aircraft and crew in the Falkland Islands for a period of $4\frac{1}{2}$ weeks and carrying out photography of half the area:

(1)	Mobilization	...	...	...	£1,000
(2)	$4\frac{1}{2}$ weeks at £1,794	...	...	...	£8,073
(3)	Flying: Say 100 hours @ £15 ..				£1,500
(4)	Photography : Say 2,400 exposures @ 21/3	...	...	...	£2,550
(5)	Consumable stores (to be deducted from first season's costs of main contract) say	<u>£2,877</u>
					£16,000
					=====

September, 1956

194

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LONDON OFFICE:
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LONDON, S.W.1

TELEPHONE: WHITEHALL 6077/8

HILL COVE,
FALKLAND ISLANDS

CABLES: "BLAKE FOXBAY"

The Honourable
The Colonial Secretary
Stanley

October 29th 1956



Dear Sir,

In connection with the air survey of the Falklands, map
I suggest that before maps are finally prepared, proofs in duplicate
of the areas with which they are concerned should be sent to Managers
of farms; the proofs being made up of the actual photographs which
will make possible the identification of many fence lines, pens etc.
by those who know where to look?

Many small islands, streams and hills, unnamed on the chart,
have local names, which should appear on the ultimate maps. Managers
would be able to insert these. The chart also contains various errors
of nomenclature, which should be corrected.

Can you give me an idea of how long a process the preparation
of maps is likely to be, and to what scale they will be produced?
Will they show contours?

Yours faithfully

H. S. Holmsted
Manager

Secy's

I should be grateful for
your observations on this
suggestion.

See 5

Reply at 185 St. 7/11

6.11.11
3/11/56

Ack'd
JFH
5/11/56

5177

Acting C.S.

17
Page 4.

- (i) It should be possible for D.C.S. to send proof maps which could be circulated to the various farms and settlements for the insertion of local names etc. Because of certain technical difficulties it would not be possible to make up proofs from actual photographs.
- (ii) I cannot say how long it will be before maps are completed but my guess is at least two years - the contouring operation is very slow.
- (iii) Maps will no doubt be produced in various scales to suit requirements - say between 1:200,000 to 1:25,000.
- (iv) It will be necessary to write to D.C.S. about (i).

J. H. Elliott
12/11/56.

183 3#7

CANSOS - SUMMARY OF FLYING TO 15th NOVEMBER, 1956.

<u>Date</u>	<u>Aircraft</u>	<u>Survey flying hours</u>	<u>Estimated effective exps.</u>
17th October	CF-IGJ	3.35	108
	CF-IJJ	3.55	nil
21st October	CF-IGJ	8.00	480
	CF-IJJ	9.00	430
25th October	CF-IGJ	9.20	680
	CF-IJJ	9.00	640
27th October	CF-IGJ	6.40	225
26th October	CF-IJJ	4.00	100
5th November	CF-IGJ	6.10	370
	CF-IJJ	5.30	250
8th November	CF-IGJ	9.05	710
	CF-IJJ	9.25	525

Note: Estimate of remaining flying, one 7-hour sortie per aircraft.


C. B. Gavin-Robinson.

PA
Please file - Robinson
as soon as possible - B.U. for
telegram to C.O.
- 18.18
18/11/56

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 17.11.56 Time : 1145 Received : Time :

FIDS 5/338

FIDEP 306. My telegram 296 FIDEP. Colony Air Survey.

Following for Bussey begins :-

27th October	CF-IGJ	airborne 6hrs. 40 mins.
5th November	CF-IGJ	airborne 6hrs. 10 mins.
	CF-IJJ	airborne 5hrs. 30 mins.
8th November	CF-IGJ	airborne 9hrs. 5 mins.
	CF-IJJ	airborne 9hrs. 25 mins.

Gavin-Robinson estimates job completed after total further 14 hours flying. Ends.

See 188⁹

P/L.

184 & 187

KIV ~~187~~

John
17/11/56

24/11/58

D/o.

174

Would you please refer to your official letter of 29th October, 1956, in connexion with the Colonial Survey of the Falkland Islands. I am afraid I have been rather a long time in replying but I have been waiting to discuss the points you raise and others connected with the Survey with Peter Wott, the Survey Leader. I think I should from the outset make it quite clear that this is going to be a long business. Photography has in fact been completed and an extraordinary good job made of it. The next move is for the ground control parties to move in and it is estimated that they will require approximately 9 months to complete their work. Their results have then to be worked up by the Directorate of Colonial Surveys in London and the necessary mapping and printing will follow. It is in fact very likely that even given priority we would not see completed maps for something like 2½ to 3 years.

We are in the meantime considering the possibility of obtaining mosaics which could probably be made available very much earlier. With regard to the points you raise over place names, normal procedure is for a Place Names Committee to be appointed and this Committee takes local advice on the correct names of all places or features shown on the map. The Committee then draws up its recommendations which are submitted to the Governor and subject to his approval these recommendations are then forwarded to the Directorate of Colonial Surveys. I think you will probably find that the ground control teams would make a point of obtaining as much detailed information from local sources as they could while they are in the field.

W. W. Blake, Esq. J.P.,
Manager,
Mill Cove.

ADT/MC

- 2 -

The importance of ensuring accuracy of place names and the names of features would not of course be overlooked and managers and local persons would be fully consulted. In fact their advice would be essential.

I am afraid I cannot at the present time give you any details of the maps because much remains to be discussed with the Directorate of the Colonial Surveys. We will keep you informed about this.

Yours sincerely,



Y.E.

I discussed with Peter Mott the next stages for the Falkland Islands Survey now that the photographic cover has been satisfactory completed.

2. The next stage is for the ground control team to move in and a very approximate estimate suggests that it would take 4 surveyors about 9 months in the field to complete ground control. The results would then be forwarded to London and Mott suggests that even given priority it would very likely be something like 2½ years before we see our maps.

3. In his present team there are 4 surveyors who would be quite prepared to drop off at the end of their season South and move straight on to ground control in the Falklands. They are:-

Mr. T. Bancroft - Senior Surveyor
(Wife and 4 children).

J. Cheal - Surveyor (Wife and one child).

J. Rendle - Surveyor (Bachelor).

C. Brown - Surveyor (Bachelor).

The first two would only be prepared to take on the job if their wife and families could come out. We could possibly at a pinch find accommodation for Cheal's family (wife and one) but with the best will in the world I do not see how I can find housing or quarters for Bancroft's family (wife and 4). On the other hand of course there are distinct advantages in getting an experienced team into the field as soon as possible. The decision does not of course rest with us but with the Directorate of Colonial Surveys. Mott feels that this is a definite starter and has suggested that Government should put the proposal to the D.C.S. and he himself is in any event suggesting it to his company. If this team came into the field they would be provided with tentage and instruments but for their 9 months would require Government's assistance in the way of transport, hordes at transhipment to and from the Islands. I see no particular difficulty about that and feel fairly certain that we should get the full co-operation of the farmers.

4. Mott also suggests that we might ask the D.C.S. to provide us with mosaics which would be very useful to farmers and which can be obtained fairly quickly in advance of the actual maps.

5. If you are in agreement with these proposals I suggest we might telegraph the D.C.S. d.f.s. Secretary of State saying that this proposal has been made and enquiring whether it is acceptable or whether the D.C.S. proposes to put his own team in the field (which of course would be a good deal more expensive than dropping off 3 or 4 of the present Survey party) but whatever happens I am afraid we could not have Bancroft as he makes the condition that we should find accommodation for wife and 4 children - Mott tells me that the Company would bring out the families. I have an idea that the D.C.S. would in any event probably want one of his own people to head the team but we might put it to him. We might also at the same time ask whether the D.C.S. can fairly soon provide us with mosaics which would go to the considerable farms and which would enable us to go ahead with the quite/amount of work involved in listing accurately place names and the names of all features.

C.S.

27.11.56.

148

MINUTE

Minute from His Excellency the Governor to the Colonial Secretary.

Pl. write as you suggest to D.L.S. putting M: M's proposal to him, saying we can't have Bancroft because of housing difficulties & asking if he wishes to use the others or send out a complete new team of his own.

DRM
27/11

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 1.12.56. Time: 1100 Received: Time:

184
FIDEP 310. My telegram 306 FIDEP. Colony Air Survey.

Following for Bussey begins - Cansos airborne 17th November CF-IJJ 6 hours 35 minutes, CF-IGJ 6 hours 10 minutes, 18th November CF-IJJ 4 hours 35 minutes. Coverage now complete. Oluf Sven arrived Stanley 21st November left 22nd and arrived Deception Island 26th.

P/L: FC.

DECODE.

TELEGRAM SENT.

190

From GOVERNOR to SECRETARY OF STATE.

Despatched: 5.12.56

Time: 0330

Received:

Time:

No. 272. Following for Director Colonial Surveys begins:-

Survey of Falkland Islands. Next stage, which is for ground control team to move in, has been discussed with Mott who advises that in present team there are four Surveyors who would be prepared continue Islands Survey at end of season South. Regret that because of housing difficulties I cannot consider Bancroft who has four children. Grateful learn whether you wish

(a) Rennie, Brown, Cheal (for whom accommodation could be found) to undertake task, or

(b) to send out complete new team of your own:

2. Grateful if you could provide mosaics in advance of maps so that work of listing place names and features may begin. Ends.

GOVERNOR'S DEPUTY.

GTC:MF

Reply at 196.

Bu to HCS 20/12

191.

A.C.S (Mr Hille)

We spoke about this file. I have removed telegrams from Mott about helicopter crash and put them loose at end. Copies, that should now be considered as originals, as filed at F.I.D.S 5 pages 360 and 362. H.A.C.S's minutes and H.E.'s signatures have been transferred also. I should be grateful if you would amend your telegram register accordingly.

I have shown F.I.D.S file on Desert Survey on the cover of this file and suggest "and Dependencies" is deleted from the title.

W.H.
13/12/56

Miss J

Amend your register accy. pt. Any further info about Deps survey (topo) should go to F.I.D.S for their F.I.D.S 5.

W.H. 14/12/56

A.C.S

Above noted. Thank you and Tel. Register amended as advised.

W.H.
14/12/56.

Bu 190 to HCS on 20/12/56

HCS

190 was drafted on lines of your 187 pt.

W.H. 24/12

190 Bu 20/1/57



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FALKLAND ISLANDS AND DEPENDENCIES AERIAL SURVEY EXPEDITION 1956/57

ORGANISER & EXPEDITION LEADER: P. G. MOTT, B.A., A.M.I.C.E., F.R.I.C.S. FLYING MANAGER & DEPUTY LEADER: J. H. SAFFERY, D.S.O.

Deception Island.

7th December 1956

Dear Mr Arthur,

Photo-Mosaics of the Falkland Islands

No doubt Mr Denton Thompson will have spoken to you of the talk which I had with him, while the 'Oluf Sven' was at Stanley, concerning the future use of the Falkland Islands photography.

As you will appreciate, there is likely to occur a period of perhaps two or three years before the transformation of the photographs into topographic maps is complete. Firstly it will take the best part of a year to carry out the necessary field work in the Islands for the provision of 'ground control' which is an essential framework for the mapping. There is to my knowledge no existing triangulation of the Islands which would be suitable as a basis for this air photo control; the surveyors would therefore have to start from scratch and build up a complete triangulation net over the whole area of the islands which is necessarily a lengthy undertaking. Secondly there is the photogrammetry and drawing of the maps which I understand will be carried out by the Directorate of Colonial Surveys. Any estimate of time for the completion of this stage would of course depend on the programme which DCS have in hand and on the priority given to the FI survey. Viewing the problem on purely technical grounds, there are approximately 5,000 photographs to be 'processed' through the photogrammetric plotting machines, and I would give two years as the most favourable estimate of the time required to produce the maps from the date of receipt of the ground control.

In short, unless some intermediate stage of production is aimed at, it is in my opinion very unlikely that anyone in the Falkland Islands will gain much value from the photographs for a minimum period of say three years. In order to provide to provide for immediate requirements that may arise during this unavoidable period of delay before the topographic maps are available, I put forward the suggestion to Mr Denton Thompson that, as an interim measure, consideration should be given by the Colony Government to the provision of photo-mosaics which can be provided at relatively small cost and in a period of a few months only. Such a mosaic could be in either one of two forms --

(a) "Uncontrolled" This would provide a comprehensive picture of the whole area divided into 18 separate sheets each approx 40ins x 30 ins in size. In making the mosaic no attempt would be made to rectify errors of scale or distortion in the original air photos. For this reason such a mosaic could NOT be used for scaling accurate distances. Nor would a straight line on the ground always be straight on the photograph. Nevertheless such a mosaic should be of considerable value for studying the relationship of geological and agricultural features, to the farmer for planning his fences and drainage, and for general information concerned with the development of the area.

(b) "Controlled" In this case use would be made of the existing 1/225000 scale Admiralty Charts, the resultant photo-map being made to fit the more accurate features of the existing map as closely as possible. The centre-points of all the individual air photographs (of which the mosaic is made up) would be located and shown by small white crosses. Such a mosaic would have all the advantages of the uncontrolled mosaic and in addition would enable any point of detail to be plotted in its true plan position with reasonable accuracy. In the absence of a map

it could be used to scale distances with an error unlikely to exceed one per cent. Even after completion of the final maps/would still serve a very useful function since they would show the whole of the photographic detail, much of which has necessarily to be omitted or generalised in a conventional map to avoid confusion. Geological faults for instance are often clearly traceable on a mosaic that are invisible to the limited viewpoint of the man on the ground. By stereoscopic examination of the original contact prints with the additional help of both the mosaic and the map, it should be eventually possible to carry out a thorough geological and land-use survey of the Islands in far greater detail than anything yet attempted. To illustrate these points I am enclosing a brochure which explains the different types of resources information that can be extracted from the photographs and mosaics and later transferred to the map.

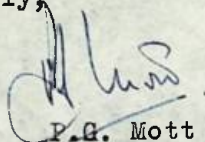
The suggested scale for the mosaic would be one inch to one mile, which would provide a total of approximately 18 sheets to cover the whole of the Falkland Islands, each sheet measuring 40 ins x 30 ins and to be made to butt-join (or alternatively having a very small overlap) with the neighbouring sheets. Our London office, to whom I have mentioned this proposal have cabled me that the cost of making the uncontrolled mosaic would be approx. £2,000 and that of the Controlled mosaic £4,200 to include the provision of six copies of all sheets. Thereafter copies of individual sheets could be supplied for about £3 each, so that any interested farmer or user could purchase the particular sheet or sheets covering the area in which he is interested at very low cost once the original stock was exhausted.

In conclusion I hope that you will forgive the presumption on my part in making these suggestions or in raising a matter on which you are no doubt already fully informed. Having been responsible for the practical work of taking the air photographs, we are naturally most anxious that the resulting benefits to be derived from them should be both wide and rapid. If therefore at any time in the future we can be of use in providing either technical advice or practical assistance I sincerely hope that you will not hesitate to call on us.

I hope to be able to send this letter , together with a separate note on the question of field control, by the 'Shakleton' when she leaves for Stanley in a weeks time. Should there be any points on which you are not clear or would like further information, I shall be available to discuss these at your convenience during your forthcoming visit to Deception at the beginning of January.

With kindest regards ,

Yours sincerely,


P.G. Mott

His Excellency,
The Governor of the Falkland Islands,
Government House,
Port Stanley.
Falkland Islands.

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194
TELEGRAMS
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Deception Island.
7th December 1956

Dear Mr Arthur,

Ground Control for Air Survey of the Falkland Islands.

Apart from some local triangulation carried out by the army in the vicinity of Stanley during 1943, and the very early work of Capt Fitzroy on which the present Admiralty Charts are based, so far as I know triangulation in the Islands is non-existent. The task of the surveyors to provide control for the air survey will therefore have to include the provision of a main framework of triangulation in addition to the fixing of air-photo control points for the mapping, both requirements being carried out so far as possible together. As a very rough estimate I consider that the whole job could be carried out by four surveyors in nine months with the help of local labour and transport.

While in Stanley I mentioned to Mr Denton Thompson that at the end of our season in the Dependencies we shall have four surveyors available, who, with certain reservations, have expressed their willingness to remain in the Falklands long enough to complete the control survey there. In the case of the two senior surveyors T. Bancroft and J. Cheal, they have stated that they would only be agreeable to stay for the period on the understanding that their families could join them in Stanley. Bancroft, who is the most senior and experienced man of the team has a wife and four children and I gather that this would be likely to precipitate a problem in accommodation in Stanley in which case we would have to replace him with a single man from the U.K. In Cheal's case his family consists only of a wife and one small child so that the problem might not be so difficult. Three of the party are incidentally ex FIDS.

All the necessary instruments and technical requirements for the job we shall have on board the 'Oluf Sven' and also enough tents and camping equipment.

It may be of course that arrangements have already been made with the Directorate of Colonial Surveys to undertake this work with their own personnel. But just in case we can be of assistance I thought you would like to have confirmation that we shall have the necessary men and equipment available by the end of March and would be very happy to undertake the work if required to do so.

Yours sincerely,


P.G. Mott

H.E. The Governor,
Government House,
Port Stanley,
Falkland Islands.

See
Reply at 200, 243

Office.

195.

1. Last part of the FIDS m. at J 191 - we should
alter the title of the file so as to delete the Dependence.
otherwise we shall be getting mixed up.

2. If we hear nothing further from the D.C.S. by the end
of the month b.v. then papers again.

C.G.F.T.

11.1.57.

-m m

J. n. ap.

12/1/57

A.C.S.

n.a.t.

um. 14/1/57.

Bel. next move

14/1

Bel 31/1/57

0946/11
DECODE.

196
TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 16.1.57.

Time : 1020

Received : 17.1.57. Time 0930

190
No:6. [?] Your tel. 272. Following from Director of Colonial Surveys
begins:-

Survey of Falkland Islands. Funds are not available
from Colonial Development & Welfare central allocation to cover
cost of employment of Hunting's party. I am prepared to send two
experienced surveyors in May or June. Meantime I shall be grateful
to have full information concerning availability of labour, transport
and accommodation as well as weather information, particularly
season of best visibility.

GTC : PT
Reply at 199

197

MEANS FOR STANLEY 1951 - 1954Number of Days of:-

	Daylight visibility 20 miles or better	Precipita- tion	Snow	Gale	
January	23	22	3	5	
February	17	18	3	5	
March	22	17	4	5	
April	17	16	5	5	
May	14	22	11	7	
June	11	20	12	5	
July	11	19	12	6	
August	12	19	10	6	
September	15	19	12	7	
October	18	15	5	4	
November	20	15	3	5	
December	23	18	2	4	

COMMENTS:-

- (a) Worst period May to September inclusive. Lowest visibility, frequent snow, gales.
- (b) Suggested best. October to January inclusive. Drawbacks: Vis. figure ^{rather} ~~better~~, low October. Precipitation rather frequent January. Otherwise best visibility, least snow, least gales.

P.A. Banning

C.M.O.

25/1/54

194

C.M.O.

A.

I should be glad of a short brief - as soon as possible - to assist me in replying to the question on weather and visibility raised in J.186. I should have thought that as regards visibility - September - October - November - December are really the best months.

P.G.T.

21.1.57.

B.

Y.H.

I have attached a brief table with suggestions. Data for 1955 are not readily available. The information can be expanded if greater detail is necessary.

P.G.B.

(C.M.O.) 25/1/57

Thank you

P.G.T.

27.1.57.

C.

C.S.

1. May the attached Telegrams to Mott and S. J. S. issue
2. How file cover.
3. Then please pass the papers to A.O. for information and

Consideration. What I have in mind is that the survey team will be largely dependent on horses and horse transport for man, pack equipment and supplies and I propose that the Quartermaster Department should assist.

I would like to discuss with A.O. and George Stewart at 9.30. a.m. on Thursday 31st January.

P.G.T.

28.1.57.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 30.1.57

Time : 1110

Received :

Time :

No: 14. Following for Director of Colonial Surveys.

196

Your telegram No: 7. Survey of Falkland Islands.

Full details follow by Savingsgram but following interim information may assist. Team will principally depend on horses for transport and these can be provided. Landrovers and Government vessel can be made available as and when necessary and practicable. There is seaplane service between settlements. Guides and unskilled labour can be found. Tents will be required but hospitality will probably be available in settlements and outlying shepherds houses when practicable. From weather and visibility aspects May to September are generally worst months and October to January are generally the best. If you require best weather early part of survey arrival here late August or early September might be advisable. Owing delayed delivery new vessel shipping connexions mid year between Montevideo and Stanley not finally decided but May connexion unlikely.

OFFICER ADMINISTERING THE GOVERNMENT.

P/L
ADT/MF

K. I. V.
C. 1998
14. 8. 1957

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

200

Number

Office of Origin

Words

Handed in at

Date

30.1.57

To

FIDASE DECEPTION.

HOA/C

FOLLOWING FOR MOTT FROM DENTON-THOMPSON STOP YOUR LETTER

194 7TH DECEMBER STOP GROUND CONTROL FALKLANDS STOP DIRECTORATE
OF COLONIAL SURVEYS INFORMS ME THAT DIRECTORATE TEAM TWO
SURVEYORS WILL UNDERTAKE GROUND CONTROL HERE.

OFFICER ADMINISTERING THE
GOVERNMENT.

ADT/MF

A.O.

Para 3 on C pl. Had you pl. arrange
to see HM with Mr Stewart tomorrow.

V. much regret delay in submitting
file.

Wfbl.
30/1

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Your Order No.

Wire of Jan. 28/57.

Job No. Ref: FACI P.S. #22519.

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ONE (1) PARCEL - FULLY ADDRESSED.
DIMENSIONS - $7\frac{1}{2}$ " x $7\frac{1}{2}$ " x $5\frac{1}{2}$ ".
GROSS WEIGHT - $2\frac{1}{2}$ POUNDS.

1 only Part #4526 Sequence Valve, Serial #221.
(in lieu of 28F-6619)
MADE IN U.S.A.
VALUE FOR CUSTOMS PURPOSES ONLY.
NO PAYMENT TO BE RECEIVED.

FOR THE USE OF OUR DETACHMENT ONLY AND WILL BE
RETURNED TO CANADA. OPERATIONAL REQUIREMENTS
FOR OUR OWN AIRCRAFT CF-101.

Certified True and Correct

Per; K.D. Lein
K.D. Lein, Traffic Manager.

\$ 90.00

PRO-FORMA INVOICE

216

NOTE:

F 215 removed: and sent to
F. I. D. S. Office.

5/6/57

201

Government House,
Stanley,
Falkland Islands.

14th February 1957

Dear Brigadier Hotine
D/O

Would you please refer to my telegram No. 11 of the 30th January which was in reply to your telegram No. 6 of the 16th January on the subject of the survey of the Falkland Islands.

I enclose a pro forma setting out the means for Stanley over the period 1951-54 prepared by the Chief Meteorological Officer from which you will see that May to September is usually the worst period (although September 1956 was really rather a pleasant month) and October to January is probably the best period.

I am very anxious to ensure that everything possible is done to assist the survey and early arrangements are made to mobilise our somewhat limited resources and for this to be done it would be a great help to me if I could be given some early information. The two points as regards which I am chiefly concerned about are labour and transport and these have to be considered against the background of the fact that the best time for survey work coincides with the period that the farms are gathering and shearing and every available man in the islands on the farms is in the settlement and all farm resources are concentrated on shearing. That means that they won't be able to spare men as guides and much in the way of horses for transport purposes. Consequently I am anxious to arrange for the survey party to be as self-contained as possible when it leaves Stanley for the camp. The main points are as follows:-

1. Transport.

A very limited amount of travel between one station and another is possible (in some cases) by landrover. Under dry conditions you can get through from Stanley - Fitzroy - Darwin - North Arm in the East and from Fox Bay to Chartres in the West. That is about the limit of landrover travel though you can in other cases get perhaps a few miles out from the settlement having first shipped your landrover there, if a boat is available.

/Work in the.....

Brigadier M. Hotine, C.M.G., C.B.E.,
Surveys Adviser & Director of Colonial (Geodetic & Topographic) Surveys,
Kingston Road,
Tolworth,
Surrey.

Reply at 208

Work in the camp will have to be done I think mainly on horseback and on foot. There is one landrover available and we can make about ten horses available. It is possible that a Muskeg tractor or something like that, which would carry both personnel and equipment, would be useful. We haven't one in the Colony, however, and have no details of their performance over rough country such as exists here. On the East Falkland there are large expanses of peat bog to the north and south of the Wickham Heights but the Heights themselves are generally covered with "stone runs" or scree which I feel certain would be impassable to any tracked vehicle. The West Falkland has less peat bog and the ground is hard.

Much depends on how many people are required in the party. I am not very well informed in the methods used for such a survey but I imagine the two surveyors will work separately and that each of them will require an assistant to look after the horses, make camp, help to carry the equipment and assist with the building of cairns. The ten horses that I can provide should prove sufficient for such a party. It would therefore help me if you could let me know what assistance and labour they will want.

Inter-island transport presents no difficulty. It would be by seaplane, Government M.F.V., schooner or the "Darwin" (the Falkland Islands Company's new vessel of about 900 tons which is our main link with the outside world).

2. Accommodation.

We can arrange accommodation in Stanley and when in the camp the team will find managers and shepherds most hospitable. But they will require tents for themselves and their assistants. We have none here.

3. Stores, Food and Clothing.

Consumable stores and food present no difficulty and there will be no need to bring elaborate cooking stoves. A primus or two would be useful but in the main and in any weather diddle dee, a universal plant, can be used for camp fires. Normal winter field clothing is the order of the day - it can be quite hot during the October-January period on occasions.

/4. Equipment.....

4. Equipment.

I assume the team will bring all their survey equipment.

5. Labour.

This is a problem and is rather more of a problem at that time of the year when there is much more work available in the Falklands than there is labour to do the work. But provided the party can be kept down to something small we should manage.

Perhaps you would let me know what other information you want and I will let you have it as soon as possible. It is better to wire as our mails are few and far between.

Finally, two more points. Firstly, is there any chance of us getting some mosaics? Secondly, am I right in assuming the whole costs will be met from your Colonial Development and Welfare allocations, including costs incurred locally?

Yours sincerely,

(Signed) A. G. Denton-Thompson.

Bel. 15/2
8
15/2

207.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYD'S

Darwin.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

22nd. February. 1957.

OFFICER ADMINISTERING THE GOVERNMENT.
GOVERNMENT HOUSE.
STANLEY.

204

Dear Sir,

I have to acknowledge receipt of your Circular dated 24th.Feb. re SURVEY OF THE FALKLAND ISLANDS. Your Ref. 0946/11.

I see no particular difficulty with regard to your proposals and suppose they can be carried out on the lines you suggest.

x/

However, I am sorry to think that all this money is being spent on a project that is to be little, if any, use to the community. The cost is being met from C.D.& W. Funds and it will have to be clearly understood that they must pay for the entire Survey. As a member of the Legislative Council, I shall never agree to this Government paying one penny towards it.

I am,

Sir,

Your obedient servant,

L. G. Gilman

Y. H.

Above p.i.

2. Mr. Miller of Roy Gore has written saying (in effect) that he will do all in his power to assist the survey party, ~~to~~ no other comment.

I want to reply to this. On file.

2/2/57

26/2

208

Y. H.

207 Submitted as instructed pl.

Q
27/2.

It is curious that Sid Miller and Bill Blake are
100% behind the survey. The more strength to them.

Gibson is, as usual, adopting his dog in a margin
attitude and would, I suspect, like to say he won't
have them on his farm if he thought he could get
away with it with his Board. I have replied to
him in a personal letter so n.f.v. just then. But
if there are other replies I would like to see them.

Q
28.2.57.

See with other replies as they come in pl.

Q
28/2.

ku 10
4/3/57

SURVEY OF THE FALKLAND ISLANDS.

As you are doubtless aware Government has for many years been asking the Secretary of State for a survey of the Falkland Islands to be carried out. In the past we have unfortunately been very low on the list of priorities in view of the many other pressing calls on the finance and staff available to the Director of Colonial Surveys whose task it is to progressively complete the survey and mapping of all overseas territories.

But with the decision to carry out the aerial survey of the Grahamland Peninsular, it was possible to combine it with the aerial survey of the Falkland Islands which is the first step in mapping the islands. As you know the aerial survey has been completed and the cost of this was met from the Colonial Development and Welfare Fund allocations which are, each year, made available to the Director of Colonial Surveys for carrying out his survey programme in overseas territories. There are three more stages in the process:-

- 1) A ground control survey team will have to come out and work on the ground in the Falkland Islands for a period of approximately nine months or a year. This is only an approximate estimate of the time involved but it should be something of that order. It is expected that two experienced surveyors from the Directorate will be coming out towards the end of the year.
- 2) The results of the ground control survey are then worked up in the United Kingdom in conjunction with the photographic cover.
- 3) Mapping and printing is then carried out by the Directorate.

Unfortunately in some ways the best time of the year for the survey work in the Falkland Islands from the point of view of weather and visibility (October to January) coincides with shearing and the time of the year when the farms are at their busiest. This is fully appreciated and consequently everything possible is being done to ensure that the survey team is as self-contained as possible with regard to equipment, accommodation and tents, transport and stores and that any calls for assistance from farms, with a possible exception of occasional hospitality, are kept to an absolute minimum.

/The surveyors.....

206 207
see 213, 218
218 219
216

See Replies
at Back Cover

- 2 -

The surveyors will, of course, have to have permission from farm managers to enter on the various farm properties for survey purposes, and I am sure that this will be forthcoming. Inevitably there will, in addition, be some calls on farms for help and guidance and I very much hope that if farm commitments allow the necessary help will be forthcoming. Again, however, I would emphasise that we shall do everything possible to ensure that the team will require as little outside assistance as possible.

There is a further important point. The survey team will need to accumulate as much information on the subject of place names (the local names of mountain and hill features, settlements, rivers, bays, headlands, etc.) as possible and will therefore need to call upon farm managers in particular for the necessary local knowledge. It is the present intention that all place names should be submitted for consideration by local Place Names Committees to be appointed by the Governor in order to ensure as much accuracy as possible and as much use as possible is made of local knowledge. I will be writing to you again about this at a later stage.

I shall be very glad if you will let me know if you see any particular difficulties with regard to these proposals.

H. G. D. D. D. D.

OFFICER ADMINISTERING THE GOVERNMENT.

24th February, 1957.

AGDT/PT

*By 15/3
19/2*

Replies at 206, 207

26 FEB 1957
FALKLAND ISLANDS

206

FALKLAND ISLANDS.

February 25th, 1957.

204

Yours faithfully,

By Amy Butler
Manager.

Die pl

26/2

~~Is.~~ informed

To Mr. G. L. Lathrop letter p.

Q 27/2

0946/II
Telephone: Derwent 8661-5



209.
209.
DIRECTORATE OF COLONIAL SURVEYS,
KINGSTON ROAD,
TOLWORTH, SURBITON,
SURREY.

Our Refce.

Your Refce.

1070/23

0946/II

4th March, 1957.

Dear Denton-Thompson,

201.
Hotine has asked me to send you an interim reply to your letter of 14th February, regarding the survey of the Falkland Islands.

- x/
1. You may rest assured that the entire mapping costs will be borne by our Vote.
 2. The entire cost of the ground survey party will also be borne by our vote except for any assistance which you are able to provide in kind, e.g. use of Govt. transport and attached personnel. We reckon to meet costs of our party but not to reimburse your Govt. for loan of such services as you would have to pay for anyway.
 3. As soon as we can get hold of the negatives of the air photography we will make prints and, from the prints, what we call Print Laydowns. Print laydowns are rough mosaics on definite sheet lines and are found to be of great use throughout the Colonial territories; they are much quicker and cheaper to produce than good looking mosaics and they fill the gap until arrival of the maps which must of necessity take some years.
 4. Humphries, who runs the field survey side, will be back from East Africa next week and will be writing to you soon after that.

Yours sincerely

M. D. C. Higgins

209/II
11.4.57
A. G. Denton-Thompson, Esq., M.C.,
Colonial Secretary,
Government House,
Stanley,
Falkland Islands.

B.V. 1/5

0946 W.

Memorandum

212

FROM

LOXTON & ANSON

CHARTRES

FALKLAND ISLANDS

TO Officer Administering the Govt...

Stanley

4th June 1957



Sir,

205

With reference to your circular re a survey of the islands, I see no difficulties even though of necessity it will take place during our busy season.

Without further permission from me the survey team may come on this property whenever they find it necessary and a guide will always be provided.

I am, Sir

Yours faithfully

H. Loxton

Ack'd
Shu
6/3/57

Y.H.

D.I. - most helpful

6/3

Govd. 6/3/57 2157

0946

213

TELEGRAPHIC ADDRESS:
CARLOS, PORTSTANLEY



Port San Carlos,
Falkland Islands, L.A.

March 6th 1957

Officer Administering The Government,
STANLEY.

Sir,

SURVEY OF THE FALKLAND ISLANDS.

This acknowledges your ³⁰⁵circular of February 24th.
I anticipate no particular difficulties with regard
to the proposals contained in it.

I am,
Sir,
Your obedient servant,

N. K. C. M. C. M. 104.

File pl
D.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

213

Number	Office of Origin	Words	Handed in at	Date
9	WEST POINT	23/22	0840	7-3-57

To

PRIVATE SECRETARY GOVERNMENT HOUSE STANLEY

204 FOLLOWING FOR OAG YOUR 0946/11 STOP VERY GLAD TO DO ALL POSSIBLE STOP
CAN SEE PARTICULAR DIFFICULTY

NAPIER

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

13
2041

Number	Office of Origin	Words	Handed in at	Date
8	CARCASS	34/33	0845	8.3.57.

To

PRIVATE SECRETARY GOVERNMENT HOUSE STANLEY

FOLLOWING FOR OAG OUR MAIL CONTAINING CIRCULAR 0946/11 OVERCARRIED BUT
INFORMATION CONVEYED TO US BY WEST POINT STOP VERY GLAD TO DO ALL POSSI-
BLE CANNOT SEE ANY PARTICULAR DIFFICULTY

BERTRANDS.

Time

BR/2

8. METEOROLOGICAL CONDITIONS & FACILITIES. We feel on the spot consultation of prevailing weather conditions between our crews and the duty Met. Officer will be a satisfactory arrangement for the duration of the stay to photograph the Falkland Islands.

I agree that our sorties are likely to start early in the morning and that your intention to lay on a local flight around dawn is a wise one.

I fully realise that conditions at Deception Island will be very different from those at Port Stanley, particularly with regard to met. I hope that the period during which the crews and the met. men will be working together at Port Stanley will enable them to appreciate each others needs and possibilities for the subsequent effort in the Dependencies and to discuss the situation thoroughly.

I greatly appreciate your helpful letter, and look forward to meeting you when we arrive at Port Stanley in December.

Yours faithfully,

(Sgd) P.G. Mott)

P.S. Referring to paragraph 6, "Mooring Facilities", I have just learnt that our moorings expert here is uneasy about using 80-gallon oil drums as buoys in heavy weather, because continued contact between the buoys and the aircraft might damage the latter quite seriously. We are, therefore, arranging to bring out in the ship two 55" Mark 2 aircraft rubber mooring buoys complete with fittings down to the swivel. These buoys are the standard R.A.F. flying boat buoys, and I think if you would like to keep them and make application to the Ministry of Supply, we could arrange to leave them there as your permanent property. We can discuss this aspect of the matter when we get to the Falkland Islands.

GOVERNMENT TELEGRAPH SERVICE

FAKLAND ISLANDS

SENT

214

Number

Office of Origin

Words

Handed in at

Date

8.3.57.

To

ETAT

ASTERO, LONDON.

a/c H.O.

IMMEDIATE.

RG38 REQUEST APPROVAL CARRY ON CPLJJ TO MONTEVIDEO ROYAL MARINE
THOMAS DAVIES OF HMS PROTECTOR COMPASSIONATE LEAVE UK MOTHER DYING
STOP PLEASE CONFIRM INSURANCE ARRANGED YOUR END OR WHETHER WE
ARRANGE HERE STOP CONFIRM SOONEST

GAVROB

BUT 1

HOLD for reply

Packe Bros. & Co. Limited
Fox Bay Falkland Islands.

18th. March, 1957.

The Officer Administering the Government,
 Stanley.

Dear Mr. Denton-Thompson,

204

I refer to your Circular ref; 0946/11.
 Survey Of The Falkland Islands, dated 24th. February.

I regret the delay in replying but have been absent from
 Fox Bay for some time.

I can see no difficulty as far as we are concerned, in lending
 aid to the Land Survey Party when they arrive, and of course they
 have permission to enter this farms property whenever they wish.

You may rest assured that we will do all that we can to help
 them whenever they arrive.

Yours sincerely,

W. D. Clement

See 204.

Y. H.

D. i.

8
 22/3.

Thank you.

E. G. J.

25.3.57.

BU 2014
 2
 29/3

GOVERNMENT TELEGRAPH SERVICE

218

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				22.3.57
To				
	GEOWN LONDON.			HOA/C

RE. DAVID BROWN TRACKSMaster 30 TRACTOR SUPPLIED TO FIDASE
CAN THIS TRACTOR BE USED TO OPERATE A ROTAVATOR STOP IF SO
PLEASE OBTAIN DETAILS AND COST OF EQUIPMENT REQUIRED STOP
CABLE REPLY STOP.

SECRETARY.

Reply at 228

Time JB/MF

J.E.

J 217 submitted for your information.

Js. 201 and my cousin at J. 204. will bring you into the picture. The few farmers that have replied (and farm managers very seldom reply to cousins here) have promised their full co-operation but you will note Githu's acid comment at x of J 207.

We cannot do very much more until we hear further about their plans - but I shall have to wire Wiggins to ask him to telegraph us as there is nothing in in this last mail. I have told the Agricultural Department that their facilities will have to be used (e.g. horses, quacks - sledges etc). There is an Air Survey boat now.

L.J.F.

3.5.57.

RA

3.5.57

DECODE.

TELEGRAM SENT.

20
2#9

From GOVERNOR to SECRETARY OF STATE

Despatched: 6/5/57

Time:

Received:

Time:

201 NO. 80. FOLLOWING FOR WIGGINS DIRECTOR COLONIAL
SURVEYS STOP YOUR LETTER 1070/23 4TH MARCH . POSSIBILITY NEXT MAIL
WILL NOT REACH COLONY UNTIL END OF JULY. PLEASE TELEGRAPH ANYTHING
URGENT.

GOVERNOR.

AGDT/MNG.

Reply at 220

Res 21/5
9
8/5

220

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 20.5.57.

Time : 1945

Received : 21.5.57. Time : 0930

219

No. 68. Airtel 80 G. F. Reid surveyor with approximately two tons survey stores leaves London on R.M.S. "Darwin" June 26 arriving Port Stanley July 31. Grateful you arrange accommodation for Reid and store space for equipment. Reid will discuss labour and transport on arrival. A second surveyor will join Reid in October Humphries Colonial Surveys.

SECRETARY OF STATE.

B.U. on the Airtel Survey file pl.
(Intld.) J.B.
21.5.57.

P/L: MC

222

ACS.

Booked accs. —

Q-28/5

1) Please try and book him in the Ship Hotel.

2. Pl. see whether FMS can arrange for the storage of his gear. Then discuss.

R. J. P.
25.5.57

223

S/F

Para. 2 of 221 - can you
help re.?

28/5.

224

A.C.S.

1) I regret that FIDS stores are full
at present. 2) 215 refers to FIDS seismographs. May it
be removed & sent to FIDS office pl.

24/5

225

Office

as re (2) of 223 - & then file back to me re

A.C.S.

226

Necessary action taken 2/6

227.

W.C.S.

Any ideas on suitable storage?

L.G.H.

S.B. 57.

228

I have sent a note to S/12.

Bu. 18²¹/₆.

229

Ramier 18.C.57

S/1.

S/16

Bu. 20³⁰/₆
S/16

230

Hes.

227.

P.W.D. nice stone

S/38⁷/₆

Supt. P.W.

231

Please note to discuss this with me
renew the time of the Ramier monument.

L.G.H.

1.7.57

232

Hes.
Noted by A.S.
24/7/57

Bu. 22¹⁷/₆
S/21.

0946

238

FIN 81/50/02

Saving

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDSDate 20 June, 1957.No. 55 Saving

G. F. Reid, Surveyor, Directorate of Overseas Surveys, is due to arrive at Port Stanley in R.M.S. Darwin on the 31st July 1957 for survey work in the Falkland Islands.

Grateful if you would arrange for an account to be opened, with a Bank normally occupied with Government business, in the name of the Directorate of Overseas Surveys with a credit of £350 (three hundred and fifty pounds) for Reid's use on arrival, and for further credits of £150 (one hundred and fifty pounds) on the first day of each month commencing 1st September 1957 until further notice. Simultaneous reimbursements will be effected through Crown Agents.

The account will be operated by Reid or such other officer nominated by him who will account direct to me.

Grateful if you would ensure that the amount of issue is not varied without reference to me by Reid, who will be instructed accordingly.

SECEP.

See 271

Re
d
2/8

239

Act. C.T.

For v.e. action

pl.
24/7/57
5.8.57.

240

Hm. C.T.

Action taken

today.

L.G.
7/8/57.

DECODE.TELEGRAM.

From Master, "Darwin"

To Colonial Secretary.

Despatched : 12th July, 1957 19 Time : 2355.
 Received : 13th July. 19 Time : 1000.

Government passengers Miss Williams
 Teacher, Leaff Wireless, Roid Surveyor,
 Lawrence and Biggs Builders.

MASTER.

P/L
 ENG. Copy to S/E, S.P.T. and S/W pl.

(Intld) J.B.
 15/7.

Copy filed in P/437. P/783. P/767. P/781. 0571/4

ACE 4. BU on
 232/11

234.

Mes.

231.

You may wish to discuss now p.

Q
22/7

235.

Mr. Livemus will discuss storage arrangements for the survey equipment with the Ranger on arrival. Under the steps in the Town Hall might be a good place - particularly as there will probably be instruments etc.

Mr. Tru is looking after him.

11/7

28.7.57

Bes 15/8
Q
22/7

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 27/7/57. Time: 0005. Received: Time:

No:96. ¹⁷⁸ My Savingram No:95 of 1956.

Aerial Photography of Falkland Islands. Please state what charges will be made under sections (1) and (2) (d) of the details of additional expenditure enclosed with memorandum C.D.W. (d) 3925.

SECRETARY OF STATE.

P/L
MNG.

File and pass to Ag.C.T. pl.

(Intld)

JB.

27/7.

Ag C.T.

Reply 237
Im apl
hcf
31/7

Mr. C. S.,

Draft reply attached.

L. G.

13/8/57

13/8/57

237

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 15/8/57. Time: 1430. Received: Time:

236

No: 122 Your telegram No: 96 of 27 th July.

Charges under Section (1)	1955/56	£277.
	1956/57	<u>£727.</u>
	Total	£1,004

(2)	(a)	1955/56	£286.
		1956/57	<u>£242.</u>
		Total	£528.

Last payment made in January 1957 no further charges expected.

Governor.

P/L
MNG.

(Intld) AGDT. 15/8/57.

178

0946/11
A HUNTING GROUP COMPANY

HUNTING AEROSURVEYS LTD.

SURVEYORS, PHOTOGRAMMETRIC ENGINEERS & CONSULTANTS

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J. O. WHEELER, A.C.A.
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IN
AUSTRALIA CANADA
SOUTH AFRICA
NEW ZEALAND
PAKISTAN

OUR REF

YOUR REF

DATE

C/1/Falkland Islands Mosaic/Geology
pgm/jls.



2nd September, 1957.

E. Denton-Thompson, Esq.,
Colony Secretary,
Government of the Falkland Islands,
Port Stanley,
Falkland Islands,
South Atlantic.

Dear Denton,

94
You may remember that we discussed at Port Stanley the possibility of having photo-mosaics made from the vertical photography of the Islands, and in this connection I addressed a letter to the Governor dated 7th December, in which we quoted you for both controlled and semi-controlled mosaics, and to which we do not appear ever to have received a reply.

x.b.c
44-447
attached
Apart from their other uses, I myself feel quite certain that these mosaics will be of very great value as a basis for a photo-geological interpretation of the Islands, which we also discussed and which I believe you are considering in connection with a search for oil. As an indication of what can be done, I enclose a sample photo-interpretation overlay to one of the photographs, together with a quotation for carrying out a photo-geological interpretation of the whole of the Islands. I have also sent you under separate cover a sample photo mosaic sheet of another area, which will give you an idea of the value of this type of picture.

We shall be very interested to hear from you of any further developments in this matter, and hope that you will not hesitate to call on our services at any time.

Please give my kindest regards to your wife and family; I do hope that your wife is getting steadily stronger.

With all good wishes,

Yours sincerely,

P.G. Mott.

Encs.

Hunting Technical Services Limited.

SPECIALISTS IN THE DEVELOPMENT OF NATURAL RESOURCES

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D.C.H. MCLEAN B.A. FRICS



Head Office & Laboratories:

6 ELSTREE WAY, BOREHAM WOOD, HERTS.

TELEPHONE: ELSTREE 2882 · CABLES HUNTECO LONDON
TELEGRAMS: HUNTECO BOREHAM WOOD

London Office

4 ALBEMARLE ST. LONDON, W.1. TELEPHONE: HYDE PARK 5211

OUR REF.

YOUR REF.

DATE

C/1/Falkland Islands Mosaic/Geology.
No. 3269.
EC/cah.

2nd September, 1957.

E. Denton-Thompson Esq.,
Colonial Secretary,
Government of Falkland Islands,
Port Stanley,
FALKLAND ISLANDS,
Sth. Atlantic.

Q U O T A T I O N

for

Mosaics and Photo-geological mapping of the Falkland Islands.

I - MOSAICS

We confirm the alternative prices already quoted
for preparing photo-mosaics of the Falkland Islands from
last season's air photography -

Either:-

(a) Uncontrolled Mosaics

Preparing uncontrolled mosaics of the whole
of the Falkland Islands, in accordance with the
attached Specifications, and copying on to 18
sheets each size approx. 30" x 40" at the scale
of approx. 1" to 1 mile;
Supplying six copies of each sheet suitably
titled and mounted on linen.

FOR THE SUM OF ... £2,000. 0. 0.
(Two thousand pounds)

or

(b) Controlled Mosaics

Preparing controlled mosaics of the whole
of the Falkland Islands, in accordance with the
attached Specifications, and copying on to 18
sheets each size approx. 30" x 40" at the scale
of approx. 1" to 1 mile;
Supplying six copies of each sheet suitably
titled and mounted on linen.

FOR THE SUM OF ... £4,200. 0. 0.
(Four thousand two hundred pounds)

- contd -

C/1/Falkland Islands Mosaic/Geology.
No. 3269.

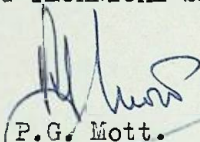
II - PHOTO-GEOLOGICAL MAPPING

Carrying out a photo-geological interpretation of the photographs covering the whole of the Falkland Islands in accordance with the attached Specifications; Supplying one set of mosaics printed on Pagra foil-cored paper with a transparent overlay on Astrafoil non-distorting material showing geological data printed in up to six colours

FOR THE ADDITIONAL SUM OF ... £8,500. 0. 0.
(Eight thousand five hundred pounds)

Prices quoted are f.o.b. London.

for HUNTING TECHNICAL SERVICES LIMITED.



P.G. Mott.
Technical Director.

ORIGINAL NOT
CHARTERED MILL
KENT

SPECIFICATIONS FOR MOSAICS.1. GENERAL:

The term "photographic mosaic" applies to an assembly of matched photographic prints which will give a pictorial representation of the terrain. Where relief of terrain causes variation in scale within individual air photographs, unavoidable omission or duplication of detail may occur in matching up adjoining photographs.

2. Controlled Mosaics.

The term "controlled mosaic" as referred to in the attached Quotation, applies to an assembly of matched prints of the air photographs, oriented and scaled to a "centre point plot" derived from a slotted template assembly based on control points taken from the existing Admiralty Charts. The resultant mosaic would be correct for overall scale, within the limits of relief, and centre points of individual photographs would be located in their true positions, relative to control points taken from the Admiralty Charts.

3. Uncontrolled Mosaics

The term "uncontrolled mosaic", as referred to in the attached Quotation, applies to a series of matched prints of air photographs unrelated to any control or map.

4. Scale:

The mosaic assembly will be copied on to negatives at a scale of approximately 1" to 1 mile.

5. Sheet Size

The negatives will be approximately 33" x 25" (excluding border) and will be printed 1:1 on to sheets of overall size approx. 33" x 30", so as to butt-join adjacent sheets on three sides and with a 5" border at the bottom only.

6. Border Information.

The border of each sheet will contain the following information:-

- (a) Sheet number.
- (b) Title.
- (c) Linear scale.
- (d) Locality diagram.
- (e) Sheet index.
- (f) Compilation note.

6. Print trimming.

The prints used in the mosaic assembly will be trimmed in such a manner that the edges of individual photographs are - so far as possible - invisible.

7. Sheet Layout.

The sheets will be oriented in a N-S, E-W, direction and disposed in the most economical manner so as to cover the whole area on 18 sheets.

8. Material

The mosaics will be printed on to bromide paper and mounted on linen.

Six copies of each sheet will be supplied, the negatives remaining in our custody.

SPECIFICATION FOR PHOTO-GEOLOGICAL MAPPING.1. Method

The maps will be prepared by interpretation of the aerial photographs by our geologists; it is not proposed at this stage to undertake any field work in support of the photo-interpretation. The maps produced will therefore record largely structural detail and any lithological information recorded on them will be based upon existing information on the geology of the Falkland Islands available in this country.

2. Detail to be shown.

The following information will be shown on the map:

- (i) Geological formations and any sub-divisions of these which can be made on structural or lithological grounds.
- (ii) Major igneous bodies; dykes, sills and veins; extrusives.
- (iii) Areas of thick superficial deposits.
- (iv) Strike and dip of bedding. Where dips have been estimated on the aerial photographs they will be shown as "high" (45° - 90°), "moderate" (25° - 45°), "low" (5° - 25°), "sub-horizontal", "horizontal" or "vertical". More precise determinations of dip will not be made at this stage.
- (v) Faults, joints.
- (vi) Unconformities.
- (vii) Unidentified features of possible geological significance.

3. Scale.

The maps will be compiled at a scale of 1 inch to 1 mile. A preliminary examination of the aerial photographs indicates that the geological structure can be conveniently shown at this scale.

4. Presentation.

As no suitable maps exist on which to base the geological data, photo-mosaics will be used. It is suggested that these should be "Controlled" mosaics. These will be printed on non-distorting Pagra foil-cored paper and the geological data will be printed in colour on an overlay of transparent non-distorting material.

In general the geological data will correspond with the features shown on the mosaic, but owing to the limitations of mosaics (possible omission and duplication of topographic detail) the geological detail may appear in some cases to depart from the line of the corresponding topographic feature. Such differences are inevitable if the geological structure is to be correctly represented.

5. Report.

An explanatory report of the geology as revealed by photo-interpretation will be prepared.

Nail from 243

K.IV. 241-242.

0946111

251

Tel. ABBey 1266

Extension.....

Your Reference.....

My Reference.....WIS 334/1074/01



COLONIAL OFFICE

THE CHURCH HOUSE

GREAT SMITH STREET

S.W.1

11th September, 1957

Kept in
c.s.o. safe.

My dear Denton-Thompson

Under the contract with Hunting Aero Surveys for the aerial photography of the Falkland Islands the local Government is entitled to five sets of the photographs.

In large territories which have Survey, Geological, Agriculture and Forestry Departments, there is usually a need for that number. In the case of the Falkland Islands, we wonder whether so many sets are really wanted - each collection is very bulky and I doubt very much whether you will want them cluttering up the Secretariat.

As Adie at Birmingham has asked for a set for his geological work and the Directorate of Overseas Surveys could do with an extra set for use, on call, by users in this country, it would be convenient if you could manage with three sets in Stanley. Perhaps you would let me know if that would be all right. Otherwise, D.O.S. will send you the four sets; but it would be a pity to waste them if, in fact, you only need three.

Yours sincerely,

 (M. A. Willis)

A. G. DENTON-THOMPSON ESQ., M.C.,
 GOVERNMENT SECRETARIAT,
 PORT STANLEY,
 FALKLAND ISLANDS.

Reply at 253.

* i.e. 4 finished sets plus 1 field set.

252
 On file for
 reply by this
 m.a.t.
 h.b.f./J
 25/10/57

253

Y.E.

I think we might say we
can well do with three only but presumably
could recall the 4th set from later
if it was found absolutely necessary - and

I doubt whether it would be required.

C.B.J.

1/21/57.

SA

2-11-57

Job No. 1139A/801
Refer to numbers in all communications



A HUNTING GROUP COMPANY

SEA FREIGHT
Despatch N^o 14062
14062

HUNTING AEROSURVEYS LTD.

HEAD OFFICE & LABORATORIES
6 ELSTREE WAY

BOREHAM WOOD - HERTS.

Tel. ELSTREE 2214
LONDON OFFICE: 4 ALBEMARLE STREET, LONDON, W.1
Tel. HYDE PARK 5211

To. The Secretary, Falkland Islands Dependencies Survey,
Port Stanley, FALKLAND ISLANDS, SOUTH ATLANTIC.

Date 12th September, 1957.

DESPATCH NOTE

PLEASE RECEIVE IN GOOD ORDER AND CONDITION:—

Quantity	Description
3 ✓	<p>ref: <u>FALKLAND ISLAND DEPENDENCIES AIR SURVEY</u></p> <p><u>SECOND SEASON - CONTRACT NO.26.</u></p> <p>Sets of Contact Prints of Falkland Islands (Colonies) as per attached list.</p> <p><i>Received as listed, apart from extra set of Series 1, & Series 33.</i></p> <p><i>W. J. Reed, Surveyor.</i></p>

Despatched by

Hunting Aerosurveys Ltd. cannot accept responsibility for errors and omissions unless notified within ten days.
In the case of a consignment by rail or British Roadways, the carrier must be notified direct within three days.

Job No. 1139A/801
Refer to numbers in all communications

SEA FREIGHT

Despatch No. 14062

14062



A HUNTING GROUP COMPANY

HUNTING AEROSURVEYS LTD.

HEAD OFFICE & LABORATORIES

6 ELSTREE WAY

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Tel. ELSTREE 2214

LONDON OFFICE: 4 ALBEMARLE STREET, LONDON, W.1

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Despatched by

Hunting Aerosurveys Ltd. cannot accept responsibility for errors and omissions unless notified within ten days.
In the case of a consignment by rail or British Roadways, the carrier must be notified direct within three days.

*State here goods nature or class of goods.

*INVOICE of
by Hunting Aerosurveys Ltd., of 6, Elstree Way, Boreham Wood, Herts
consigned
The Secretary, Falkland Islands Dependencies Survey,
PORT STANLEY, Falkland Islands.
to be shipped per
Order Number

Country of Origin.	Marks and numbers on packages.	Quantity and description of goods.	Selling price to purchaser.	
			@	Amount.
Great Britain	H 4476	Ref; Falkland Islands Dependencies Aerial Survey		
	A S PORT STANLEY	Second Season - Contract No.26.		
	via MONTEVIDEO			
		3 set Contact Prints, of Falkland Islands (Colonies) 2648 prints per set.		
		total;- 7944 prints		£198. 12. 0d
		Weight;- 3cwt-3qtrs-0lbs measurements;- 36"x 35"x 17"		

FOR CUSTOMS PURPOSES ONLY

NOTE.—(1) If all the goods shown on the invoice have the same country of origin, such country need not be shown in a separate column provided it is clearly indicated in a conspicuous place on the invoice, e.g., "Country of Origin, England."
(2) Goods admissible under the Empire Preferential Tariff should not be shown on the same invoices as goods of foreign origin.

(B)

A 4/2

WATERLOW & SONS LIMITED,

85 & 89, London Wall, London, E.C.2.
 48, Parliament Street, Westminster, S.W.1.
 103, Park Lane, Marble Arch, W.1.
 77, Colmore Row, Birmingham, 2.
 109, The Headrow, Leeds, 1.
 12 & 14, Brown St., Manchester, 2.

PRINTED IN ENGLAND.

FORM "B."

Combined Certificate of Value and of Origin and Invoice of Goods for
 Exportation to British Colonies.

(1) Here insert
 Manager, Chief
 Clerk, or as the case
 may be.

(2) Here insert
 name of firm or
 company.

(3) Here insert
 name of city or
 country.

(4) These words
 should be omitted
 where the manu-
 facturer or supplier
 himself signs the
 Certificate.

I, KEITH FRANCIS HAMPSHAW(1) Shipping Managerof (2) Hunting Aerosurveys Ltd.of (3) Boreham Wood, Herts~~MANUFACTURER~~

supplier

of the goods enumerated in this invoice amounting to £198/12/0d

hereby declare that I [(4) have the authority to make and sign this certificate on behalf of the aforesaid

~~MANUFACTURER~~

supplier

and that I] have the means of knowing and do hereby certify as follows:—

VALUE.

1. That this invoice is in all respects correct and contains a true and full statement of the price actually paid or to be paid for the said goods, and the actual quantity thereof.

2. That no arrangements or understanding affecting the purchase price of the said goods have been or will be made or entered into between the said exporter and purchaser, or by anyone on behalf of either of them either by way of discount, rebate, compensation or in any manner whatever other than as fully shown on this

invoice, or as follows (5):

nil

ORIGIN.

(In the case of goods exported to Colonies not granting preference to British goods, the following portion of the Certificate dealing with Origin should be struck out.)

(Delete whichever of 3 (a) or 3 (b) is not applicable. If 3 (a) is used delete 4 and 5. If 3 (b) is used insert required particulars in 4 and 5.)

3. (a) That every article mentioned in the said
 invoice has been wholly produced or manufactured

3. (b) That every article mentioned in the
 said invoice has been either wholly or partially

in (6) Great Britain.

produced or manufactured in (6)

4. As regards those articles only partially produced or manufactured in (6)

(a) That the final process or processes of manufacture have been performed in that part of the
 British Dominions.

(b) That the expenditure in material produced in (6)

and/or labour performed in (6) calculated

subject to qualifications hereunder, in each and every article is not less than

(7) of the factory or works costs of such article in its finished state.

(See Note †.)

5. That in the calculation of such proportion of produce or labour of the (6)
 none of the following items has been included or considered—

"Manufacturer's profit or remuneration of any trader, agent, broker or other person dealing in
 "the articles in their finished condition; royalties; cost of outside packages or any cost of packing
 "the goods thereinto; any cost of conveying, insuring, or shipping the goods subsequent to their
 "manufacture."

†NOTE—In the case of goods which have at some stage entered into the commerce of, or undergone a process of manufacture in a foreign country, only that labour and material which is expended on or added to the goods after their return to the United Kingdom shall be regarded as the produce or manufacture of the United Kingdom in calculating the proportion of United Kingdom labour and material in the factory or works cost of the finished article.

Dated at Boreham Wood. this 18th day of September 1957
Hunting Aerosurveys Ltd.,

Witness

Signature

K.F. Hampshaw.

(5) Here insert
 particulars of any
 special arrangement.

(6) Insert "United
 Kingdom" or name
 of other part of
 British Dominions.

(7) Here insert
 25%, 50% or 75%
 as the case may be.

GOVERNMENT TELEGRAPH SERVICE

239.

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				24. 9. 57.
To	MANAGERS WEDDELL ISLAND, PORT HOWARD, ROY COVE, PEBBLE, CHARTRES. CAMP MANAGER FOX BAY WESTL			HOA/C

TOPOGRAPHICAL SURVEY TEAM ARE GOING TO NEED MORE HORSES THAN WE CAN SUPPLY
FROM GOVERNMENT TROUP STOP THEY ARE ANXIOUS TO BEG BORROW HIRE OR BUY ABOUT
EIGHT HORSES WITH EMPHASIS ON CARGHOS STOP CAN YOU HELP STOP REGARDS STOP

COLONIAL SECRETARY.

Replies at 240, 241, 242

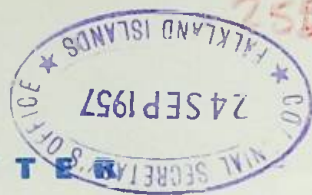
Time AEDT/LEF

254

*With the Compliments
of
Redifon Ltd.*

BROOMHILL ROAD
WANDSWORTH, S.W.18.

Phone :
VANdyke 7281 (10 lines)



Redifon

NEWS LETTER

REDIFON LIMITED, BROOMHILL ROAD, LONDON, S.W.18
A Manufacturing Company in the Rediffusion Group



A SURVEY OF THE LAST CONTINENT

MAY 14th, 1957, saw the return of the Danish vessel *Oluf Sven* to Harwich and the completion of the first ever aerial survey of any part of the Antarctic. The object of Hunting Aerosurveys' expedition, which occupied the Antarctic summers of 1955-56 and 1956-57, was to produce aerial photographic coverage of some 40,000 miles of Graham Land, an essential step before a topographic, or contoured, map could be produced. No such map of this vast white continent had ever been produced because of the immense difficulties involved in obtaining the necessary information from such a remote area.

The aircraft chosen for the survey were Canso flying-boats which, guided by a Redifon G.40B 500 watts beacon transmitter, could land at the expedition's base on Deception Island. The necessity for efficient homing facilities was a

vital one, for an aircrew which failed to return to the Deception Island base could scarcely hope to survive in the icy wastes of Antarctica. The G.40's reputation, however, remained unspoiled. The survey teams reported excellent reception throughout the 40,000 square miles around Deception during many months of accident-free operations.

In addition to the Canso flying crews (each had captain, co-pilot, navigator/photographer, camera operator and engineer) a helicopter team, ground surveyors, a radio staff of three, a marine engineer, geophysists and administration personnel were taken.

The first season's work was mainly exploratory and photographic coverage was small. Enough was achieved, however, to prove the method a practical one, and a start was made on the ground control system, which was necessary in order to obtain a series of fixed points to which the aerial photography could be related. The surveyors invariably used the astro-fix or star system, working during the short nights of the Antarctic summer.

Illustrations : Left, Mr. P. G. Mott, the leader of the survey expedition, establishing a ground control point on the coast of Graham Land, and right, one of the Cansos on a survey flight.

(Courtesy of Hunting Aerosurveys Ltd.)

The excellent results of the second season owed a great deal to the experience gained during the first. Even more important was the improvement in the weather, which during the previous season had been appalling. Good photographic weather requires to be a great deal better than good flying weather, but fortunately there was sufficient of the former to allow the Cansos, flying at 14,000 feet, and with the reassuring beam of the G.40 to guide them home, to obtain the vital photography. The longest sortie was 12½ hours on Boxing Day, 1956.

Deception Island, where the G.40B transmitter was installed, is a remarkable place. It was formed by the rim of a still-active volcano (hot steam continually gushes through its sandy beaches) and there is a perfect natural harbour with one narrow entrance. The world's largest penguin colony of more than 250,000 is to be found there.

With the Royal Society expedition at Halley

Bay, with the Norwegian Polar Institute's base in Queen Maud Land, and with Hunting Aerosurveys on Deception Island, Redifon transmitters and receivers are fast acquiring a reputation for "blue-nose" service, for in this area temperatures fall to ninety below, and wind forces in excess of 100 m.p.h. are experienced.

Now that the Hunting Aerosurveys Expedition has returned, the thousands of photographs and ground calculations are being correlated, and from them will emerge a map of a large sector of the Last Continent.

Footnote. This particular G.40 can be seen, together with a photographic display, on the Radio Industries Council stand at the Radio Exhibition of August 27th—September 7th. The transmitter will be in the same condition as when it emerged from its Graham Land packing case, after having travelled 20,000 miles and endured two years in the Antarctic.

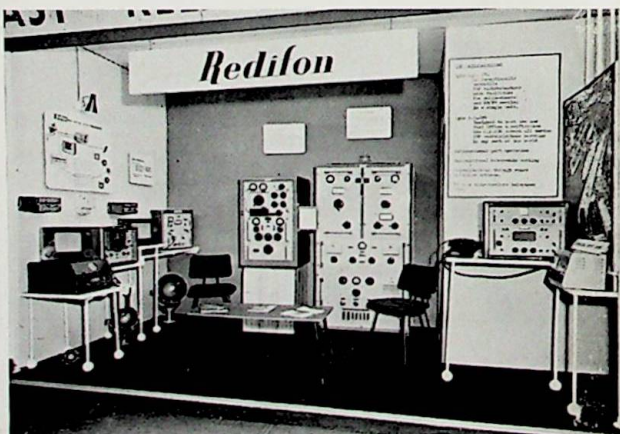


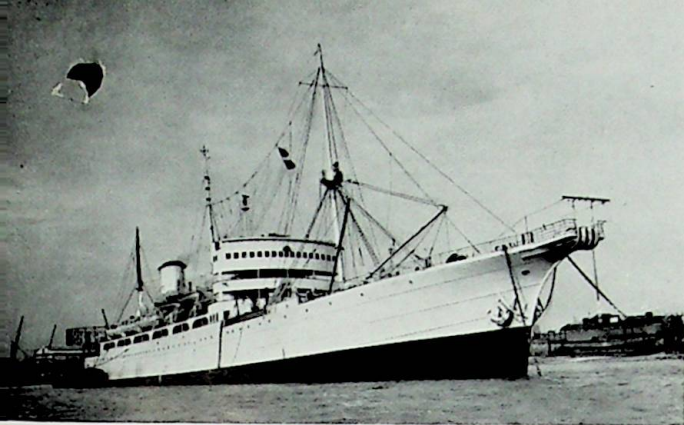
ANGLO-DANISH FESTIVAL EXHIBITION

AT the Anglo-Danish Festival Exhibition in Hull, during 6th to 13th July, Redifon presented a working demonstration of v.h.f. radiotelephone technique and exhibited several new items of equipment in addition to the already established 400 watts G.154 and the 80 watts G.80 Mk.2X.

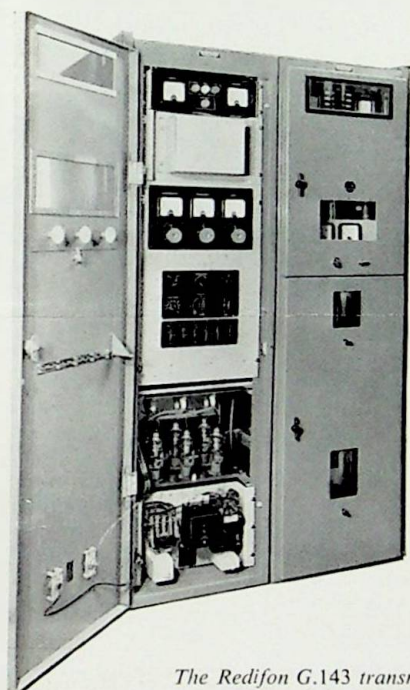
The exhibition attracted visitors from both sides of the North Sea, and the opening ceremony was attended by the Danish Ambassador, His Excellency Vincens de Steensen-Leth, the Lord Mayor of Hull, Councillor T. Wilcock, J.P., and the chairman of the Hull Development Committee, Alderman F. Holmes, O.B.E.

(Left) : The opening ceremony, with an address from the Danish Ambassador, H.E. Vincent de Steensen-Leth, and (right) : The Redifon exhibits at Grimsby include the G.154 and the G.80 Mk.2X.

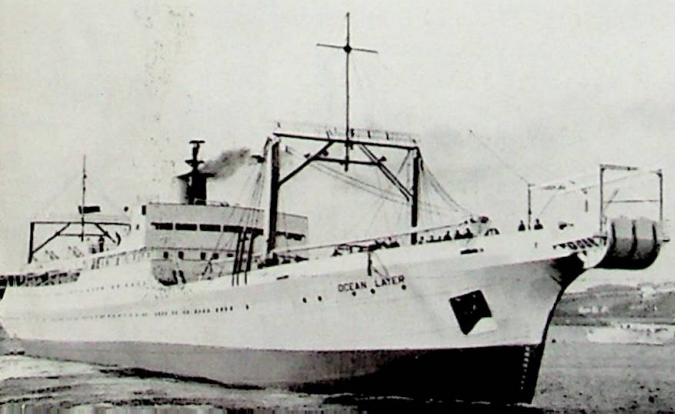




The 8,056 tons cable ship Monarch, largest in the world, shares the task of laying 2,400 miles of cable under the Pacific.



The Redifon G.143 transmitter.



★

THE LONGEST UNDER-SEA CABLE

THE old American habit of doing everything bigger and better than anyone else has been duly reflected in the recent announcement that the world's longest submarine cable is to be laid from San Francisco, California, to the island of Oahu, in the Hawaii group. The cable, of 2,400 miles and costing £13M, will be some 150 miles longer than the transatlantic cable from Oban, Scotland, to Clarenville, Newfoundland.

The American Telephone and Telegraph Company, however, have turned to Britain for the job. Two British cable ships, the G.P.O's 8,056 tons *Monarch* and the 4,534 tons *Ocean Layer*, of Submarine Cables Ltd., have been chartered. The *Monarch* will lay from the Californian coast, meeting the *Ocean Layer*, which will lay from Hawaii.

Both vessels carry Redifon equipment. The *Ocean Layer's* installation includes a G.143 1kW transmitter, housed on the after docking bridge and remotely controlled from the wireless room, which provides the cable engineer with a 24-hour duplex telephony link with the vessel's base. The G.143's facility for providing any of ten spot frequencies almost instantaneously over a single pair of remote control lines makes it ideal for the *Ocean Layer's* purpose.

Other Redifon equipments include R.50M receivers, a GR.174 ten-channel v.h.f. radio-telephone, an AL.26 Auto Alarm, and Loran.

(Left): The *Ocean Layer*, of 4,534 tons, partner to the *Monarch* in the California-Hawaii scheme. Both vessels carry Redifon equipment.

SHELL V.H.F. SCHEME IN HONG KONG

GR.174 V.H.F. radiotelephones are being installed in a number of bunkering vessels of the Shell Petroleum Company, in Hong Kong. Latest information indicates that, in addition to the Kun Tong shore station, four vessels have already been fitted. They are the *Ma On Shan*, of 1,250 tons, the *Lung Shan* and *Fung Wong Shan*, each of 250 tons, and the *Koon Yim Shan*, of 150 tons. A further two vessels are scheduled for installation.

Each of the craft is utilising a dipole aerial approximately 35 feet above sea level, whilst Kun Tong has a Yagi aerial, five feet higher. During installation trials with the *Koon Yim Shan*, communication was established at a distance of eight nautical miles despite two intervening mountains, the higher of which is 1,040 feet.

Illustrations : Kun Tong Terminal Shore Station, of the Shell Petroleum Company, Hong Kong ; and GR.174 installation in a smaller vessel, the service launch Winkle, also of the Shell Company.

Redifon news in brief . . .

Urgently required by a Malta airport, a Redifon G.41 high power M.F. navigational beacon was despatched by air and installed in Malta within a few days of the order being received in London. The beacon now guides aircraft into Malta from distances of up to 350 miles.

Twenty-four deep-sea trawlers of Northern Trawlers Limited, engaged in Icelandic fishing, are each being equipped with dual GR.174 v.h.f. radiotelephones. The installation will provide the company's scheme, controlled from Grimsby, with 20 alternative channels of communication.

More Redifon beacons have been ordered by the Pakistan Air Force. The order includes 2½ kW G.91s and 500 watts G.40s.

Costing over £2500,00 Thomas Hamling & Company's recently launched *St. Lomas* is the last word in oil-fired steam trawlers for Arctic service. Of 820 tons, her Redifon radio equipment includes G.154 and G.80 Mk.2X transmitters, and R.50M receiver, D.F. apparatus and an intercom system.

A G.142 80 watts beacon transmitter which was recently the subject of a temporary installation in Tripoli, has returned to Wandsworth, London. British Aviation Services Engineering report that, despite an inadequate aerial and earth system, pilots engaged in oil surveying activities experienced excellent reception over distances of 50-70 miles.

DECODE.

240

TELEGRAM.

From Miller.

To Colonial Secretary.

Despatched 26/9/57. 19 Time : 0900.

Received : 26/9/57. 19 Time : 1030.

239.

Your telegram 25th re Topographical Survey. Port Howard, Chartres and Roy Cove very willing to help with transport both home and mechanical where possible. We suggest we lend this transport for use on our respective farms in turn and overall handling of animals and or machines be under farm supervision. Have not so far heard from other Managers.

Miller.

File pl.

(Intld) JB.

27/9/57.

MNG.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

241

Number	Office of Origin	Words	Handed in at	Date
25	xRPebble	15	0900	27/9/57

To

COLONIAL SECRETARY STANLEY

239 ^{u?} YOURS 26th REGRET WE HAVE NO SUITABLE HORSES FOR HIRE OR SALE

MANAGER

On file
H.I. 1

Time

PM/05

DECODE.

185

TELEGRAM.

242

From Robertson.

To Colonial Secretary.

Despatched : 29th September, 1957 *Time* : 0900

Received : 30th September, 1957 *Time* :

Will provide transport on Stephens and
Foxbay for Surveyor.

Robertson.

HCS has seen. File pl.

(Intld) JB

30/9/57.

FH



Notes on Huntings letter 3269. FILE 0946/11/243-44.

Uncontrolled and controlled photo mosaics are used mainly by surveyors/location engineers etc. as a supplement to the actual photographs from which the mosaics are compiled. i.e. when travelling from one point to another it is often not convenient to carry ~~fifty~~ a large number of photographs to refer to en route. For large areas of country this is their only practical use, as actual detail can be seen more clearly on the photographs themselves, using stereo vision.

The two examples submitted by Huntings are rather misleading; the Namulonge Research Station 1/5000 (near Kampala, Uganda) has been compiled from specially flown low level photography for one specific area. The area near Mbeya was also specially flown. Apart from giving a general idea of the areas on one piece of paper, these mosaics are much inferior to the original photographs for detailed work.

I personally think that there is little point in having photo mosaics made of the whole of the Falkland Is.

However, if it is necessary to have some sort of plan for particular areas before the topo. maps are available, these could be produced as required. A blown-up photo mosaic of Stanley would be useful for revising the existing Town Plan, for example.

Photo-Geological mapping. This could be referred to the D.O.S Photo-Geology Section. As far as I know, photo-geological interpretation is only a useful and time saving supplement to ground work, but by no means a complete answer in itself.

Note that Huntings have chosen a very well defined area for their example, and general formations only are shown.

G.F.Reid.

1/10/57.

9/1/57.

7/10

Very many thanks for your letter of the 2nd September in which you have referred to the question of producing controlled and semi-controlled mosaics and to the possibility of a photo-geological interpretation of the Islands.

Incidentally I might mention that according to our records a reply was sent to one of your two letters of the 7th December, which referred to ground control and I think I mentioned to you when you passed through Stanley that the question of photo mosaics had been referred to the Director of Overseas Surveys.

We have gone into this question of having photo mosaics done but, after consultation with the Directorate, have decided against them with the exception of one covering Stanley which the Directorate are producing for us.

We were very interested to see your specimen of photo-geological interpretation but here again the matter has not progressed far enough for us to decide whether any further action should be taken. We are waiting for further technical information but it is very likely, if anything further were to be done, that it would be undertaken either by the Directorate of Geological Surveys or by a prospecting company if it ever got to that stage. Certainly we could not contemplate at the present time expenditure of the order of eight thousand pounds.

/We

P.G. Mott Esq.,
Hunting Aerosurveys Ltd.,
6 Elstree Way,
Boreham Wood,
Herts.

AGDT/SJA

Reply at 268

- 2 -

We have made no further progress on the proposal to continue the triangulation down South using helicopters as you suggested. I gather, however, that the possibilities, albeit somewhat remote, have not been entirely lost sight of. I must say it does seem to be the best way of doing it and I should imagine that it would cut down the amount of time spent on ground control in the Falkland Islands also. Incidentally Reid, the first of the two D.O.S. surveyors, has arrived and started work on ground control here in the Falklands. So you will see that little time has been lost in following up Hunting's excellent aerial photographic job in the Falklands.

With kindest regards,

P. G. J. Z

for
15/x

CABLES
ASTEROE LONDON



TELEGRAMS
ASTEROE BOREHAM WOOD

261

HUNTING AEROSURVEYS LTD.

SURVEYORS, PHOTOGRAMMETRIC ENGINEERS & CONSULTANTS

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IN
AUSTRALIA CANADA
SOUTH AFRICA
NEW ZEALAND
PAKISTAN

OUR REF
FGH/PH

YOUR REF

DATE
14th. October, 1957

C.S.O.
The Secretary,
Falkland Islands Dependencies Survey,
Port Stanley,
Falkland Islands.

3 Sets Contact Prints.

Dear Sirs,

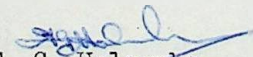
We wish to advise you that we have despatched 3 sets Falkland Island (Colonies) Contact Prints on the S.S. "Owestrey Grange" via Montevideo.

- 262.
- (a) 3 copies of invoices for customs purposes.
 - (b) Original Bill of Lading.

We will forward a further Bill of Lading in the course of the next few days.

We trust you will receive this consignment promptly and in good order.

Yours faithfully,
For Hunting Aerosurveys Ltd.,


F. G. Holcombe.
Shipping Department.

6981
20/10/57

WIS 334/1074/01.

C.D.W. (D) 4365

FALKLAND ISLANDS

Aerial Photography

Supplementary Grant of £2,975

Grants of £9,000 under Scheme D.2600 and £10,000 under Scheme D2600A were made in October 1955 and September 1956 respectively for aerial photography of the Falkland Islands.

2. In arriving at the figure of £10,000 for Scheme D 2600A it was estimated that under normal weather conditions only half the area would be covered in 100 flying hours. In the event, however, extremely favourable weather and flying conditions were experienced resulting in air photographic cover of the whole area in 101 flying hours.

3. At that time it was thought that if it should prove possible to photograph the whole area a further supplementary grant from Colonial Development and Welfare funds of about £3,000 would be necessary. Later it was thought that this figure would probably be in the region of £10,000 and a proposal to approve in principle a supplementary grant of £10,000 instead of the £3,000 was agreed at a Treasury meeting on the 22nd February 1957. Subsequent events have shown that this was an overestimate and that a further supplementary grant of only £2,975 would be required to complete the work originally authorised under Scheme D 2600.

4. The aerial photography of the Falkland Islands and the completion of Scheme D 2600 has the support of the Secretary of State's survey adviser and it is therefore proposed to make a grant of £2,975 from Colonial Development and Welfare funds allocated for topographical surveys. A financial summary is attached together with an Appendix giving details of expenditure.

Colonial Office,
Sanctuary Buildings,
Great Smith Street,
London, S.W.1.

28th October 1957.

Appendix.

Estimated total cost of retraining the two aircraft and crew in the Falkland Islands for a period of 7 weeks and 5 days and carrying out photography of the area:

(1)	Mobilization	£1,004. 0. 0
(2)	7 5/7 weeks at £1,674 plus £528 (local expenses) ...	£13,441.14. 3
(3)	Flying: 101 hours @ £15	£1,515. 0. 0
(4)	Photography: 2,399 photographs @ 21/3 each) 246 " @ 20/- " } 1,218 " @ 5/- " }	3,099. 8. 9
(5)	Consumable stores	£2,914.16. 0
		<hr/> £21,974.19. 0 <hr/>

say £21,975

FINANCIAL SUMMARY

1. Administering Authority: Falkland Islands
2. Allocation: Central: Geodetic and Topographic Surveys.
3. Classification: Planning and Surveys.
4. Description of Scheme: Aerial Photography of the Falkland Islands by Hunting Aerosurveys Ltd.
5. Total Cost: £21,975.
6. Colonial Development and Welfare Assistance required: Grant of £2,975 (supplementary to £9,000 grant under Scheme D2600 and £10,000 grant under Scheme D 2600A).
7. Basis of Administration: Single head £21,975.

258 We think you will be interested to have a copy of this leaflet. For ease of reference it is designed to be added to your Hunting loose-leaf folder. If you do not already have one of these folders, we will gladly supply one on request.

Additional copies of this leaflet, or of others dealing with different aspects of our work, are available for you or any of your colleagues who may like to have them. On hearing from you we shall be happy to add their names to our regular distribution list.

With Compliments

HUNTING



AEROSURVEYS LTD.
GEOPHYSICS LTD.
TECHNICAL SERVICES LTD.

10-1
25/11



HUNTINGS

*Some Aerial
Survey Contracts
1956*

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HUNTING GEOPHYSICS LTD.

Maps · Air Photography · Resources Inventories

Airborne Geophysical Surveys · Models

Oil & Mineral Exploration

ARABIA *Airborne geophysical survey of 15,000 line miles.*

LIBYA *Maps and mosaics at 1/50,000 scale of 4,500 sq. miles.*

NORTHERN RHODESIA *Photo-geological interpretation and 1/50,000 maps of 12,800 sq. miles.*

1/30,000 mosaics of 12,500 sq. miles.

TANGANYIKA *Photo-geological interpretation, field geology, 1/30,000 mosaics and maps of 34,000 sq. miles.*

Town Planning

BAHRAIN *Photography and 1/2,400 mosaics of 13 villages.*

CEYLON *Maps at 1/9,504 with 25 ft. contours of 300 sq. miles.*

QATAR *Photography of 32 sq. miles and plans at 1/1,000, 1/2,000 and 1/20,000. Mosaics at 1/2,000.*

CITY OF LICHFIELD *Photography and plans at 1/500 with 2 ft. contours of 228 acres.*

DOLPHIN DEVELOPMENT AND MANAGEMENT CO. LTD. *Photography and plans at 1/1,250 with 2 ft. contours of 1,089 acres.*

BOROUGH OF ROCHDALE *Photography and plans at 1/500 with 2 ft. contours of 197 acres.*

BERKSHIRE COUNTY COUNCIL *Photography of 16½ miles.*

COUNTY BOROUGH OF NEWPORT *Photography and plans at 1/1,250 with 5 ft. contours and spot heights of 660 acres.*

CUMBERNAULD DEVELOPMENT CORPORATION *Photography and revision of 25" O.S. maps with addition of 5 ft. contours of 5,940 acres.*

BOROUGH OF DARTFORD *Photography and 1/500 plans of 242 acres.*

Industrial Development

BRITISH GUIANA *Photography of 49 sq. miles.*

B.P. REFINERY (KENT) LTD. *Photography of 11,000 acres and mosaics at 1/2,500 and 1/5,000.*

Industrial Development—(continued)

B.P. TRADING LTD. *Photography of 750 acres and revision of 25" O.S. plans with addition of 10 ft. contours.*

STEWART AND LLOYDS LTD. *Photography of 10½ sq. miles. Mosaics at 1/2,500 and 1/960 and revision of 25" O.S. plans.*

CALTEX SERVICES LTD. *Photography and plans at 1/1,250 with 2 ft. contours of 1,450 acres.*

RICHARD THOMAS AND BALDWIN LTD. *Photography and 1/5,000 mosaics of 33 sq. miles.*

NATIONAL COAL BOARD—DURHAM DIVISION *Photography and plans at 1/1,200 with 2 ft. contours of 20 acres.*

Irrigation and Drainage

BRITISH GUIANA 1/30,000 mosaics of 8,000 sq. miles.

CEYLON *Maps at 1/9,504 with 10 ft. contours of 200 sq. miles.*

IRAQ *Photography, 1/20,000 mosaics and soil survey of 25,000 sq. kms.*

Photography, mosaics and maps at 1/25,000 with 5 m. contours of 16,000 sq. kms.

SUDAN *Investigation of irrigation potential of 12,000 miles.*

Mining Development

CYPRUS *Plans at 1/2,500 with 2 m. contours of 1,250 acres.*

JORDAN *Photography and maps at 1/5,000 with 5 m. contours of 23 sq. miles.*

Airfield Development

BERMUDA *Photography of 2 sq. miles.*

IRAN *Plans at 1/1,000 with 1 m. contours of 29.5 sq. kms.*

Road Surveys

ETHIOPIA *Photography of 14,000 sq. miles, mosaics at 1/20,000 and mapping at 1/20,000 with 10 m. contours.*

SIR OWEN WILLIAMS AND PARTNERS *Photography and revision of 25" O.S. plans with addition of 5 ft. contours of 27 line miles.*

MINISTRY OF COMMERCE, NORTHERN IRELAND *Photography of 77 line miles.*

Railway Development

FRENCH EQUATORIAL AFRICA *Maps at 1/15,000 with 10 m. contours of 850 sq. miles.*

NIGERIA *Mosaics at 1/28,000 of 450 line miles.*

RENDEL, PALMER AND TRITTON *Photography and 1/2,500 mosaics of 6 line miles.*

BRITISH INSULATED CALLENDERS CONSTRUCTION CO. LTD. *Photography and 1/480 enlargements of 9 line miles.*

BRITISH RAILWAYS — EASTERN REGION *Photography of 40 line miles and plans at 1/480 and 1/1,250.*

General Planning

GERMANY *Photography of 3,800 sq. kms.*

PORTUGUESE EAST AFRICA *Mapping of 130 sq. kms. at 1/5,000 and 1/10,000.*

Electricity Development

CENTRAL ELECTRICITY AUTHORITY
—MIDLAND DIVISION *Photography and revision of 25" O.S. plans with addition of 2 ft. contours of 2 line miles.*

—NORTH EASTERN DIVISION *Photography and 1/2,500 mosaics of 3.2 sq. miles.*

—N.W. MERSEYSIDE AND N. WALES DIVISION *Profiles at 1/2,400 horizontal and 1/240 vertical of 17 line miles.*

Flood Control

MERSEY RIVER BOARD *Plans at 1/500 of 6½ miles of river and at 1/2,500 with 2 ft. contours of 315 acres.*

Dam Site and Reservoir Surveys

TRUCIAL OMAN *Photography, 1/20,000 mosaics and geological study of 200 sq. miles.*

SUDAN *Photography of 55 sq. miles and mapping at 1/1,000 with 1 m. contours and 1/2,500 with 1 and 2 m. contours.*

BRITISH TRANSPORT WATERWAYS—NORTH WESTERN REGION *Plans at 1/1,250 with 2½ ft. contours of 104 acres.*

SIR WILLIAM HALCROW AND PARTNERS *Plans at 1/2,500 with 5 ft. contours of 400 acres.*

CARDIFF CORPORATION WATERWORKS *Plans at 1/1,250 with 2½ ft. contours of 465 acres.*

Harbour Development

DOVER HARBOUR BOARD *Photography and plans at 1/1,200 and 1/3,600.*

Land Reclamation

NYASALAND *Photography of 500 sq. miles, soil survey and maps at 1/3,000 with 20 ft. contours.*

Sandbank Location

GREAT OUSE RIVER BOARD *Photography and annotated 1/25,000 mosaics of 100 sq. miles.*

Cadastral Survey

JAMAICA *Plans at 1/1,250 of 16,000 acres.*

Land Valuation

JAMAICA *Maps at 1/12,500 with 50 ft. contours of 375 sq. miles.*

Models

IMPERIAL CHEMICAL INDUSTRIES LTD. *Model of Headquarters Site at 1/250.*

FURNESS SHIPBUILDING CO. LTD. *Model of Ship at 1/192.*

SHELL PETROLEUM CO. LTD. *Four exhibition dioramas.*

FREEMAN, FOX AND PARTNERS *Model of Ffestiniog Pumped Water Storage Scheme at 1/1,200. Three models of Rheidol hydro-electric project at 1/2,500.*

FREDERICK S. SNOW AND PARTNERS *Model of Gatwick Airport at 1/1,000. Model of Warehouse at 1/192.*

B.P. TRADING LTD. *Diorama of London Airport.*

259

Models—(continued)

BINNIE, DEACON AND GOURLEY
Two dioramas of Tai Lam Chung Dam.

Diorama of Daer Dam.

Diorama of Ayer Itam Dam.

CROWN AGENTS FOR OVERSEA
GOVERNMENTS AND ADMINISTRATION
Relief map of Malaya at 1/316,800.

MINOPRIO AND SPENCELY AND P.W.
MACFARLANE *Model of Baghdad Road at*
1/500.
Model of Hyde Park Estate at 1/1,000.

FELIX WILSON AND PARTNERS *Model*
of Hotel at 1/192.

G. WIMPEY AND CO. LTD. *Diorama of*
Pitlochry Dam.

J. D. AND D. M. WATSON *Diorama of*
Peterborough Sewage Purification Works.

RAGLAN SQUIRE AND PARTNERS
Model of Rangoon Parliament Site at 1/1,970.

SIR ALEXANDER GIBB AND PARTNERS
Relief map of Sudan Irrigation Scheme at
1/250,000 horizontal scale and 1/8,929 vertical
scale.

DAVIS ESTATES LTD. *Model of House at*
1/48.

PREECE, CARDEW AND RIDER *Diorama*
of Mercer Power Station.

SIR WILLIAM HALCROW
AND PARTNERS *Model of Tema Harbour at*
1/960. Model of Caroni Power Station at 1/100.

CHESTER EDUCATION COMMITTEE
Relief map of Battle of Rowton Moor at 1/5,280.

DEMERARA BAUXITE CO. LTD. *Model*
of Bauxite Factory at 1/720.

UNITED AFRICA CO. (TIMBER) LTD.
Model of Sapele Wharf at 1/288.

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HAS/54

See 257

PA H

4/11/51

D/O.

Would you please refer to your letter WIS334/1074/01 of the 11th September in connection with the distribution of the aerial photographs of the Falkland Islands.

251

We can certainly manage with three sets and in fact two would probably be sufficient for our purposes so far as I can foresee.

With kind regards,

C.B.J.

M.A. Willis Esq., M.B.E.,
The Colonial Office,
The Church House,
Great Smith Street,
LONDON S.W.1.

AGDT/SJA

251

0746
WIS. 334/1074/01



Saving

From the Secretary of State for the Colonies.

To the Officer Administering the Government of

Date

7 NOV 1957

No.

103

Saving

See 178
Falkland Islands Aerial Survey.

265 I approve a supplementary grant of £2,975 under scheme D.2600B. I enclose copies of financial summary and scheme memorandum.

SECEP.

64/11
7/4/57

S/c.
J.C.
10/12.

Mr C.S.,

Noted, thank you.

L.E.

13/12/57.

CABLES
ASTEROE LONDON



A HUNTING GROUP COMPANY

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ASTEROE BOREHAM WOOD

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ASSOCIATED COMPANIES
IN
AUSTRALIA CANADA
SOUTH AFRICA
NEW ZEALAND
PAKISTAN

FALKLAND ISLANDS AND DEPENDENCIES AERIAL SURVEY EXPEDITION 1956/57

ORGANISER & EXPEDITION LEADER: P. G. MOTT, B.A., A.M.I.C.E., F.R.I.C.S. FLYING MANAGER & DEPUTY LEADER: J. H. SAFFERY, D.S.O.

C/1/Falkland Islands Mosaic - Geology.
pgm/jls.

7th November, 1957.

A.G. Denton Thompson, Esq.,
Colonial Secretary's Office,
Port Stanley,
Falkland Islands.

Dear Denton,

249. Many thanks for your letter of the 9th October. I am sorry that you do not feel able to go ahead at present with the photo-mosaics or the photo-geological interpretation, but I hope the day will arrive when we can do some further work for you.

If there is any likelihood of the prospecting survey being taken up by one of the oil companies I should very much appreciate if you could drop me a line and advise me, so that we could get in touch with the company direct and offer our services.

Finally, it is indeed sad that the continuation of the triangulation in the Dependencies using helicopters has not been proceeded with. To some of us it seemed a tremendous pity that after so much expenditure on the "Oluf Sven" and the set-up of our outfit it should have been disbanded before the control work was completed. One more season and I think we could have very nearly done the whole of the control needed for the air survey. I realise, of course, that finance was the governing reason. It is good news that the first of the D.O.S. surveyors has arrived and started work on the control of the Falklands, and I shall look forward with interest to seeing the progress of this job.

With regard to your note attached, on the mistake made on the geological interpretation photo, I cannot imagine how the name Danco Coast should have appeared. Unfortunately I did not see the finished photo-interpretation before it left the office and this must have been a slip of our drawing office staff which passed unnoticed. The photo-geologist who carried out the interpretation disclaims all knowledge of it.

I hope your wife is better and that the children are flourishing. Please give them all my kindest regards, and don't forget to look us up when you return to this country.

With every good wish,

Yours sincerely,


P.G. Mott.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

260 -

Number	Office of Origin	Words	Handed in at	Date
				20.11.57
To	REID SURVEY PARTY PORT SAN CARLOS			H.O. A/C

Biscoe expected South Georgia 22nd and Stanley 26th

Secretary

Time

Rec. 22/11
20/11/57



269

Progress Report, December '57.

Dear Colonel,

Technical. During the month observations were completed at

Mt.Kent.P27. Salvador Hill.P24
Round Mt.P22. Mt.Brisbane P26(Single angle to Kent.
Sinoko Mt.S80 (See diary 13th Sept)
Port Louis M28 resection.

The average triangle misclosure to date is 2.2".

A number of height points were fixed by vertical angle in the Estancia Area.

The weather during the first half of the month continued wet and windy, which slowed work very considerably. According to the Met. Office it was the wettest December for over twenty years.

Future Programme. This month Evans and myself will go to the Lafonia area, and get on with the recce and beaconing there. When this is well under way I will leave Evans with two men and the Land Rover to carry on, and go across to the east of the West Falkland to beacon along the Sound, from near Fox Bay to Goat Hill in the north.

The Government ship, the "Philomel" is going to Pebble Island, remaining there two days, and returning to Stanley this coming week. I am taking this opportunity to get the mark in and beacon up there. Evans is going to do this job.

For the short time I will be on West Falkland, it should be possible to borrow horses from one of the farms, probably Port Howard. The Colonial Secretary was at this settlement recently, and mentioned that the manager there would supply horses and guides if required.

When this is completed, the beacons will be up to fully observe W.Hill, Mt. Wickham, Mt. Osborne, Cerro Montevideo, Fanning Head, and the intermediate minor points in the one circuit, and retrieve the beacons at some of these points on the way back.

This programme will keep us busy for quite a

Beacons. For Lafonia, I have had ten made by P.W.D. and shipped to Darwin. Without these complicated beacon shifting programme.

Using turf cairns as signs, three of the first erected have come down, probably by bullocks.

Farm Boundaries. I have not yet had a
these with the Colonial Secretary. Probably the most
is to show boundary fences as they stand, as you may
of the 22nd November.

Evans and myself had a very enjoyable find in any part of the world more hospitable people than Stanley.

Despite the adverse weather conditions, the group decided to stay here as long as is necessary to see the job

Herewith enclosed work diaries and

The next ship north ~~is about~~ leaves Stan
so it will be some time before you get this letter.

Best Wishes.

Yours—

270

Y.E.

f269 submitted for information.

2/1/58

9/1/58

SPA

9-1-58

RQ
Z

271
DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 14. 1. 58. Time: 1310. Received: 14.1.58. Time: 1430.

238 No. 5. My Saving telegram No. 55 of June 20th, 1957.

Advances to G. F. Reid Overseas Survey Party.

Please arrange issue immediately an additional £100 (one hundred pounds) to above account and increase monthly advance £250 (two fifty pounds) per month commencing February 1st until further notice.

I shall be grateful if you will also ask Reid Surveyor in the charge party when we may expect to receive first of his party accounts. These should be submitted regular each month with the minimum delay.

SECRETARY OF STATE.

GTC:FH

272
Copy to Mr. Reid.

7H.
14/1/58

Reply at 276 See

273

A/c.

17/1/58

403 in

274

Mr. C.S.

This has been

ans.

L.G.

23/1/58.

0946/111

Darwin,
21/1/58.



Dear John,

Many thanks for forwarding the telegram from Colonial Office. I would be most obliged if you could arrange for the following signal to be sent:-

TO:- HINSHELWOOD
CHAPELRIES,
LONDON.

FROM

ACCOUNTS IN POST. REID. G.F.

See 276

and if you could put the enclosed envelope in the mail.

I had a talk with Mr. Barton concerning the five horses I hope to get from the Coast (am still waiting final authority from H.Q.) and he is agreeable that suggests that the picking ^{or ordering} of these horses should be done by George Stewart, and that the Landowner looks after the shipping side only.

As he says, he would not really be justified in allowing George, on behalf of Government, pick the best five horses out of the 180 odd ^{in order to be shipped} to be shipped, which I would like to be the ideal arrangement, if possible.

I believe the last consignment of A. from Fenton Station. ~~Would~~ I. the best plan to send directly to these, and see if they can supply suitable ones? I am obliged for your opinion.

Work is going quite well here, and people are quite helpful, I must say that even if Lytham is not quite interested in this survey, he has been very helpful in it. odd item for me.

Well, the slave is on the way,
All the Best,

270
DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 24. 1. 58. Time: 1500. Received: Time:

No. 12. Your telegram No. 5 of 14th January. 271.

Overseas Survey Party.

Following for HINSHELWOOD from REID begins.

Accounts in post ends.

GOVERNOR.

P/L:FH

KIV 275

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

25.1.58

To

CHAPELRIE LONDON

Survey
H.C. A/C.

No.14 Following for Chief Accountant from Reid Overseas Survey
Stop Begins LOFT Stop Reid Evans ends.

GOVERNOR

Time

Kiv 275

113 278

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

St. Ag. Dept.

Date

Handed in at

To see 275 & discuss with me

Number

pe.

27/1/58.

Discussed
D.

Time

DECODE.

TELEGRAM.

4
278
279
281

From COLONIAL SECRETARY.

To YONGE FENTON STATION, c/o CARNILAN, PUNTA ARENAS.

Despatched : 29th January, 19 58 *Time* : 1110

Received : 19 *Time* :

Could you arrange export permit and supply five tame riding horses for Government by ship lifting horses from Punta Arenas about late April. If so at what price?

Colonial Secretary.

P/L:FH

Reply at 280

Copies to: Mr. Reid.

Oi/c Agricultural Department.

Col. G. J. Humphries, O.B.E.



Overseas Surveys,
Stanley,
Falkland Islands.
17/2/58.

0946/11

290

Progress Report, January '58.

Dear Colonel,

Thank you for your letter 1070/23 of the 10th. January, and also your telegram concerning the purchase of horses.

Field Books. I will get these off in the next post, as I have still some abstracting to complete.

I am using windbreak when observing, which copes with the normal 20-30 knot wind. With a stronger wind it is often not possible to erect it, however, this is the exception rather than normal weather.

As you say, the FIDS assistant surveyors have not the background to work independently here. Would it be possible to increase this party to three or four surveyors say by next September? One of the main reasons for this is that it will be necessary to use the Government motor vessel to get to many of the outlying islands, and with more surveyors, the island work could be got through more quickly, ~~with less likelihood of~~ and the vessel used to best advantage.

During January I started Evans off on the Lafonia Recce and beaconing, and then replaced all the turf cairns with single poles four vane beacons, (made by our own men) including the main beacon on Usborne which had blown down.

On the 27th, Evans and myself went up Colorado Mt. (Mt. Wickham on chart) for observations, and had almost completed by the afternoon of the 29th, when mist came down. The weather got increasingly worse, wind, mist, rain, snow and hail in various combinations, and we did not complete the station until the 10th February, a very long time to spend at a secondary station.

Evans is now carrying on in Lafonia with the Landrover and two men, I am flying to West Falkland with one man in the next two days, depending on flying weather, as the programme in the last report.

I shipped beacons and heavy equipment to Fox Bay East, and have arranged with the farm manager, Port Howard, to borrow four horses for the short time I will be on West Is.

I intend to go over to Roy Cove to the West Falkland sports meeting, as it will be an excellent opportunity to meet all the farmers and managers, and get a picture of what communications in the way of farm launches etc. will be available. I hope to get up Mt. Beaufort on this trip, to confirm the quadrilateral Maria-Beaufort-Mt. Richards (Saunders Is.) - First Mt. (Pebble Is. beacons by Evans) These farmers would certainly be offended if I was on their island and did not attend the sports meeting.

It is a bit early to think about leave, however, I will have to book on the R.M.S. Darwin some time ahead, as all berths are taken until May, at the moment. If convenient, I would like to have leave in mid-July, which would get me back to Stanley in early September, if you decide I should return here.

In an informal talk with the captain of H.M.S. Protector, he mentioned that the helicopter on the ship could be made available to help out with the survey when she was in Stanley. This would be rather a better method of transport than the horses for the tellurometers, and perhaps for small outlying islands.

I fell off a horse for the first time when the girth broke going down a steep bank, but fortunately could not have picked a better spot. I slid over the horse's head with my feet still in the stirrups, ending up sitting, still in the saddle, on the bank.

Yours sincerely,

G.F. Reid.

G.F. Reid.

291

has seen - file away

28/1/58

copy to: - Colonial Govt.

DECODE.

TELEGRAM.

~~279~~
280

5.

From CARNILAN, PUNTA ARENAS.

To COLONIAL SECRETARY.

Despatched : 26th February, 19 58 *Time* : 1740.

Received : 27th February, 19 58 *Time* : 1225.

Younge agreeable supply five tame riding horses £30 each
placed jetty pending export permit.

Garnilan.

P/L:FH

284

Good. (Intld) A.G.D.T.
27.2.58.

281

Copy to Mr. Reid & O/c Ag. Dept. pl.
(Intld) J.B.
27.2.58.

283

Copies sent.

7th 27/2/58

DECODE.

TELEGRAM.

From Colonial Secretary.

To Carnilan, Punta Arenas.

Despatched : 28th February, 19 58 *Time* : 1600.

Received : 19 *Time* :

Please accept Younges offer for horses. Increase
order to six if possible.

Colonial Secretary.

P/L:FH

Copies to:- Mr. Reid.
 O/c Ag. Dept.

28 34

NOTE:-

Bills of lading

f's 285-289 removed and sent
to F.I.D.S. Office.

292

(W. & A. Ltd.—288 Pd/7/56).

Number	Office of Origin	Words	Handed in at	Date
3	Howard etat	36	1015	13/3/58.

J. Bound Stanley.

Reid Surveyor.

293

Reply at 294.

I have replied to this

৪
১২/২/০৪.

Time
OAS

GOVERNMENT TELEGRAPH SERVICE

294

FALKLAND ISLANDS

SENT

W. & S. LTD.

Number	Office of Origin	Words	Handed In at	Date
PHONED TO R/T STATION AT 1130/11TH				13.3.58.
To				
REID PORT HOWARD.				HOA/C

If plane serviceable hope fly you in on Saturday or Sunday stop
Are you bringing Smith with you.

BOUND.

Time JB/FH

COPY SENT TO D.C.A.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

295

Number	Office of Origin	Words	Handed In at	Date
4	PortHoward etat	16	15/10	13/3/58

To

J. Bound Stanley

Self and Smith returning with same amount of kit brought Howard

Reid Surveyor

Time

DP *Shk.*

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

296

W. & S. LTD.

Number	Office of Origin	Words	Handed in at	Date
	Phoned to R/T Station at 0937/14th.			14. 3. 58.
To	REID PORT HOWARD.			HOA/C

Owing to a number of priority Executive Council passengers being carried can only lift you and Smith on first flight leaving kit to be picked up later.

Bound.

Time JB/FH

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

RECEIVED

297.

Number	Office of Origin	Words	Handed in at	Date
5.	at Port Howard	31	1015	17.3.58
To	Assistant Colonial Secretary Stanley			

Most obliged if you could arrange for Philomel
to take myself and Smith from Port Howard
to Stanley and confirm date of arrival
at Port Howard

2

Reid

Time

GOVERNMENT TELEGRAPH SERVICE

298

FALKLAND ISLANDS

SENT

W. A. S. LTD.

Number	Office of Origin	Words	Handed in at	Date
Phoned to R/T Station 1045/18th.				18. 3. 58.
To				
REID PORT HOWARD.			Overseas Survey a/c	

Regret Philomel cannot be released stop Suggest you travel on A.E.S. scheduled arrive Port Howard on second call 22nd March and returning Stanley 26th stop Have made provisional booking for you and Smith accordingly.

Secretary.

Time JB/FH

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

299.

W. & A. LTD.

Number	Office of Origin	Words	Handed In at	Date
				18. 3. 58.

To

REID PORT HOWARD FOXBAY.

A/c Overseas Survey.

298 My R/T message re your return to Stanley please delete quote on second call unquote.

Secretary.

Bu 28/3

Time JB/FH

846/11
Col.G.J.Humphries,O.B.E.



300
Overseas Surveys,
The Secretariat,
Stanley,
Falkland Islands.
27/3/58.

Yr.Ref.253/1.

Annual Report,Falkland Islands,Year Ending 31st.March 1958.

The Falkland Islands lie in the South Atlantic Ocean between 51° and $52^{\circ} 30'$ South, and 57° and 62° West, about 300 miles East and slightly to the north of the Straits of Magellan. There are two main islands, the East and West Falkland, about twenty smaller inhabited islands, and numerous islets and cays, the total area being 4600sq.miles(circa).

The treeless, hilly terrain is ideal for triangulation. The normal weather is by no means ideal, high winds and fog being common.

Horses are the main method of transport for the survey, though there are Land Rover tracks between some of the main settlements, in less hilly areas.

By March 31st the reconnaissance and beaconing of the East Falkland and some adjacent islands had been almost completed, and it is hoped that observations will be completed in this area by the winter. ~~Teate~~.

Detailed summary of progress.

Surveyor months.	Reid.G.F. 8	Total 13.
	Evans J.R. 5	
Main trig.points.	30 reccied, 25 beaconed, 11 observed.	
Secondary "	18 " 13 " 5 "	
Minor "	20 " 16 " 6 "	
Height points.	30(approx) by vertical angle.	

Opaque beacons are being used, a new pattern of quadripod beacon made of Dexion alloy, weighing 30lbs, and standing 11ft high has proved successful.

The survey has received considerable assistance from the Falkland Islands Government, who have provided a Land Rover, horses, and seconded personnel. Farm managers have also been extremely helpful, arranging accommodation and providing replacement horses, guides etc; and supplying placenames.

Future programme. Base measurement will be done by tellurometer during the 1958-59 season, by which time the triangulation will be nearing completion.

G.F. Reid
G.F.Reid.

301

J. Reid

28/3/58.

G.F. Reid
27/4/58

Col.G.J.Humphries,O.B.E.



Overseas Surveys,
The Secretariat,
Stanley,
Falkland Islands.
28/3/58.

Dear Colonel,

Thank you for your letters 1070/23 of the 7th. February and the 6th. March.

I have passed on the information about the tellurometer base requirements to Evans, and are both making a note of suitable side lengths.

I did not get a great deal of fieldwork done in February, as there was a break-down in the air service, finally getting across to West Falkland on the 3rd. March. The weather was good and the farm managers at Port Howard, Fox Bay East and West extremely helpful, providing guides, horses and Land Rover transport. I got the necessary points (eight) marked and beacons in ten days, had a few days wait for transport across the Sound, returning to Egg Harbour by a coasting vessel, where Evans picked me up on the 21st, returning to Stanley on a cargo boat on the 25th.

Evans has been making good progress, as diagram, and should have most of Lafonia completed by the time I get the Douglas-Port San Carlos area observed.

I have arranged the Government m.v. Philoel to take us to the islands Sealion, Barren, George, Speedwell, Ruggles, Great Swan etc. in June; with beacons up on both sides of the Sound, these should be completed in the one visit.

During the winter months of July and August I do not think much field work will be possible, certainly not on the high hills of the West Falkland. However, there is quite a backlog of photo work to be done, nomenclature and marking up boundary fences between identified points, and checking if any further identification is required, which will keep Evans busy until the spring, when he can get stores, Land Rover and horses over to West, by the time I get back off leave.

I think Evans is quite happy at doing a long tour, it is vital that he stays on all next summer, as you say in your letter.

Labour. Evans and myself, have one man each at the moment.

Vehicle. The Land Rover had to have a wheel bearing renewed last month, and two tyres replaced. The continuous cross-country work is a severe test for even a Land Rover, however, Evans is maintaining it carefully, and it can have an overhaul at P.W.D. in June.

Horses. The Chilean Govt. have been a bit sticky about issuing a permit for the 200 horses for the Falklands. The position now is that the Darwin may be making one voyage to Punta Arenas, and taking back a limited number, I hope the six for us among them. ~~I hope~~ Borrowing horses from farmers is not very satisfactory, as it means changing over at boundaries, and putting valuable instruments on unknown animals, apart from the fact that the farmers are short of horses themselves.

That is about all for the moment, I will enquire about whether the R.N. helicopter might be made available for a definite period next season,

Yours sincerely,

Copy to:- Falkland Islands Govt.

303

094611

Port Stanley. ³⁰⁴
72. Davis St.2nd June 1958.30,
The Colonial Secretary,
Dear Sir,Reference your
Circular 0946/11.The Survey party are quite
welcome to go to Sea Lion I³,
any time they wish;But I would suggest; we
could make it more comfortable,
and help them, if they came when
we were on the Island during
the Summer months;As we will be away on holiday
untill October.

I remain

Yours obediently,
James W Lee.~~Yes~~ ³⁰⁵
D. i - I will
pass to Mr. Reine
on return.³⁰⁶
14/6/58. J. W. L.

307

Pass reverse to Mr. Reid
on return pl.

Q

16/6/58

308

Bu 27/6/58

Mr Reid

To see 304 pl.

Dan Ford
27/6/58

I tree Mr. Reid

Q

1946/11
DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 1.7.58. Time: 1935 Received: 2.7.58. Time: 0915

No.63. Following for Reid Overseas Surveys. Route should be either Air France via Rio Dakar Lisbon Paris or Sas via Rio Dakar Geneva Humphries ends.

SECRETARY OF STATE.

P/L:MC

Copy to: Mr. Reid.

Kiv 308

309
310
Bu 24

319

MM

Telephone Derwent-8661-5

0946/111

DIRECTORATE OF OVERSEAS SURVEYS,
KINGSTON ROAD,
TOLWORTH, SURBITON,
SURREY.



Our Refce.

Your Refce.

540

29th July, 1958.

Dear Sir,

cut.

At the request of the Directorate of Overseas Geological Surveys ~~we are~~ producing a series of Print Laydowns of the Falkland Islands and we are taking the opportunity of forwarding copies to you as they become available - the first three sheets have been dispatched under separate cover.

These Print Laydowns are uncontrolled mosaics, prepared by photographing our Library set of aerial photographs. Apart from those in the key diagram, no geographical co-ordinates are given and Print Laydowns should not be relied upon for giving accurate positions.

The original negatives for these Print Laydowns are held at Tolworth and we will be able to provide a limited number of additional copies should these ever be required.

Yours faithfully,

A. J. Gillies

A. J. Gillies
for Records Officer.

The Colonial Secretary,
Port Stanley,
Falkland Islands,
South Atlantic.

320

*These shd. be cancelled & stored
- and a note made on the file
where they are kept - then P.A.*

*A.C.S. 321
Stored on top shelf
in South cupboard
22/7/58*

22/7/58

DIRECTORATE OF CYBERNETICS
KINGSTON ROAD
TOWN OF TORBURN
SURREY

1955 July 19 55

CLOSED SEE VOL III

10
9/1/55

It is the purpose of the Directorate of Cybernetics to provide a series of layout diagrams and to provide the opportunity of having a copy of any of these diagrams made available to you as they become available. These diagrams have been classified under separate cover.

These layout diagrams are unclassified documents prepared by photographing an already set of actual photographs. They are in the form of diagrams, no geographical co-ordinates and they are not to be used for any other purpose than the giving accurate positions.

The original negatives for these layout diagrams are held at the Directorate and we will be able to provide a limited number of additional copies should there ever be a need.

Yours faithfully,
J. J. Hillier

J. J. Hillier
Director of Cybernetics

The Colonial Secretary

For the Secretary
Colonial Office
Whitehall
London W.C.2

2-1

There are in the Directorate of Cybernetics a number of layout diagrams which are of interest to you. These diagrams are of the type which you are interested in. They are of the type which you are interested in. They are of the type which you are interested in.

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 22.8.58. Time: 1110. Received: 22.8.58. Time: 1200.

No. 81. Following for Evans from Overseas Surveys,
Humphries begins:-

Air passage booked for Reid to arrive Montevideo
October 19th. Sailing from Montevideo on "Darwin"
October 24th. Ends.

SECRETARY OF STATE.

GTC:FH

314.
Copy to Mr. Evans.
(Intld) S.G.T.

315
421
O'Leary's business make hotel arrangements
I presume. 23/8/58
316
I don't know - ask Mr. Evans. 2

317

Ans

316 I spoke to Mr Evans & he considers
Mr Reid will make his own arrangements
and deduct costs from O'Shea's Survey.

DM
25/8/58

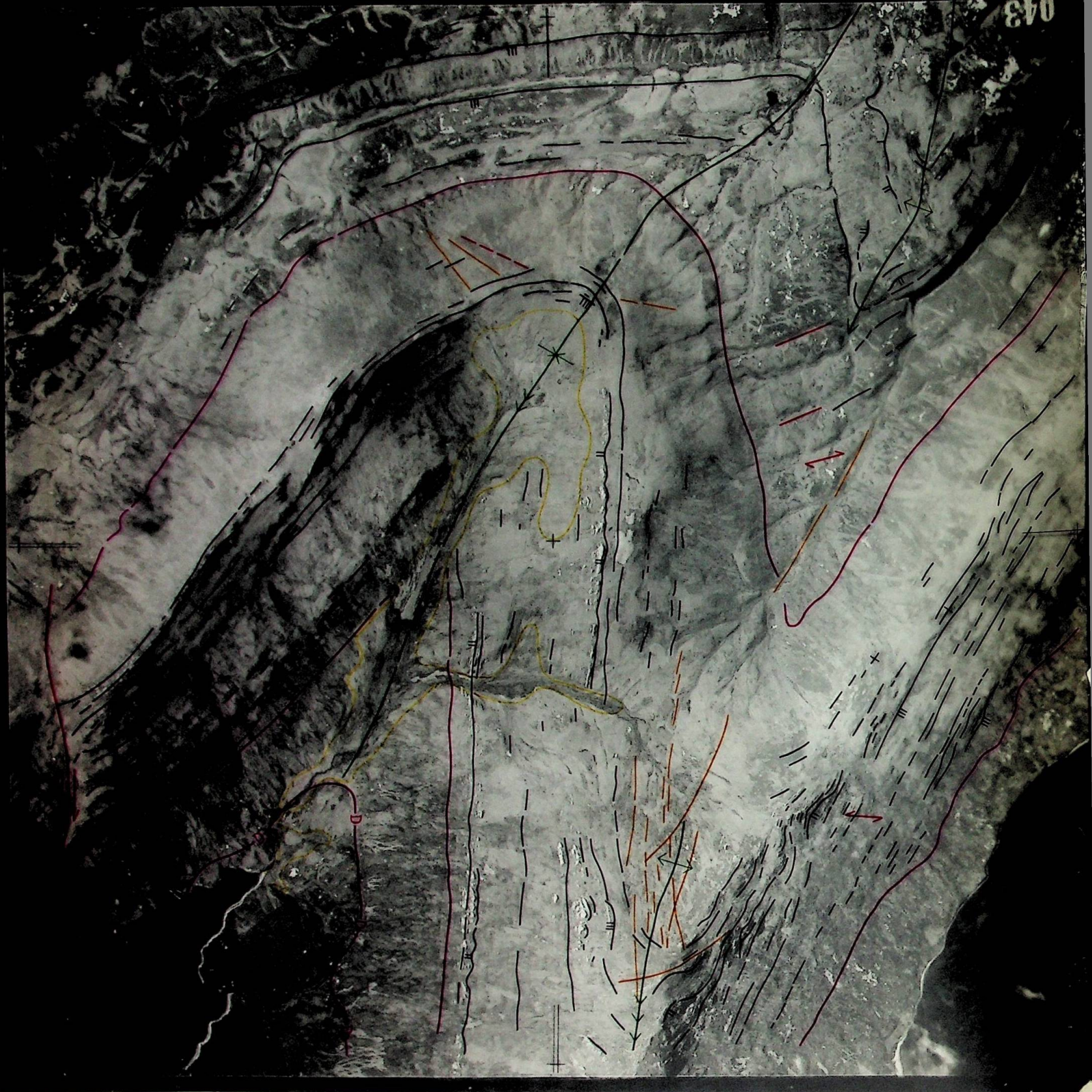
318

S/c

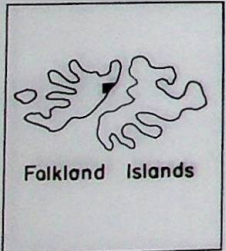
In that case n.y.a.m.:

Ⓟ
25/8/58

PA in
25/8/58



Location Diagram



LEGEND

Trace of bedding	Discordance	D
Dip: low, medium, high, vertical	Fault	
Lithological boundary	Doubtful fault or joint	
Limit of superficial deposits	Anticlinal axis	
Tectonic linear	Synclinal axis	

Geological interpretation by
HUNTING TECHNICAL
SERVICES Ltd.



EC 367/19
CONTRACT NO.26

D A T E D 8th November 1956.

GOVERNMENT OF
FALKLAND ISLAND DEPENDENCIES

AIR PHOTOGRAPHY OF CERTAIN AREAS
SEASON 1956-1957

C O N T R A C T

D O C U M E N T S

AGREEMENT

APPENDIX A (PROPOSALS)

SPECIFICATIONS

CORRESPONDENCE

BOND.

OFFICE OF THE CROWN AGENTS FOR
OVERSEA GOVERNMENTS AND
ADMINISTRATIONS,
4, Millbank,
London, S.W.1.

E. F. TURNER & SONS,
115, Leadenhall Street,
London, E.C.3.
Solicitors

EC 367/19
Contract No.26.

D A T E D 8th November 1956.

GOVERNMENT OF
FALKLAND ISLAND DEPENDENCIES

AIR PHOTOGRAPHY OF CERTAIN AREAS
SEASON 1956-1957

C O N T R A C T D O C U M E N T S

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E.F. TURNER & SONS,
115, Leadenhall Street,
London, E.C.3.
Solicitors.

T H I S A G R E E M E N T made the

10/-

Eighth

day of November One thousand nine hundred and fifty
six B E T W E E N THE CROWN AGENTS FOR OVERSEA
GOVERNMENTS AND ADMINISTRATIONS of No. 4 Millbank in the
City of Westminster acting for and on behalf of the
Government of the Falkland Islands Dependencies
(hereinafter referred to as "the Government") of the one
part and HUNTING AEROSURVEYS LIMITED of 6 Elstree Way
Boreham Wood in the County of Hertford (hereinafter
referred to as "the Contractors") of the other part

W H E R E A S :-

(A) Under a Contract No.17 (hereinafter referred to as "the
1955 Contract") dated the Twenty ninth day of November One
thousand nine hundred and fifty five and made between the
parties hereto a certain portion of the works more
particularly therein defined was carried out by the
Contractors to the satisfaction of the Director.

(B) The Government is desirous that certain further works
should be executed and completed in continuation of the
1955 Contract namely the fitting out and equipping of an
expedition as described hereinafter, the air photography
and ground survey of certain areas within the territory of
the Falkland Island Dependencies and of the Falkland
Islands and has caused certain maps and specifications for
the said works to be reproduced from the 1955 Contract and
has invited proposals for the carrying out thereof.

(C) By a Memorandum dated the Twenty eighth of June One
thousand nine hundred and fifty six and by a letter of the
same date addressed to the Director the Contractors put
forward certain proposals for carrying out the further

works.

(D) After accepting the proposals the Crown Agents by a letter dated the Thirtieth day of July One thousand nine hundred and fifty six authorised the Contractors to commence the preparations for equipping the expedition.

(E) On the Twenty second day of August One thousand nine hundred and fifty six the Contractors and Midland Bank Limited whose Registered Office is situate at Poultry in the City of London as Surety entered into a Bond in the sum of Forty thousand pounds with the Crown Agents to guarantee the due performance and completion on or before the Thirtieth day of November One thousand nine hundred and fifty six of the mobilization in accordance with the proposals. Copies of the Memorandum and the two letters referred to in Recitals (C) and (D) hereof were annexed to the Bond and for purposes of record a copy of the Bond with the Memorandum and letters is annexed hereto.

(F) On the Thirteenth day of September One thousand nine hundred and fifty six the Government paid by way of advance to the Contractors the sum of £25,000 towards the outlay in equipping the expedition such advance being made in part payment and on account of the sums hereinafter more particularly referred to.

(G) On the Third day of October One thousand nine hundred and fifty six the Government paid by way of advance to the Contractors the further sum of £15,000 for the purposes and upon the terms and conditions set out in Recital F above.

N O W THIS AGREEMENT W I T N E S S E T H AND IT IS
HEREBY A G R E E D AND D E C L A R E D as
follows :-

1. IN this Contract the following words and expressions shall have the following meanings :-
- (A) "The Crown Agents" means and includes the persons for the time being authorised to act and acting as Crown Agents in the United Kingdom for Oversea Governments and Administrations or any one of such persons.
- (B) "The Government" means the Government of the Falkland Island Dependencies.
- (C) "The Contractors" means Hunting Aerosurveys Limited their successors and permitted assigns.
- (D) "The Director" means the Director of Colonial Surveys or other person for the time being duly authorised and appointed in writing by the Government to act as Director for the purposes of the Contract.
- (E) "The Director's Representative" means any person whose authority shall be notified in writing to the Contractors by the Director.
- (F) "The Contract Price" means the sum named in or to be ascertained in accordance with the proposals subject to such additions thereto or deductions therefrom as may be made under the provisions hereinafter contained.
- (G) "The work" or "works" means and includes the fitting and equipping of an expedition and its employment to the Site and the air photography and ground survey to be executed in accordance with the Contract by the Contractors during the season 1956-1957 further to and in extension of the works carried out under the 1955 Contract and any extra work which may be included.
- (H) "Expedition" means and includes the assembly on site of the personnel equipment and stores, the maintenance

thereof during the air photography and the disposal thereof after completion of the air photography.

(I) "Equipment" means and includes all vessels, aircraft, appliances, instruments and apparatus of whatsoever kind required in or about the execution or completion of the works.

(J) "Materials" means and includes all films, tapes, chemicals, petrol, oil and stores of whatsoever kind required in or about the execution and completion of the works.

(K) "Air photography" means and includes the flying of the photography and the supply of negatives and prints together with the necessary diagrams.

(L) "The proposals" means and includes the proposals contained in the Memorandum and Letter both dated the Twenty eighth June One thousand nine hundred and fifty six and prepared by the Contractors.

(M) "The Contract" means and includes this Agreement, the Proposals as above defined, the Appendix A, the Specifications and the letters annexed hereto.

(N) "The Site" means the lands and/or other places on or over which work is to be executed under the contract and any other lands and/or places used by the Contracts for the purposes of the Contract.

(O) "Month" means calendar month (except where otherwise specified).

(P) "Writing" includes any manuscripts typewritten or printed statement under or over signature or seal, as the case may be.

Words importing persons include firms and corporations, words importing the singular only also include the plural and vice versa where the context requires.

The headings to the clauses herein shall not affect the interpretation hereof.

2. IN consideration of the payment to be made to the Contractors by the Government as hereinafter mentioned the Contractors hereby covenant with the Government that the Contractors will provide execute and complete the works and such variations thereof as may be made in accordance with the Contract and do all things and provide all services equipment and materials necessary for the execution and completion of such works according to the Contract and shall assume all the duties liabilities obligations and responsibilities set forth in the Contract.

3. AND in consideration of the due execution and completion of the works as aforesaid the Government hereby covenants with the Contractors that the Government will pay to the Contractors such sums as shall be ascertained and certified in writing by the Director according to the several rates provided in the Contract such payments to be made at such times and in such manner as is herein provided.

CONTRACTORS TO SATISFY THEMSELVES ON ALL POINTS

4. THE Contractors shall be deemed to have taken all reasonable precautions to satisfy themselves before submitting the proposals as to the form and nature of the site the quantities and nature of work equipment and materials necessary for the completion of the work the means of access to the site and the accommodation they may require and in general to have obtained all necessary information as to risks contingencies and other circumstances which might have influenced or affected the Proposals.

COPIES OF DRAWINGS ETCETERA.

5. FIVE copies of the Contract will be furnished free of

cost to the Contractors. The Contractors are to provide and make at their own expense any drawings required by them or necessary for the proper carrying out of the work and shall when required furnish copies of the same to the Director for his approval and information.

SUFFICIENCY OF TENDER

6. THE Contractors shall be deemed to have satisfied themselves before making the proposals as to the correctness and sufficiency of the rates quoted for the work.

COMMENCEMENT OF WORK

7. THE Contractors shall commence the work on the receipt by them of an order in writing to this effect from the Director and shall proceed with the same with due expedition.

PROGRAMME OF WORK

8. THE Contractors shall submit to the Director a programme showing the order of procedure and method of carrying out the work proposed by them and shall thereafter whenever required by the Director furnish for his information particulars in writing of their arrangements for the carrying out of the work.

AUTHORITY OF DIRECTOR

9. THE Contractors shall execute and complete the work under the direction and to the satisfaction of the Director and shall comply with and adhere strictly to the Director's instructions or directions on any matter whatever (whether mentioned in these conditions or not). The Contractors shall take instructions only from the Director or (subject to the limitation contained in clause 10 hereof) from the Director's Representative.

AUTHORITY OF DIRECTOR'S REPRESENTATIVE

10. THE duties of the Director's Representative are from

time to time to record the progress of the work and to report to the Director.

The Director's Representative shall have no authority to relieve the Contractors in any way of their duties or obligations under the contract nor to order any work involving delay or extra cost nor to vary the contract.

CONTRACTORS' SUPERINTENDENCE

11. AT least one director of the Contractors shall give all necessary personal superintendence during the execution of the work and as long thereafter as the Director may consider necessary. Such director or a competent and authorised agent or representative of the Contractors approved of in writing by the Director (which approval may be at any time withdrawn) is to be constantly available and give his whole time to the superintendence of the work.

PROVISION OF EQUIPMENT BY THE GOVERNMENT

12. THE Government shall provide such equipment and services as are set out in paragraph 2 of Appendix A dated the Twenty eighth day of June One thousand nine hundred and fifty six subject however to such variations as may from time to time be mutually agreed between the parties hereto.

ASSIGNMENT AND SUB-LETTING

13. THE Contractors shall not directly or indirectly transfer assign or sublet the contract or any part or interest therein without the written consent of the Director and no underletting shall relieve the Contractors from the full and entire responsibility of the contract or from active superintendence of the work during its progress.

SUBCONTRACTS

14. IN making any subcontracts in accordance with the

provisions of the preceding clause hereof the Contractors shall so far as possible include in such subcontracts a provision that in the event of liquidation or failure of the Contractors during the continuance of this agreement, the subcontractors will carry on their obligations at the same rate and upon the same terms for and on behalf of the Government as they had done up to that date for the Contractors.

SERVICE OF NOTICES ON CONTRACTORS

15. All directions and notices of what kind soever which the Director or the Government may desire to give to the Contractors in connection with the contract shall be deemed to have been duly served if left at or sent by post to the place of business of the Contractor.

REMOVAL OF CONTRACTORS' EMPLOYEES

16. THE Contractors shall employ in and about the execution of the works only such persons as are careful skilled and experienced in their several trades and callings and the Director shall be at liberty to object to and require the Contractors to remove from the work any person employed by them in or about the execution of the work who in the opinion of the Director misconducts himself or is incompetent or negligent in the proper performance of his duties or in the opinion of the Government or the Director is undesirable for political administrative or any other reason and such person shall not be again employed on the work without the permission of the Director.

CONTRACTORS' ACCESS TO SITE, EXTRA ACCOMMODATION

17. THE Contractors are to make as provided in the contract all arrangements for transport of equipment, materials and all other things to the site of the work and for access

thereto. The Contractors are also to provide at their own cost any additional accommodation outside the site required by them for the purposes of the work.

FENCING, WATCHING AND LIGHTING

18. THE Contractors are in connection with the works to provide and maintain at their own cost all lights guards fencing and watching when and where necessary or required by the Director and/or by any competent statutory or other authority for the protection of the equipment or for the safety and convenience of the public or others.

CONTRACTORS TO GIVE NOTICES AND PAY FEES, GENERAL AND LOCAL ACTS OF PARLIAMENT, REGULATIONS AND BYE-LAWS.

19. THE Contractors shall give all notices and pay all fees required to be given or paid by any Act of Parliament or Ordinance or by any Regulation or Bye-Law or any local or other statutory authority in relation to the execution of the work. The Contractors shall conform in all respects to the provisions of any general or local Act of Parliament or Ordinance and the regulations or Bye-Laws of any local or other statutory authority which may be applicable to the work and shall keep the Government indemnified against all penalties and liabilities of every kind for breach of any such Act Ordinance Regulation or Bye-Law. The Government however shall reimburse to the Contractors the amount of customs and Excise Duties (if any) which the Contractors may pay on the entry into the Falkland Islands or into the Falkland Island Dependencies of the equipment and the materials.

PATENT RIGHTS AND ROYALTIES

20. THE Contractors shall save harmless and indemnify the Government from and against all claims demands actions and proceedings for or on account of infringement of any

patent rights design trademark or name or other protected rights in respect of any equipment materials or process used for or in connection with the work.

DIRECTOR TO HAVE ACCESS FOR INSPECTION

21. THE Director or Director's Representative may at any time inspect and examine any part of the work or of the equipment or materials intended to be used for the work either on the site or at any place where the same are lying and the Contractors shall give every facility necessary for such inspection and examination.

EQUIPMENT, MATERIALS AND OTHER THINGS TO BE PROVIDED BY CONTRACTORS.

22. THE Contractors shall in accordance with the Contract supply and provide at their own expense all the equipment materials works labour (including the supervision thereof) transport to or from the site and other things of every kind required for the completion of the work.

INSPECTION AND TESTING OF MATERIALS AND WORKMANSHIP

23. ALL equipment materials and workmanship shall be of the respective kinds described in the contract and in accordance with the Director's instructions and shall be subjected from time to time to such tests as the Director may direct and the Contractors shall provide such assistance and samples as the Director may reasonably require.

The cost of making any test shall be borne by the Contractors; provided that where the test or the sample ordered is clearly not intended by or provided for in the Specifications or is not customary the cost thereof shall be paid to the Contractors by the Government.

Provided also that if any test of equipment or material is ordered by the Director to be carried out by an

independent person the cost of making such a test (but not the cost of the samples) shall be paid by the Government unless the test shall show the workmanship or materials to be not in accordance with the provisions of the contract or the Director's instructions.

INTERFERENCE WITH PUBLIC SAFETY

24. ALL operations necessary for the execution of the work are to be carried on so as not to interfere unnecessarily or improperly with the public convenience or to jeopardise the safety of the public and the Contractors shall save harmless and indemnify the Government in respect of all claims actions or suits arising out of or in relation to any such matters.

DAMAGE TO WORK DURING EXECUTION: CONTRACTORS TO TAKE ALL RISKS

25. DURING the continuance of this Agreement the Contractors shall at all times take all reasonable precaution for the care of the works.

DAMAGE TO PROPERTY OR PERSONS AND OTHER CLAIMS

26. THE Contractors shall take every precaution not to damage or injure any properties or any persons and shall assume the whole risk and liability for the execution of the work. They shall (except if and so far as the Specifications provide otherwise) be responsible for all injuries or damage to any person or property whatsoever (including all surface or other damage to land or crops suffered by tenants or occupiers) which may happen arising out of or in consequence of the work and shall indemnify and keep indemnified the Government against all claims proceedings damages costs and expenses in respect of any such injuries or damage Provided always that the Contractors shall be held harmless for any claim which may arise as result of any

international incident and the Government shall indemnify the Contractor against loss or damage of equipment or personnel should this arise from such causes.

LIMITATION OF CONTRACTORS' LIABILITY IN CERTAIN CASES

27. NOTHING contained in the preceding clauses (Nos. 25 and 26) hereof shall have the effect of making the Contractors liable for any damage or injuries to the works or to any person or property occurring which in the opinion of the Director shall neither be due to faulty or defective equipment materials or workmanship nor directly or indirectly due to any default neglect or omission on the part of the Contractors or which could not have been prevented by the Contractors by the employment or use of any reasonable precaution.

In the event of the Contractors being called upon to carry out any work in making good any damage for which they are not liable under these conditions the cost of such work shall be determined by the Director, and shall be paid by the Government to the Contractors and the value shall be ascertained as if it were extra or additional work ordered by the Director pursuant to these conditions.

INSURANCE

28. WITHOUT limiting their obligations and responsibilities under the contract the Contractors shall at their expense but subject to reimbursement (if any) by the Government in accordance with the Contract insure in the name of the Crown Agents and the Contractors (or in such other manner as the Crown Agents may approve) against all risks of fire marine and other damage of any nature whatsoever until the work is taken over by the Director the equipment materials and other things brought on to the site by the Contractors

to the full value of such equipment materials and other things.

Such insurances shall be effected with a company approved by the Crown Agents and the Contractors shall whenever required produce to the Crown Agents the policy or policies of insurance and the receipts for payment of the current premiums.

COMPENSATION TO WORKMEN AND OTHERS AND INSURANCE THEREFOR.

29. (a) THE Government shall not except under the proviso contained in clause 26 hereof be liable for or in respect of any damages or compensation at Common Law or under any Local Ordinance by or in consequence of any accident or injury to any workman or other person whether in the employment of the Contractors or not and the Contractors shall indemnify and keep indemnified the Government against all such damages or compensation and against all such actions proceedings costs charges and expenses claims and demands whatsoever as shall arise in relation thereto (except under the proviso contained in clause 26 hereof).
- (b) The Contractors shall at their expense but subject to reimbursement (if any) by the Government in accordance with this Contract effect a policy of insurance against all liability to pay damages or compensation as aforesaid in respect of all workmen and other persons who may be employed on the work with a company approved by the Crown Agents and shall continue such insurance during the whole of the time that any persons are employed by them on the work and shall when required produce to the Crown Agents such policy of insurance and the receipt for payment of the current premium.

SUSPENSION OF WORK

30. THE Contractors shall on the written order of the

Director delay or suspend the progress of the work or any part thereof for such time or times and in such manner as the Director may consider necessary and shall during such delay or suspense so far as they are able properly protect and secure the work equipment and materials so far as is necessary in the opinion of the Director. The extra cost (if any) incurred by the Contractors in giving effect to the Director's instructions under this clause shall be borne and paid by the Government unless such delay or suspense is necessary.

(a) By reason of some default on the part of the Contractors, or

(b) For the safety of the equipment or materials or of any part thereof

Provided that the Contractors shall not be entitled to recover any such extra cost unless they give notice in writing of their claim to the Director within seven days of receiving advice in London of the Director's order.

The Director shall settle and determine the extra payment to be made to the Contractors in respect of such claim as the Director shall consider fair and reasonable.

POWER TO VARY WORK

31. IF in the opinion of the Director it shall be desirable or necessary for any reason to make any variation of the form quality or quantity of the work to be executed under this contract the Director shall have power to order the Contractors to do and the Contractors shall do any of the following :-

(a) increase or decrease the quantity of any work included in the drawings or Specifications

(b) omit any such work

(c) change the character or quality of any such work, or

(d) execute additional work of any kind necessary for the completion of the work and no such variation shall in any way vitiate or invalidate the contract but the value (if any) of all such variation shall be taken into account, and the contract price shall be varied accordingly.

No such variation shall be made by the Contractors without an order in writing of the Director.

PAYMENT FOR EXTRA WORK: VALUATION OF OMISSIONS AND ADDITIONS: DAYWORK

32. (a) THE Director shall determine the amount (if any) to be added to or deducted from the contract price in respect of any extra or additional work done or work omitted by his order. All such work shall be valued at the rates set out in the Proposals if in the opinion of the Director the same shall be applicable.

(b) Provided that if the amount of any omission or addition relative to the amount of the whole of the contract work or to any part thereof shall be such that in the opinion of the Director the rate or price contained in the Proposals for any item of the work is by reason of such omission or addition rendered unreasonable or inapplicable the Director shall fix such other rate or price as in the circumstances he shall think reasonable and proper.

(c) Provided also that no increase of the contract price under sub-clause (a) or variation of rate or price under sub-clause (b) shall be made unless as soon after the date of the order as is practicable and in the case of extra or additional work before the commencement of the work or as soon thereafter as is practicable notice shall have been given in writing :-

(i) by the Contractors to the Director of their intention to claim extra payment or a varied rate; or

(ii) by the Director to the Contractors of his intention to vary a rate or price; as the case may be

(d) The Contractors shall send to the Director once in every month an account giving full detailed particulars of all extra or additional work ordered by the Director which they have executed during the preceding month and no claim for payment for any such work will be considered which has not been included in such particulars.

TIME OF COMPLETION OF WORK

33. ALL negatives prints and diagrams shall be delivered to the Director not later than two months after the return of the vessel to the United Kingdom. Time shall be considered of the essence of the contract.

EXTENSION OF TIME FOR COMPLETION

34. SHOULD the amount of extra or additional work of any kind or other special circumstances (including civil commotion general or local strikes or lock-outs) which may occur be such as fairly to entitle the Contractors to an extension of time for the completion of the work the Director shall determine the amount of such extension; provided that the Director is not bound to take into account any extra or additional work or other special circumstances unless the Contractors have within seven days after such work has been commenced or such circumstances have arisen or as soon thereafter as is practicable delivered to the Director full and detailed particulars of any claim to extension of time to which they may consider themselves entitled in order that such claim may be investigated at the time or unless in the case of extra or additional work it has been executed

under an order in writing signed by the Director.

PAYMENTS

35. THE Contractors will be paid in accordance with the provisions herein contained on the certificate of the Director all sums properly due to them on account of work executed or in re-imbursement of monies necessarily expended by them in the performance of the Contract.

Claims by the Contractors for re-imbursement of any such incidental expenses incurred and paid by them on contract account shall be supported by receipted bills and any such other evidence (if any) as the Director may in any case require to the effect that the same were properly incurred and charged in connection with the work.

Before the issue of the final certificate in accordance with Clause 37 hereof the Contractors shall produce to the Director a duly audited statement accounting for all sums paid out by and re-imbursed to them in relation to the incidental expenses incurred in connection with the expedition.

PAYMENTS ON ACCOUNT NOT TO AFFECT FINAL SETTLEMENT

36. NO certificate other than the final certificate shall be taken as an admission of the due performance of the contract or any part thereof or of the accuracy of any claim or demand made by the Contractors or of work having been ordered by the Director nor shall any certificate except the final certificate conclude or prejudice any of the powers of the Director nor in any way vary or prejudicially affect the contract.

FINAL CERTIFICATE

37. THE contract shall not be considered as completed until a final certificate shall have been signed by the Director and delivered to the Government stating the amount of the

work that has been completed to his satisfaction and certifying that no further work will be done under this Contract. This certificate shall be given by the Director when all obligations under the contract have been fulfilled by the Contractors.

Full effect shall be given to this clause notwithstanding any previous delivery of the work to or the acceptance thereof by the Government.

The Government shall not be liable to the Contractors for any matter or thing arising out of or in connection with the contract or the execution of the works unless the claim has been made in writing before the giving of the certificate under this clause.

LIQUIDATION OF CONTRACTORS. POWER TO TAKE WORK OUT OF CONTRACTORS' HANDS

38. (a) IF the Contractors shall be Liquidated or have a receiving order made against them or shall make an arrangement with or assignment in favour of their creditors or shall agree to carry out the Contract under a committee of inspection of their creditors or shall commence to be wound up (other than a voluntary liquidation for the purposes of amalgamation or reconstruction) or if the Contractors shall assign or sub-let the contract without the consent in writing of the Director first obtained or shall have an execution levied on their goods or if the Director shall certify in writing to the Government that in his opinion the Contractors :-

- (i) have abandoned the contract otherwise than with the consent in writing of the Director, or
- (ii) have failed to commence the works or have suspended the progress of the works for fourteen days after

receiving from the Directors written notice to proceed without any lawful excuse under these conditions, or

(iii) have failed to proceed with the works with due diligence, or

(iv) have failed to give the Director proper facilities for inspecting the works or any part thereof for fourteen days after receiving from the Director written notice demanding the same, or

(v) have failed to submit any work equipment or materials to proper tests for fourteen days after receiving from the Director written notice requiring the same, or

(vi) are not executing the works in accordance with the contract or are persistently or flagrantly neglecting to carry out their obligations under the contract,

then the Government may after giving seven days' notice in writing to the Contractors without thereby avoiding the contract or releasing the Contractors from any of their obligations or liabilities under the contract or affecting the right and powers conferred on the Crown Agents the Government or the Director by the contract itself complete the works or may employ any other contractor to complete the works and the Government or such other contractor may use for such completion so much of the equipment and materials on the site as it or they may think proper and the Government may at any time sell any of the said equipment or materials and apply the proceeds of sale in or towards the satisfaction of any sums due or to become due to it from the Contractors under the contract.

(b) If the Government shall exercise the powers conferred on it by this clause it shall not be liable to pay to the Contractors any money on account of the contract until the actual completion of the work as certified by the Director and the costs of completion and damages for delay in completion (if any) and all other expenses incurred by the Government have been ascertained and the amount thereof certified by the Director. The Contractors shall then be entitled to receive only such sum or sums (if any) as may be certified by the Director to be due to them after deducting the said amount. But if such amount shall exceed the sum which would have been payable to the Contractors on the completion of the contract then the Contractors shall upon demand pay to the Government the amount of such excess.

WAR CLAUSE

39. NOTWITHSTANDING the provisions of clause 26 hereof it is hereby agreed and declared that

(1) IF during the currency of the Contract war (whether declared or not) or civil commotion riot rebellion revolution or insurrection in any country (hereinafter referred to as "such event") shall materially affect the execution of the Works the Contractors shall continue so far as physically possible and reasonably practicable to execute the Works in accordance with the Contract for a period of twenty eight days reckoning from midnight on the day when such event first occurred.

(2) IF at any time before the expiration of the said period of twenty eight days the work shall have been completed or completed so far as to be usable all the provisions of the Contract shall continue to have full

force and effect.

(3) IF the work shall not have been completed as aforesaid the Government shall be entitled to determine the Contract (with the exception of this Clause and Clauses 41 and 42 hereof) by giving notice in writing to the Contractors at any time after the aforesaid period of twenty eight days has expired and upon such notice being given the Contract shall (except as above mentioned) forthwith determine but without prejudice to the claims of either party in respect of any antecedent breach thereof.

(4) IF the Contract shall be determined under the provisions of the last preceding sub-clause the Contractors shall with all reasonable despatch remove from the Site all their equipment and materials and shall give facilities to their Sub-Contractors (if any) to remove similarly all equipment and materials belonging to them.

(5) IF the Contract shall be determined as aforesaid the Contractors shall be paid by the Government for all work executed prior to the date of determination at the rates and prices provided in the Contract and in addition :-

- (a) The cost of purchase or hire of materials or goods or equipment reasonably ordered for the work which shall have been delivered to the Contractors or of which the Contractors are legally liable to accept delivery (such materials or goods becoming the property of the Government upon such payment being made by it).
- (b) The balance of hire charges for the number of weeks remaining in the minimum periods as provided in the Contract.
- (c) A sum to be certified by the Director being the amount of any expenditure reasonably incurred by the Contractors in the expectation of completing the whole

of the Works in so far as such expenditure shall not have been covered by the payments in this sub-clause before mentioned.

- (d) Any additional expenditure reasonably incurred and arising out of such event.

40. THE Contractors shall not be responsible for frustration or delay in the performance of this Contract where such frustration or delay is due to an Act of God, the Queen's enemies, restraints of princes and rulers or peoples including interferences of Government Authorities or their officials or perils of the sea (hereinafter severally referred to as "an act of force majeure") Provided Always that the Contractors shall during the continuance of this Contract take out and maintain at the expense of the Government such insurance against an act of force majeure as both the Government may direct and as the Contractors may be able to effect. In the event of frustration of the Contract due to an act of force majeure the Contractors shall be entitled to payment in accordance with sub-clause (5) of the preceding clause and to no other payment.

DISPUTES TO BE FINALLY DETERMINED BY DIRECTOR

41. THE decision opinion direction certificate or valuation of the Director with respect to all or any of the following matters (hereinafter called "the excepted matters") namely :-
- (a) the true intent or meaning of the Specifications or of the maps or drawings prepared for the Contract.
 - (b) the quality of the work carried out or materials supplied by the Contractors, and
 - (c) any requirements of the Director under Clause 16 hereof shall be final and without appeal

Any other decision opinion direction certificate or valuation of the Director or any refusal of the Director to give any of the same shall be subject to the right of arbitration and review in the same way in all respects (including the provision as to opening the reference) as if it were a decision of the Director under the following clause.

SETTLEMENT OF DISPUTES: ARBITRATION

42. ALL disputes and differences of any kind whatever arising out of or in connection with the contract or the carrying out of the work (whether during the progress of the work or after its completion and whether before or after the determination abandonment or breach of the contract) shall be referred to and settled by the Director who shall state his decision in writing. Such decision may be in the form of a final certificate or otherwise. The decision of the Director with respect to any of the excepted matters shall be final and without appeal. But if either the Government or the Contractors be dissatisfied with the decision of the Director on any matter question or dispute of any kind (except any of the excepted matters) then and in any such case either the Government or the Contractors may within twenty eight days after receiving notice of such decision require that the matter shall be referred to an arbitrator to be agreed upon between the parties or failing agreement within fourteen days from the date of such notice to be nominated by the President for the time being of the Institution of Civil Engineers. Such Arbitrator shall have full power to review and revise any decision of the Director (save as above excepted) and any such reference shall be deemed to be a submission to arbitration within the meaning of

the Arbitration Act 1950 or any statutory modification thereof. The award of the arbitrator shall be final and binding on the parties. Such reference except as to the withholding by the Director of any certificate to which the Contractors claim to be entitled under clause 35 hereof or as to the exercise of the Director's power to give a certificate under clause 38 (a) hereof shall not be opened until after the completion or alleged completion of the work unless with the written consent of the Government and the Contractors. Provided always that the Contractors shall not except with the consent in writing of the Director in any way delay the carrying out of the work by reason of any such matter question or dispute being referred to arbitration but shall proceed with the work with all due diligence and shall until the decision of the arbitrator be given abide by the decision of the Director and no award of the arbitrator shall relieve the Contractors of their obligation to adhere strictly to the Director's instructions with regard to the actual carrying out of the work.

43. COPYRIGHT

(a) The copyright of all photographs taken under the terms of the Contract shall vest solely in the Government and no use shall be made of them other than as provided under the Contract except with the permission first given in writing by the Director.

(b) Subject to the provisions of Clause 44 hereof the copyright in any publicity photographs whether still or cine taken by the official photographer employed by the Contractors on the Expedition shall belong to the Contractors.

(c) Subject to the provisions of Clause 44 hereof the

copyright of photographs taken by an individual member of the Expedition shall belong to such individual member.

44. SCIENTIFIC DATA ETC. PROPERTY OF THE GOVERNMENT

(a) All information and all scientific data and material obtained by members of the Expedition in the course of this Contract shall remain the property of the Government. The Government reserves the right to inspect and if necessary to confiscate all photographic negatives and prints taken on the Expedition whether for the purposes of mapping under the terms of the Contract or for publicity (whether still or cine) or by individual members of the Expedition. Any such inspection shall be carried out as the Director may instruct on or before the dispersal of the Expedition. In the event of any confiscation neither the Contractors nor any individual member of the Expedition shall be entitled to any compensation.

(b) No individual member of the Expedition shall be entitled either during the period of employment under this Contract or at any time after its termination or expiration to publish or otherwise dispose of any information bearing upon the results of the Expedition or to give lectures or to broadcast upon such results without the consent in writing first obtained from the Director.

(c) Any individual member of the Expedition whose private correspondence or documents (including photographs) shall have been used for the publication without the authority of the Director first given in writing shall be held jointly responsible with the persons concerned in such publications.

PROVIDED ALWAYS AND IT IS HEREBY AGREED

(1) that subject to the provisions of this clause and the

preceding clause the Contractors shall be entitled to distribute their own photographs publicity and press materials both in the United Kingdom and Overseas.

(2) that materials intended for publication in the Press shall have prior approval in writing of the Director acting in consultation with the Information Department of the Colonial Office in London.

THE VESSEL

45. THE Contractors shall by charter or otherwise at their own cost and in their own name provide a vessel to the reasonable approval of the Director for transport in connection with the expedition and shall keep the Government fully indemnified against all actions claims and damages arising out of the cost of the vessel of the cost of fuels of salaries due to the crew and of harbour and port dues of proper and necessary Marine Insurance and of all other expenses incurred in such charter.

MEMBERS OF GOVERNMENT ETC. NOT PERSONALLY LIABLE

46. THE Crown Agents enter into this Agreement in their official capacity of Crown Agents for Oversea Governments and Administrations and as agents for the purpose of binding the Government and neither the Crown Agents for Oversea Governments and Administrations nor any person on their behalf nor any officer or member of the said Government nor any of their respective employees shall be required to accept any personal liability for or in respect of any matter or thing hereby made obligatory on the Crown Agents for Oversea Governments and Administrations or the Government.

CONTRACT TO BE ENGLISH

47. THIS Contract shall be and be deemed to be an English Contract and shall accordingly be governed by and

construed according to the Laws for the time being in force in England and no Member of the House of Commons shall be admitted to any share or part of this contract or to any benefit to arise therefrom (See House of Commons (Disqualification) Acts 1782 and 1801).

I N W I T N E S S whereof Sir George Frederick Seel, K.C.M.G. one of the Crown Agents for Oversea Governments and Administrations has hereunto set his hand and seal and the Contractors have caused their Common Seal to be hereunto affixed the day and year first above written

SIGNED SEALED AND DELIVERED by)			
SIR GEORGE FREDERICK SEEL,)			
K.C.M.G. one of the Crown)			
Agents for Oversea Governments)	(Sgd)	G. F. SEEL	L.S.
and Administrations in the)			
presence of :-)			

J. H. P. Hawtrey
Chief Civil Engineer
Crown Agents,
4, Millbank S.W.1.

THE COMMON SEAL of HUNTING)		
AEROSURVEYS LIMITED was)		
hereunto affixed in the)		C.S.
presence of :-)		

F. L. Wills)	
)	Director
)	

J.O. Wheeler Director and Secretary

6 Elstree Way
Boreham Wood, Herts.

C/2/FIDASE. 2nd Season
No. 2517A
CM/G/6

28th June 1956.

The Directorate of Colonial Surveys,
Kingston Road,
Tolworth,
Nr. Surbiton,
Surrey.

Dear Sirs,

F.I.D.A.S.E. (2nd Season)

We now have pleasure in enclosing herewith our revised estimates, dated 28th June, in respect of the second season's operations in Grahamland. We have also included, as Schedule B, our estimates for photography of the Falkland Islands.

2. On Page 9 we give a summary showing the total estimated cost of both the first and second season, which, including £7,000 reserve, amounts to £509,908. This may show some reduction for credits in respect of the residual value of capital purchases, and consumable stores unused and/or chargeable to the Falkland Islands photography.

3. There are one or two points which may require explanation, viz :-

Page 2. Programme and P.4 Weekly Hire fees (ii) for
Aeradio Telecommunications Personnel.

You will note that the hire of International Aeradio Ltd. (I.A.L.) personnel will commence from 7th September for all three men. It is planned for two of these men to travel to the Falkland Islands in the Cansos, leaving Toronto about 1st October. The third will travel on the ship which is expected to leave U.K. on 7th October. The two senior I.A.L. men, who will be travelling in the aircraft will probably proceed to Toronto a week or two before 1st October. In order to simplify the hire charges (it being possible that each may leave on a different date) and as all their men will have to be made available for this contract before they actually leave the U.K., (no preparation time having been included in the contract for these men) we have agreed with International Aeradio Ltd. that if the hire charges for all three men start on 7th September and finish on the date the ship returns to the U.K., this will cover the cost of the "working up" period, and the final "checking up" time at the end of the contract.

Page 5 ... (6) Capital Purchases

(b) (i) Rebecca/Eureka aerial, 2 miles of cable,

transformer and housing box - estimated at £350 - is International Aeradio's estimate for the cost of items necessary for re-erecting the equipment at a more suitable part of the island, where interference will not be caused by intervening hills.

The item of £600 (b) (ii), for the purchase of equipment for automatic recording of met. signals has been included in order to avoid having to supply an extra man to undertake this work. It was found last season that the Meteorological Officer at Deception Island had need of a full record of the met. signals for the preparation of his synoptic charts and forecasts. As Deception Island itself is often cloud-covered when the remainder of the operational area may be clear, it is essential that some means of assessing the possibilities of photography within the contract area should be immediately available to the Flying Manager to enable every opportunity to be taken for photography, especially in an area where so few clear days occur. Also from a safety point of view unless the Flying Manager is in possession of a forecast, it places him in a very difficult position when deciding to despatch aircraft on sorties. Last season the I.A.L. personnel attempted to record all the met. signals, sometimes as many as 3,000 groups per day, which is more than a full-time job for one man. It was felt that the most efficient way of handling this work was by means of an automatic recording device, such as we have included in our estimates.

Item (d) Marine Refueller: We have been advised that the extra length of hose should be made available for use in the event of the existing hose pipe having perished.

Page 7 Helicopter (2) Hire Charge

The question was raised at a recent meeting as to whether the insurance premium on the helicopter might be reduced in view of the modifications to the ship enabling it to be stowed between decks when not in operation. We have discussed this with Autair Ltd. who state that they have not yet obtained a quotation from their insurance brokers but will attempt to obtain a reduction in view of the possible reduced risk to the aircraft. We would, however, like to suggest that as any reduction in premium is likely to be a small one (the hull only being insured) the benefit of any such reduction might go to Autair Ltd. who are taking considerable risks both from the operational and financial standpoint and have already, at our request, reduced some of their fixed charges to a figure below that which it is likely to cost them. As a firm price has already been quoted by our subcontractors, on balance we favour not reopening the question.

Page 8 - Schedule of Insurances

We have already sent a copy of this schedule to the Crown Agents. The separate totals for the various items have been included under the appropriate Sections of Appendix A.

Page 9.

The summary shows a total of £235,368 for the second

season, to which has been added £7,000 reserve, bringing the total to £242,368. The overall figure for the first season has been shown as £267,000; although there are still a few ship's expenses to be confirmed we believe that the total will be slightly less than this figure.

Availability of Ship

There is a possibility that the ship may be made available to us earlier than the date shown in the proposed programme. If the ship became available on the 10th August, this would give more time for modifications, trials, loading, etc. and would probably enable sailing to be advanced by one week. The total period of the hire might then be 9 months, enabling us to take advantage of the reduced hire charge of £6,500 for a minimum of 9 months.

We have set out on page 9 the additional costs which would be entailed if the ship were hired w.o.f. 10th August instead of 1st September, and the sailing date were put forward by one week; these additional costs amount to £3,835.

Pages 10 & 11 - Photography of the Falkland Islands.

The charges this year for the Falkland Islands include the weekly hire charge for the aircraft and crew to which we have added a sum of £106 per week to cover the hire charge for the two I.A.L. personnel, who will be part of the aircrew, until the ship arrives. When the ship arrives at Port Stanley, the two air photographer/camera operators will replace the I.A.L. personnel and the fee of £106 per week will equally cover the hire of these two men. The total hire charge for the aircraft and aircrew including the adjustment for the I.A.L. men for the period to be spent in the Falkland Islands has been deducted from the cost of the main contract. Some consumable stores, viz, aircraft fuel and photographic materials, which have already been charged to the first season's operations, may be chargeable to the Falkland Islands photography and will fall to be deducted from the cost of the main contract.

With regard to the services referred to in paragraph 4 of Schedule "B", we assume that all facilities at Port Stanley such as :

- Provision of necessary transport
- Provision of Darkrooms
- Laying of Buoys
- Refuelling facilities

will be provided by the Falkland Islands Government as in the previous year. A figure has been included for this in Schedule "B", but if they are provided in kind no payment will, of course, be due to us.

4. We understand that the figures given in the enclosed "Appendix A" have been approved and have to advise you that on the authority given by Directorate of Colonial Surveys letter of 27th March 1956, Ref. 392/6, and

paragraph 5 on page 4 of the minute confirming discussions held at Directorate of Colonial Surveys on 3rd May 1956, we have placed contracts with the sub-contractors for their part of the Second season's work, and have provisionally accepted the estimates for the modifications to the ship totalling £12,375. Our letter to the Crown Agents of 22nd June (a copy of which has been sent to you) dealt with the advance payments which we shall require to meet these obligations.

Yours faithfully,

for HUNTING AEROSURVEYS LIMITED

T.D. WEATHERHEAD,
Director and General Manager

HUNTING AEROSURVEYS LTD.

6 Elstree Way,

Boreham Wood, Herts.

FAULKLAND ISLANDS DEPENDENCIES AERIAL SURVEY
EXPEDITION 1956 - 1957

C O N T E N T S

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28th June, 1956.

F. I. D. A. S. E.

SCHEDULE OF ESTIMATED COSTS FOR SECOND SEASON

1. The following estimated costs (Appendix "A") are divided into four sections, viz.
 - I. The Flying and Photography Expedition.
 - II. The Charter of a Ship for positioning personnel and stores, for taking the helicopter and use as a base for ground survey parties and helicopter landings.
 - III. The supply of a Helicopter, with crew and spares.
 - IV. The supply of ground survey parties and equipment.
2. The items to be provided by F.I.D.S. or other Government sources, and which are not included in our charges, are as follows :-
 - (a) Utensils and furnishings, as required, for Deception base
 - (b) Spares for 2 Diesel 6.25 K.V.A. generators, already at base
 - (c) Bedding (sleeping bags)
 - (d) Acetylene for welder (6 cylinders or equivalent)
 - (e) Food for shore base party at Deception (estimated 19 persons) and sledging rations for field survey parties (4-5 persons)
 - (f) Cook and steward
 - (g) Doctor, medical equipment and sanitation
 - (h) Climbing and camping equipment
 - (i) Polar clothing for 29 men
 - (j) Motor boat No.956, as before (Air Ministry)
 - (k) 27 ft. L.C.P. Boat and Pram Dinghy (Admiralty)
 - (l) Raft (shore loading) with 2 extra pontoons (War Office)
 - (m) Material for constructing jetty (? War Office)
 - (n) Two complete sets of moorings for use as replacements, if necessary (Air Ministry)
 - (o) Field telephones (four) (War Office)
 - (p) Maps and Charts (D. of Col. Surveys and Admiralty)
 - (q) P.S.P. track:
 - 700 10 ft. lengths and
 - 40 5 ft. lengths
 - 2,000 clips (War Office)
 - (r) 2 HF B.C.C. transmitter/receivers Model HF.15 (for ground surveyors) (War Office)
3. The proposed programme. upon which the prices in Appendix "A" are based, is given on the next page.

PROPOSED PROGRAMME FOR F.I.D.A.S.E. - SECOND SEASONS OPERATIONS

<u>Week</u> <u>Commencing</u> <u>Monday -</u>	<u>Aircraft</u>	<u>Ship and I.A.L. Personnel.</u>
27 Aug.1956		
3 Sep.		Comes on hire 1st Sep.
10 "		I.A.L. on hire 7th "
17 "		
24 "		
1 Oct.	Leave Toronto 1st Oct.	
8 "		Sails 7th Oct.
15 "		
22 "	Arrive P.Stanley 22 Oct.	
29 "		
5 Nov.		Arrives P.Stanley 11 Nov.
12 "	Photography F.I.	Leaves P.Stanley 14 Nov.
19 "		Arrives Deception 17 Nov.
26 "	Flight to Deception 25 Nov.	Setting up until 25 Nov.
3 Dec.	Operational 1st Dec.	
10 "		
17 "		
24 "		
31 "	Photography of	
7 Jan.1957	Grahamland	
14 "		
21 "		
28 "		
4 Feb.		
11 "		
18 "		
25 "		
4 Mar.	Leave Deception 7th Mch.	
11 "	Leave P. Stanley 13th Mch.	
18 "		Leaves Deception 22 Mch.
25 "		Arrives P.Stanley 25 Mch.
1 Apl.		Leaves P.Stanley 29 Mch.
8 "	Arrive Toronto 7th Apl.	
15 "		
22 "		
29 "		Arrives U.K. 4th May
6 May		Off hire 7th May
13 "		
<div> <div> 3 weeks en route to F. Islands 4$\frac{1}{2}$ " in Falkland Islands 1 " to Deception & prep. 14 " in Grahamland 4$\frac{1}{2}$ " en route Toronto 27 weeks on hire to Col.Office <u>Minimum period of hire: 25 weeks</u> </div> <div> 34 weeks I.A.L. men on hire 30 weeks hire of expedition personnel. <u>8.1/3</u> 30-day months hire of ship <u>Minimum period of hire 26 weeks</u> </div> </div>		

I. THE FLYING & PHOTOGRAPHY EXPEDITION(1) Mobilization and Positioning:

Organising work by Project Manager;
 Preparation of personnel;
 Additional modifications of two Canso
 Amphibian aircraft, servicing and
 C. of A;
 Air fares UK/Canada, as required;[‡]
 Crating and delivery of stores for
 air party;
 Hangarage and aircraft hire during
 modification period and prior to
 departure;
 Air tests of aircraft, cameras and
 other equipment;
 Accommodation and expenses of air crew
 in Toronto prior to departure;
 Transit of aircraft and crew to
 Deception Island, less allowance
 for fuel uplifted at Port Stanley; £20,160
 (Twenty thousand one hundred and sixty pounds)

[‡] This item includes air fares at half rate
 for I.A.L. personnel travelling in aircraft.

(2) Weekly hire Fees:(i) Flying & Photographic Services:

For the aircraft and aircrew -
 from the date of their departure
 from Canada to the date of their
 return thereto: (Minimum 25 weeks).

For the personnel and equipment
 proceeding by Ship -
 from the date the ship leaves U.K.
 to the date of return thereto.

Per Week Per Week

(a) Hire and insurance of two Canso
 aircraft with full complement of
 spares and spare engines: £480
 per a/c

£960

(b) Salaries, allowances, insurance
 and accrued leave of the following:

By aircraft:

4 Canso pilots;
 2 aircraft engineers;
 2 navigator/air photographers

£608 £1,568

By Ship:

1 Flying Manager
 2 air photographer/camera ops.
 2 ground photographers;
 1 aircraft engineer;
 1 launch engineer/driver/mechanic

£350

(c) Depreciation and insurance of
 cameras and other photographic
 equipment

£20

£370

c/f

£1,938

APPENDIX "A"

<u>Per Week</u>	<u>Per Week</u>
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b/f	£1,938
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(ii) Provision of Aeradio Telecommunications Personnel:

From the 7th September 1956 to the date of return of the ship to the U.K.

Salaries, allowances, insurance and accrued leave of the following :-

1 Signals Officer/Radio Engineer/
Operator responsible for all tele-
communications and navigational aids;
1 Radio operator/Mechanic, as
assistant to the above;
1 Marine Ship's radio officer,
responsible for the Ship radio
installations;

£160
<u>£2,098</u>

Estimated periods of hire during second season:

	<u>Per Week</u>	<u>Weeks</u>	<u>Total</u>
For aircraft and crew	£1,568	27	£42,336
" personnel & stores by ship	£370	30	£11,100
" aeradio personnel	£160	34	<u>£5,440</u>

Making total estimated hire charges for second season	<u>£58,876</u>
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(3) Flying:

Rate per aircraft per flying hour (fuel and
oxygen excluded)
(Fifteen pounds per hour)

£15 per hour

(4) Photography:

Film, paper, chemicals, used during the season for
the production of one film negative and rough sets
of prints of each photograph:

At cost + 5%
(See (5) below)

Plus six sets of 9" x 9" prints of vertical
photographs and index plots produced in the
United Kingdom

21/3d. per
accepted exposure

Plus six sets of 5" x 5" prints of oblique
photographs and index plots produced in the
United Kingdom

18/3d. per
accepted exposure

(5) Consumable Stores, chargeable at cost + 5%

- (a) Petrol and lubricating oils;
(b) Photographic materials;

Already charged under first season's costs. No further supplies
are required.

Subject to a refund for those items not used, returned and
credited.

Insurances, as per schedule p. 8, say, £275.

(6) Capital Purchases

(a) Tractor Spares	estimated	£150
(b) Aeradio Equipment:		
(i) Rebecca/Eureka aerial, 2 miles of cable, transformer and housing box	estimated	£350
(ii) Equipment for automatic reception of meteorological signals (undulator and perforator)	estimated	£600
(iii) Cables for power lines	estimated	£25
(c) Outboard motor for dinghy + spares		£120
(d) Marine re-fueller: 360 ft. of hose and other spares		£118
(e) Miscellaneous equipment, say		£500
		<u>£1,863</u>
(f) Packing, crating & cartage of all stores to docks, at cost, say		£300
(g) Insurances, as per schedule, p. 8		£400
		<u>£2,563</u>

(7) Return to Base and Demobilization:

Transit of two Canso aircraft from Deception,
less allowance for fuel uplifted at Port
Stanley;

Sundry air fares and freight; *

Repairs to aircraft and other equipment as
necessary,

Transport of equipment from docks;

£10,385

(Ten thousand three hundred and eighty-five pounds)

* This item includes air fares at half rate for
I.A.L. personnel travelling in aircraft.

SUMMARY OF ESTIMATED COSTS FOR SECOND SEASON'S PHOTOGRAPHIC EXPEDITION

(1) Mobilization	£20,160
(2) Weekly hire fees	£58,876
(3) Flying: Say, 200 hrs @ £15	£3,000
(4) Photography:	
Say, 6,000 vertical photographs @ 21/3d.	
3,000 oblique " @ 18/3d.	£9,112
(5) Consumable stores and insurances	£275
(6) Capital purchases and insurances	£2,563
(7) Return to base and demobilization	£10,385
	<u>£104,371</u>
PLUS Fee	£18,000
	<u>£122,371</u>
LESS 4½ weeks hire fee of 2 Cansos and crew at Falkland Islands: 4½ weeks @ £1,674	£7,533
	<u>£114,838</u>

THE FEE: We wish to have the right to increase the Fee up
to £20,000 if, by so doing, the total cost of the
First and Second Seasons does not exceed £513,000
(Five hundred and thirteen thousand pounds)

SHIP

Charter of M.V. "Oluf Sven" approximately 900 tons deadweight for transportation U.K./Deception Island of personnel, helicopter, stores and equipment other than Canso aircraft and their crews.

The ship to remain in the survey area during the period of operations to act as a depot ship for the ground survey parties and to return to the U.K. after completion of the season's work.

The period of hire to count from the date the ship comes on hire to us and being made available for modifications, to the date it comes off hire to us after completion of unloading.

(1) <u>Hire Charge:</u>		<u>Per 30 days</u>
Rate, if minimum 8 months		£6,700
Rate, if minimum 9 months		£6,500
Otherwise terms and conditions of the Charter Party dated 26th March 1956 (which provides for £500 to be deducted from the first month's hire).		
8.1/3 x 30 days @ £6,700 = £55,830		
	Less	£500
		£55,330
(2) (a) <u>Additional modifications</u> to ship to provide stowage for helicopter, levelling of landing deck, extra cabin space, &c., dry-docking and undocking and other expenses:		
	Estimated maximum	£15,000
(b) Dismantling modifications (in owner's time)		£4,000
(3) <u>Bunkers.</u>	Estimated 400 tons @ £13	£5,200
(4) <u>Victualling</u>	expedition personnel - estimated	£2,500
(5) Loading, stevedoring, wharfage, portage, port charges, harbour dues, ballast and other ship's expenses incurred during the period of hire -	Estimated maximum	£5,000
(6) <u>Crew overtime</u>	estimated	£2,000
(7) <u>Extra crew</u> (two), plus their accommodation, estimated		£1,700
(8) <u>Insurances</u> as per Schedule (p.40)		£1,270
		<u>£92,000</u>

III. HELICOPTER

- | | |
|--|---------------|
| (1) Preparation, enshipment and protection for voyage | £1,500 |
| (2) Hire of Sikorsky S.51 Helicopter, with crew of one pilot and two engineers, and full complement of spares: | |
| At the rate of | £420 per week |
| (3) Demobilization | £500 |
| (4) Additional special equipment, estimated | £2,000 |
| <u>Period of hire</u> (subject to a minimum of 26 weeks) | |
| From the date the aircraft is put f.a.s. U.K. port until the date of return thereto. | |

Summary of charges:

- | | |
|--|---------|
| (1) Preparation | £1,500 |
| (2) Hire: 31 weeks @ £420 | £13,020 |
| (3) Demobilization | £500 |
| (4) Additional modifications estimated | £2,000 |
| | £17,020 |

IV. GROUND SURVEY

- | | |
|--|---------|
| (1) Preparation | £350 |
| (2) Weekly retaining fee for the period from departure of Ship from U.K. to date of return thereto (minimum 26 weeks): | |
| (a) Hire and insurance of survey equipment; | |
| (b) Salaries, insurance, overseas allowances, and accrued leave of :- | |
| Expedition Leader/Survey Manager; | |
| 4 Surveyors: | |
| At the rate of: £375 per week: | |
| Estimated period: 30 weeks @ £375 | £11,250 |
| (3) (a) Plotting results & preparing reports: | |
| (b) Providing records of Echo soundings and positions of Ship, at cost, say | £50 |
| | £12,050 |

SCHEDULE OF INSURANCES

SECTION I - FLYING AND PHOTOGRAPHY

Consumable Stores

Film Paper and Chemicals £7,000:

17.5.56 to 31.10.56 @ 6/-% per month	£115.10. 0	
1.11.56 to 31.5.57 @ 3/-% per month	£73.10. 0	£189. 0. 0

Petrol and Oil £9,500

1.6.56 to 31.5.57 @ 10/-% Flat Rate	£47.10. 0	
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Allow £2,000 for miscellaneous stores @ 3/-% per month for 8 months

	£24. 0. 0	
	£260.10. 0	say £275. 0. 0

Capital Purchases

Radio Telecommunications Equipment £11,000:

17.5.56 to 31.10.56 @ 6/-% per month	£181.10. 0	
1.11.56 to 31.5.57 @ 3/-% per month	£115.10. 0	£297. 0. 0

Refueling Equipment £1,000:

17.5.56 to 31.10.56 @ 6/-% per month	£16.10. 0	
1.11.56 to 31.5.57 @ 3/-% per month	£10.10. 0	£27. 0. 0

Tractor and spares £2,000 @ 10/-% per annum for 12 months

£10. 0. 0

Automatic Signal Recorder and extra Radio Equipment for 1957 season, say, £1,000 @ 3/-% per month for 8 months

£12. 0. 0

War Risk on all Goods and Equipment on return journey, say, £30,000 @ 1/-%

	£15. 0. 0	
	£361. 0. 0	say £400. 0. 0

SECTION II - SHIP

Ships Mods. £20,000 at estimated premium of 5% for Season

£1,000. 0. 0

P. and I. Club. £25 per month last year, Expected rate £30 per month to include Sickness, say, 9 months

	£270. 0. 0	£1,270. 0. 0
		£1,945. 0. 0

F.I.D.A.S.E. SECOND SEASON

Summary of Estimated Costs - as at 28th June, 1956

I. Flying and photography (including Fee at £18,000) excluding 4½ week's retention in Falkland Is.	£114,838
II. Ship	£92,000
III. Helicopter	£17,020
IV. Ground Survey	£12,050
	<u>£235,908</u>

Reserves: (and see Note (2) below)

Contingencies	£5,000	
Additional £2,000 Fee	<u>£2,000</u>	£7,000
		£242,908
Estimated Total for First Season		<u>£267,000</u>
		<u>£509,908</u>

Availability of Ship:

It is possible that we may be able to obtain an option on the hire of the ship with effect from 10th August, which will allow more time for modifications, trials, etc., and probably enable the ship to leave the U.K. one week earlier than is shown in our Proposed Programme.

The hire of the ship from 10th August 1956 to 7th May 1957 will cover a period of 9 30-day months and thus reduce the hire charge from £6,700 to £6,500 per month.

The sum for hire at present shown is:

8 1/3 30-day months @ £6,700	£55,830
The sum for 9 months' hire @ £6,500	£58,500
Making an increase of	£2,670

If the ship leaves 1 week earlier:

Hire of personnel by sea is increased by	£370
" " helicopter & crew " " "	£420
" " surveyors " " "	£375
	<u>£3,835</u>

NOTE: (1) The retention of the aircraft in the Falkland Islands for 4½ weeks, amounting to £7,533 has not been included in the above figures, but has been shown in Schedule "B", Photography of the Falkland Islands.

(2) No account has been taken in the above figures of:
A credit in respect of ship's gyro compass, £1,000
and the residual value of capital purchases, say, £4,000 which, at the end of operations will fall to be deducted from the total bill.

(3) Some consumable stores already included in the total for the first season may be chargeable to the Falkland Islands. These have been shown as £3,000 under Schedule "B".

SCHEDULE "B"

PHOTOGRAPHY OF THE FALKLAND ISLANDS

1. Area - The area of land to be photographed is said to be about 4,600 square miles. It will, however, be necessary to cover approximately 6,000 square miles of land and water in order to complete photography of the whole of the Islands.
2. Scale of Photography - To be approximately 1/24,000 scale or from a flying height of 12,000 ft. above sea level.
3. Period of Operations - Our programme includes a period of $4\frac{1}{2}$ weeks (between 22nd October and 25th November) for photography of the Falkland Islands, on the outward journey of the two Canso aircraft to Deception Island. It is not at present intended to attempt any photography of the Falkland Islands on the return journey.
4. Costs - We are prepared to carry out the photography on similar terms to those of the main contract, but subject to the additional costs of living for the crew of the two aircraft and any other local expenses which may be incurred at Port Stanley, viz. -
 - (1) Mobilization - Port charges and other expenses of unloading of stores, setting up of storage space for fuel, photo laboratories and equipment, and other preliminary expenses At cost, say £1,000
 - (2) Weekly Hire Fee - as for the main contract, i.e.:

(a) Hire and insurance of two Canso aircraft with full complement of spares and spare engines @ £480 per aircraft per week	<u>Per week</u> £960
(b) Salaries, allowances, insurances and accrued leave of the following: 4 Canso pilots 2 Aircraft engineers 2 Navigator/air photographers @	£608
(c) Salaries, allowances, insurances and accrued leave of Senior and Assistant I.A.L. operators (travelling in aircraft), substituted by two Air photographers/camera operators on arrival of ship @	£106
	£1,674
(d) Local expenses, hire of accommodation, etc. at cost, say	£120
Total per week	£1,794
 - (3) Flying - Rate per aircraft per flying hour (as for main contract) £15 per hour

SCHEDULE "B"

- (4) Photography - Film, paper and chemicals used for the production of one film negative and one rough set of contact prints of each photograph

At cost + 5%
(see (5)(b) below)

Plus six sets of prints of vertical photographs and index plots produced in the United Kingdom

21/3 per
accepted exposure

- (5) Consumable Stores - chargeable at cost + 5%

(a) Petrol) included in costs of first
(b) Photographic Materials) season's operations.

- (6) Estimated total cost of retaining the two aircraft and crew in the Falkland Islands for a period of $4\frac{1}{2}$ weeks and carrying out photography of half the area:

(1) Mobilization	£1,000
(2) $4\frac{1}{2}$ weeks at £1,794	£8,073
(3) Flying: Say 100 hours @ £15	£1,500
(4) Photography: Say 2,400 exposures @ 21/3	£2,550
(5) Consumable stores (to be deducted from first season's costs of main contract	say £3,000
	<u>£16,123</u>

28th June 1956.

HUNTING AEROSURVEYS LTD.

6 Elstree Way,
Boreham Wood, Herts.

27th July, 1956.

C/2/FIDASE (2nd Season)
CM/G/6
jow/mh

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

Gentlemen,

Falkland Islands Dependencies Aerial
Survey Expedition.

2nd Season - Payment Terms

We write to confirm the arrangements with regard to payment for the second season's expedition to Grahamland, as discussed at our meeting on 24th July.

1. Advance Payments

It was agreed that initial payments, as set out in our letter of 22nd June 1956, would be made as follows:-

On the 15th July 1956 (or on issue of letter of intent)	-	£10,000
On the 31st August 1956	-	£15,000
On the 30th September 1956	-	£15,000

These payments to be secured against a Bond of Due Fulfilment executed by the Midland Bank Limited as Guarantors, such Bond to be released as soon as contract payments, as set out below, exceed the total of the advance payments.

2. Progress Payments

The following progress payments will be made in accordance with the rates and prices scheduled in our "Appendix A" dated 28th June 1956 and any subsequently agreed amendments thereto. The advance payments referred to in paragraph 1 above shall be recoverable first against payments becoming due as undermentioned:

<u>Item in Appendix A (from page 3 onwards)</u>	<u>When Payable</u>
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I. FLYING & PHOTOGRAPHY

(1) Mobilization and Positioning

80% on signing the Contract.
20% on arrival of the aircraft at Port Stanley.

(2) Weekly hire fees:

(i) (a) Canso
Aircraft

Hire to commence for each aircraft on the date of its departure from Oshawa airfield, Canada, and to run until the date of its return thereto. Hire shall cease in respect of either aircraft individually in the event of its becoming a total loss or constructive total loss as from the date thereof. The minimum hire period, except in the event of the aircraft becoming a total or constructive loss, shall be 25 weeks.

Hire due as above shall be paid as follows:-

80% of the total hire charges for the minimum period stated above on signing the Contract.

The balance in arrear at the end of each calendar month commencing in the month in which the total accrued hire charges exceed the 80% payment referred to above, the first and last monthly payments being pro rata amounts for part of a month if appropriate.

(i) (b) & (c):
Salaries and allowances, insurances and accrued leave of personnel, and depreciation and insurance of cameras and other photographic equipment.

The hire charges in respect of personnel proceeding from Canada (under the heading "By Aircraft" in this Section of Appendix A) shall start and end at the same time as the aircraft themselves under (2) (i) (a) except that in the event of the aircraft's becoming a total or constructive total loss the hire fees for surviving personnel shall continue for the minimum period of hire (25 weeks) or until the Contractor can employ them on other work.

The hire charges for the personnel proceeding on the ship (under the heading "By Ship" in this Section of Appendix A) shall commence when the ship sails from U.K. port and cease on its return thereto, subject to a minimum period of 26 weeks.

Payment shall be made in arrear at the end of each calendar month after the hire commences as herein stated the first and last payments

Item in Appendix A (from
page 3 onwards)

being pro rata amounts for part of a month, if appropriate.

I. (2) (ii) Provision of
Aeradio Tele-
communications
personnel

Hire charges to commence on the 7th September 1956 and to run until the return of the ship to the United Kingdom, subject to a minimum of 30 weeks.

Payment shall be made in arrear at the end of each calendar month after the hire commences as herein stated, the first and last payments being pro rata amounts for part of a month if appropriate.

I. (3) Flying - hourly
rate

In arrear at the end of each calendar month based on cabled information compiled from the Aircraft Log Books.

Note: In the event of there being a discrepancy in the cabled information on comparison with the Log Books at the end of the Contract the amount paid will be adjusted in the final account.

I. (4) Photography

At the rate quoted per exposure on delivery and acceptance of six sets of contact prints and index charts to the Director of Colonial Surveys. Note: Certain sets of prints may be delivered elsewhere as directed by the Director of Colonial Surveys.

I. (5) Consumable stores,
insurances, etc.,
and
(6) Capital Purchases

80% of the value against presentation by the Contractors of suppliers' pro forma or final invoices. The balance of all charges in this Section on production of one set of shipping invoices receipted by the First Officer of the "Oluf Sven" together with receipted suppliers' invoices. Prices payable being in accordance with suppliers' final invoices, plus cost of packing, transport to docks, loading and insurance from ex works to F.A.S. At the end of the Contract the value of any stores or equipment which are sold or returned and credited will be refunded to the Client.

I. (7) Return to Base
and
Demobilization

50% on the departure of the aircraft from Deception Island on completion of the season's operations and 50% on the date from which the weekly hire charges under I (2) (i) (a) cease to be payable.

FEE £18,000 (or
£20,000)

To accrue in four instalments payable as to 25% on sailing of ship from U.K. port; 25% on positioning the ship at Deception Island; 25% after ten weeks work satisfactorily carried out as reported by the Director's Representative in accordance with Clause 10 of the Agreement; Balance on completion of the Contract.

II. SHIP

(1) Hire Charge

The hire charges for the ship shall commence when the ship comes on hire to the Contractors on its being made available for the carrying out of the modifications and shall cease on return from the voyage after completion of unloading. The Hire charges shall be paid every 30 days in advance. The minimum period of hire shall be for eight months from the date the ship comes on charter, provided always that if the ship returns to the United Kingdom before the end of the minimum period the Charterers shall make all reasonable efforts to sub-let the vessel or otherwise minimise the loss to the Government. Any sums received by the Charterers in this manner shall be applied towards the reduction of the hire charges due during the said minimum period. All other charges incurred under the Charter Party shall be refunded to the Contractors monthly in arrear against receipted accounts or other evidence of payment acceptable to the Director.

(2) (a) Additional Modifications

80% of the amounts invoiced to the Contractors by the Ship Yard as the work progresses, balance against receipted ship yards' invoice on completion of modifications including fees, dry docking, undocking and other ships expenses.

(b) Dismantling Modifications

The total charge quoted on return of the ship to U.K. port.

(3) Bunkers

Charges for bunkering to be refunded to the Contractors against production of invoices from the bunkering agents.

(4) Victualling Expedition personnel

In full against presentation of invoices from the Contractors' agent for these items on ship sailing from port.

(5) Loading, stevedoring etc.

Payment in full against presentation of receipted invoices.

(6) Crew Overtime

Payment in full against invoices from Owner's Agent.

(7) Extra Crew

Payment in full against invoices from Owner's Agent.

(8) Insurances

Payment in full against presentation of receipted invoices.

III. HELICOPTER.

(1) Preparation etc.

In full on the signing of the Contract.

(2) Hire Charge

The hire charges shall commence on the helicopter being placed F.A.S. the ship U.K. port and shall cease on its being unloaded on being returned to a U.K. port. The minimum hire period shall be twenty-six weeks and the hire charges shall be payable monthly in full at the end of each calendar month, the first and last payments being pro rata amounts for part of a month if appropriate. In the event of the helicopter becoming a total loss or constructive total loss the hire charge will continue to be paid but at the rate of 75% of the hire charge for the weeks remaining in the minimum hire period of twenty-six weeks.

(3) Demobilization

In full on the arrival of the ship at U.K. port from Grahamland.

(4) Additional
Special
Equipment

80% on the presentation of sub-Contractors' pro forma invoices for the expenditure incurred; balance of 20% against presentation of receipted final invoices on or after the sailing of the ship.

IV. GROUND SURVEY

(1) Preparation

Payment in full on signing of Contract.

(2) Weekly
Retaining Fees

The weekly retaining fee shall commence from the date the ship sails from U.K. port and cease on its return to U.K. or European Port and shall be payable in full at the end of each calendar month the first and last payments being pro rata amounts for part of a month, if appropriate. The minimum hire period shall be 26 weeks.

(3) (a) Plotting
results etc.
(b) Echo soundings

In full on completion of the Contract.

3. Miscellaneous

Any other charges incurred in accordance with the Contract shall be settled on final completion of the work or as otherwise agreed.

We confirm that out of the payment due under the Contract we shall require the equivalent of approximately £32,000 in Canadian dollars for remittance to Canada. We will take the necessary action to apply to the U.K. Exchange Control for these remittances, but we shall be obliged if we can have your necessary support in sponsoring this approval with the Bank of England.

Yours faithfully,
For HUNTING AEROSURVEYS LIMITED

J.O. WHEELER

Commercial Director & Secretary

4, Millbank,
London, S.W.1.

EC.367/19

30th July, 1956.

Gentlemen,

It is hereby confirmed that it is the intention of the Falkland Islands Dependencies Government to enter into a Contract with yourselves for an airsurvey of the Falkland Islands Dependencies to be held during the winter 1956/57 in continuation of the survey held in the winter of 1955/56 to be signed on their behalf by the Crown Agents for Oversea Governments and Administrations. It is the intention that the Contract shall be drawn up on the basis of the proposals set out in your letter addressed to the Director of Colonial Surveys and dated 28th June, 1956, subject to such modifications as may be mutually agreed.

This letter is in consequence to authorise you to incur prior to completion of the Contract Documents such preliminary expenditure as is necessary for putting into operation the works referred to in the correspondence mentioned above up to a sum not exceeding £40,000.

The said sum of £40,000 will be paid over to you in agreed instalments after you have produced to this Office a Bond for the due performance by you of the works referred to above up to an amount of £40,000 and in such form as the Crown Agents and their legal advisers shall first approve.

I am, Gentlemen,

Your obedient servant

(Sgd.) G. F. SEEL

Messrs. Hunting Aerosurveys Limited,
6, Elstree Way,
Boreham Wood,
Hertfordshire.

EML.

JHPH.

DIRECTORATE OF COLONIAL SURVEYS
(Contract No. 26)

FALKLAND ISLANDS DEPENDENCIES SURVEY
(1956-57)

Specification for Ground Control

1. Area

The area to be controlled is that under Clause 3(1) of the Specification for Air Photography.

2. Control Spacing and Method

The minimum spacing of control points will be such as to permit the scaling of a slotted template assembly of the photographs to sufficient accuracy for mapping at 1/100,000 scale.

In the South Shetland group and on major isolated islands it will be sufficient if control points are supplied by astro fixes at intervals of say 20 to 50 miles. There should be two fixes on major islands to control azimuth and distance. Such points should preferably be located either along the lateral overlap of the master strips governing the photography or alternatively be distributed at suitable intervals along the tie lines flown across the main direction of the flight lines.

Along the west coast of the Grahamland Peninsula an attempt should be made to run a framework of triangulation, making use of the off shore islands and intersecting prominent points on the mainland. This triangulation should be carried out in blocks designed to correspond with the progress of the air photography taking into account the practical limitations imposed by weather and ice conditions. Each block should be based on astro fixes and should contain a check base which may be measured by sub-base methods.

Should it be found that triangulation results in excessive delay in the programme it will be permitted to limit control in all cases to astro fixes, provided these are taken at least every 50 miles in a manner similar to that specified for the Islands.

The particular method employed in any one area will be left to the discretion of the expedition leader who will direct the survey.

3. Identification of Control Points

All control points fixed must be precisely identified by means of a fine prick circled on one print of the relevant photographs, together with a written description and sketch showing the location of the point with reference to other features in the immediate vicinity which are also identifiable on the vertical photographic cover.

4. Numbering of Points

Every point surveyed, irrespective of whether or not it constitutes a control point, will be numbered systematically. Occupied triangulated photo control points will be prefixed CP/, unoccupied intersected photo control points will be

prefixed CPI/, astro-fixes used as photo control points will be prefixed CPA/. Other points co-ordinated but not identified for photo control will simply be given a number without prefix.

The same number must not be used for two different points, (even in cases where the prefix changes) nor must different numbers be used for the same point in adjacent blocks. So far as possible, the numbering should be consecutive within blocks.

5. Records

All original records, including field books, computations, triangulation charts, photographs and other material relevant to the ground control survey is to be handed over to the Directorate as soon as possible after the return of the expedition from the field.

6. Heights

Vertical angles should be taken in addition to horizontal readings during triangulation. In the case of isolated astro-fixes, these points should be heighted by aneroid, normal precautions being taken to adjust all barometer readings for diurnal changes, temperature and instrumental error. Additional aneroid heights likely to be of use in aerotriangulation of strips should be taken wherever possible.

7. Accuracy

(a) So far as possible, at least two separate sets of observations for latitude and longitude should be taken, agreement between the two or more results being within five seconds of arc for latitude and longitude and ten seconds of arc for azimuth. In the case of sun azimuths, agreement within twenty seconds will be tolerated.

(b) Closure error in any fully observed triangle should not exceed fifteen seconds.

8. None of the work done in the first season under contract No.17 is to be repeated in this second season under contract No.26.

DIRECTORATE OF COLONIAL SURVEYS
(Contract No.26)

Specification for
Air Photography in 1956-57
of

- (i) Part of the Falkland Islands Dependencies
and
(ii) The Falkland Islands.

Clause 1 General

Because of the unusual weather and other conditions in the area it may not be possible to adhere strictly to the Directorate's specification dated July 1953 but every endeavour should be made to follow it as closely as possible.

Clause 2 Purpose

1. For the Dependencies the immediate purpose for which the photography is required is to provide topographical and geological information by means of stereoscopic examination but it will also be used for mapping.
2. For the Falkland Islands the photography is required for topographical mapping probably at a scale of 1/25,000.

Clause 3 Areas

1. The Dependencies (See note at end)

Photography of any part of the Dependencies will be acceptable but priority should be given to that part of the western side of Graham Land and the adjacent islands lying between about 62° south and 68° south as approximately indicated on the map attached. The total area is of the order of about 50,000 sq. miles.

2. The Falkland Islands

Photography of the whole of the Islands of which the extent is about 4,600 sq. miles.

Clause 4 Flight Plan and Flying Requirements

1. The Dependencies

- 1.1. Strips flown west - east approximately at right angles to the coast of Graham Land are desirable but it is unlikely that such flying will be practicable and strips flown north - south more or less parallel with the coast will be acceptable.
- 1.2. In addition to the vertical photography, strips of obliques, particularly of the high ground, are required and should normally be exposed whenever vertical photography is being taken.
- 1.3. The camera installation proposed in Messrs. Hunting Aerosurvey's letter dated 28th March, para. 5, is agreed provided that the requirements

of Clause 4 of the Directorate's specification of July 1955 concerning test strips and calibration reports are met. The 5" x 5" oblique camera should have a $3\frac{1}{4}$ " lens and the inclination of the axis of this lens below the horizontal should be about 30° so that the oblique photographs just overlap both the vertical photographs and the horizon. The overlap of successive oblique photographs should be about 5% in the foreground.

- 1.4. The flying height should be as great as is reasonably possible, and in any case not less than 5,000 ft. above the average height of the ground.

2. The Falkland Islands

- 2.1. The photographic flying requirements are as those of the Directorate's specification, dated July 1953.
- 2.2. The flying height should be 12,000 feet.
- 2.3. The direction of the strips should be such as to give the minimum number of strips for each island with all principal points on land.

Clause 5 The Marking of the Photography

1. This shall be generally as required by Clause 6 of the Directorate's specification, dated July 1953.
2. The abbreviations to be used are:-

For the Dependencies - FID

For the Falkland Islands - FI

Clause 6 The Negatives and Prints to be supplied.

6.1. For the Dependencies

The negatives and six sets of prints and six copies of the cover diagrams to the Directorate of Colonial Surveys.

6.2. For the Falkland Islands

As provided by Clause 7 of the standard specification.

NOTE Areas satisfactorily photographed during the first season under contract No.17 are not to be photographed again in this second season under contract No.26.

B O N D

K N O W A L L M E N BY THESE PRESENTS that we HUNTING AEROSURVEYS LIMITED whose Registered Office is situate at 6, Elstree Way, Boreham Wood in the County of Hertford (hereinafter referred to as "the Contractors") and MIDLAND BANK LIMITED whose Registered Office is situate at Poultry in the City of London are firmly bound to THE CROWN AGENTS FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS of 4 Millbank in the City of Westminster (hereinafter referred to as "the Crown Agents" which expression shall include the Crown Agents for Oversea Governments and Administrations for the time being) acting for and on behalf of the Government of the Falkland Islands Dependencies (hereinafter called "the Government") in the penal sum of Forty Thousand Pounds of lawful money of Great Britain such sum to be paid (unless otherwise directed by the Government) to the Crown Agents at 4, Millbank aforesaid For which payment to be well and truly made we bind ourselves and each of us and the successors to each of us jointly and severally by these presents.

S E A L E D with our seals. Dated the Twenty second day of August One thousand nine hundred and fifty six

W H E R E A S :-

- (a) The Contractors have agreed with the Crown Agents to carry out certain works comprising aerial photography in certain areas of the Falkland Islands Dependencies
- (b) It is proposed that the Crown Agents acting for and on behalf of the Government and the Contractors shall in due course enter into a formal Contract with reference to the said works
- (c) The Contractors have submitted to the Crown Agents in a Memorandum dated the Twenty-eighth day of June Nineteen

Hundred and Fifty-six and in a letter of the same date certain proposals (hereinafter referred to as "the proposals") for carrying out the works

(d) The Crown Agents have accepted the proposals and have issued a letter (hereinafter referred to as "the Letter of Intent") dated the Twenty-seventh day of July Nineteen Hundred and Fifty-six to the Contractors authorising them to commence the preparatory organisation for carrying out the said works in accordance with the proposals and in particular to complete to the reasonable satisfaction of the Director of Colonial Surveys the mobilization and positioning of personnel vessel aircraft equipment and stores in Deception Island (which mobilization and positioning is more particularly referred to in Appendix A I (i) in the said Memorandum dated the Twenty-eighth day of June Nineteen Hundred and Fifty-six and is hereinafter referred to as "the mobilization")

(e) It has been agreed between the Crown Agents and the Contractors that the Crown Agents will upon the terms contained in the Letter of Intent make available to the Contractors certain sums of money not to exceed in the aggregate the sum of Forty Thousand Pounds to finance the mobilization.

(f) Copies of the Memorandum dated the Twenty-eighth day of June Nineteen Hundred and Fifty-six and of the letter of the same date from the Contractors to the Crown Agents (together setting out the proposals) and of the letter dated the Twenty-seventh day of July Nineteen Hundred and Fifty-six from the Crown Agents to the Contractors (being the Letter of Intent) are attached hereto

(g) It has been agreed by and between the parties to these presents that the Contractors and the Surety shall enter into the above written Bond to guarantee the due performance

and completion of the mobilization in accordance with the proposals on or before the Thirtieth day of November Nineteen Hundred and Fifty-six

N O W therefore the condition of the foregoing obligation is such that if the Contractors shall well truly and faithfully comply with all the terms covenants and conditions contained in and to be inferred from the proposals (so far as the due performance and completion of the mobilization therein contained is concerned) on their part to be kept and performed according to the tenor thereof or if on default by the Contractors the Surety shall satisfy and discharge the damages sustained by the Government thereby up to the sum of Forty Thousand Pounds then this obligation shall be null and void otherwise it shall remain in full force and virtue

THE ABOVE WRITTEN BOND is executed by the Surety upon the following express conditions which shall be the conditions precedent to the right of the Government to recover hereunder

The Surety shall be notified in writing of any non-performance or non-observance on the part of the Contractors of any of the stipulations or provisions contained in the proposals so far as the mobilization is concerned and on their part to be performed and observed which may involve a loss for which the Surety is responsible hereunder within forty-two days after such non-performance or non-observance shall have come to the knowledge of the Director of Colonial Surveys or of his representatives having supervision of the said works and a registered letter posted to the Surety at Poultry in the said City of London shall be the notice required within the meaning of this Bond and the Government shall in so far as it may be lawful permit the Surety to perform the stipulations conditions or provisions contained in or to be inferred from the proposals and affecting the

mobilization which the Contractors have failed to perform or observe

If any suits at law or proceedings in equity are brought against the Surety to recover any claim hereunder the same must be instituted before the Thirty-first day of January Nineteen Hundred and Fifty-seven.

IT IS FURTHER AGREED -

- (a) that all the rights and remedies of the Government and the Crown Agents respectively under the above written Bond are to be deemed cumulative and in addition to and not in substitution for their respective rights and remedies under the contract and that the rights of the Government and the Crown Agents against Midland Bank Limited and their Successors shall not be prejudiced by or affected by any alteration which may be made by agreement between the parties to the contract in the terms of the proposals or the nature of the mobilization or obligations to be performed thereunder or by time being granted to the Contractors or by any other indulgence or forbearance towards the Contractors in connection with the completion of the mobilization which but for this provision might release the Surety from liability under the above-written Bond
- (b) that, if the mobilization shall be completed to the reasonable satisfaction of the Director of Colonial Surveys before the said Thirtieth day of November Nineteen Hundred and Fifty-six notice of such completion shall at once be given by the Government to the Surety and accordingly the above written Bond shall as from the date of such notice be cancelled
- (c) that, if with the written consent of the Government the period for completing the mobilization shall be extended beyond the said Thirtieth day of November

Nineteen Hundred and Fifty-six notice of such consent and extension shall be given to the Surety by the Government and accordingly the period of the above-written Bond and the period for making any claim thereunder shall be extended as may be necessary.

THE COMMON SEAL of HUNTING)
AEROSURVEYS LIMITED was)
hereunto affixed in the)
presence of :-)

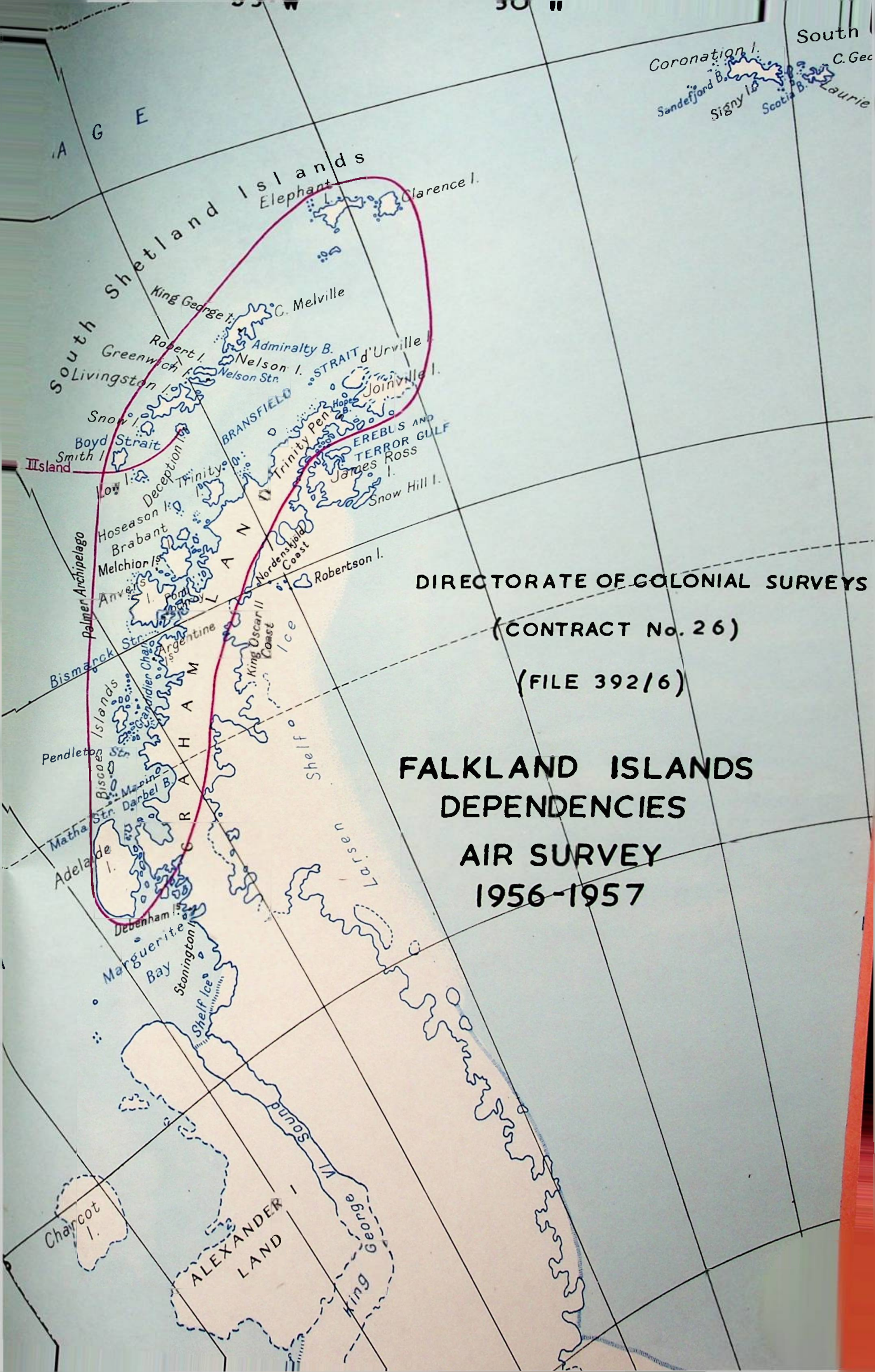
(S E A L)

F. L. Wills	Director
J.O. Wheeler	Secretary

THE COMMON SEAL of MIDLAND)
BANK LIMITED was hereunto)
affixed)

(S E A L)

H. L. Rouse	Director
W. G. Kneale	Assistant Secretary



DIRECTORATE OF COLONIAL SURVEYS

(CONTRACT No. 26)

(FILE 392/6)

FALKLAND ISLANDS
DEPENDENCIES

AIR SURVEY
1956-1957