

29/36

C.S.

Port & Marine.

Shipping.

SHI/VES/7 # 19

1936.

No. 29/36.

ur, Master. 30.

SUBJECT.

1936.

February.

Previous Paper.

BEACHING OF "LADY ELIZABETH" AND
DISPOSAL OF "GREAT BRITAIN"

2382 - "Great Britain"

MINUTES.

1-2. Minute from Harbour Master of 7th February, 1936.

*I see no objection to beaching
the "Great Britain" at Sparrow Cove
or somewhere up Hearnan water.
It would seem a pity to require
the vessel to be sunk since even
now a great deal of interest is
taken in her in marine circles.*

McH

*I agree that the Great Britain
should not be sunk. She is a very
useful advertising medium despite her
dilapidated appearance. Sparrow Cove is suitable
Hearnan water is too hidden away perhaps*

sequent Paper.

8/2

Harbour Master.

Accordingly please.

McH

CS.

8.2.36

Houcs.

I understand H.E. would like to see
this file again. Meantime I shall now
act on the instruction pending further
instructions

J.W.M.
19/2/36

J.H.

Submitted accordingly.

McH

CS.

19.2.36.

I understand that there is a
danger of the Great Britain breaking
up if left in Spanish Cove and of
danger to navigation arising.

It may be possible to save the vessel
after all and recoup the loss from funds
raised mainly in the U.K. She could be
brought back to her picturesque condition of
1875 of which Captain Roberts has a picture.
Her history has been published from time to time
Can a reliable account be found and put up
in this file? I could judge from that whether
a public appeal would be justified a report being
first obtained on the cost. If it is a matter
of some £3000 only I think that amount could
be raised

Attest 20/2/36

3-11.

account of history of Great Britain.

Yr.

Mr. Karl Lellman kindly supplied a very full account of the "Great Britain" which he had received from a Captain Daniel, Lloyd's Agent, Monte Video.

A copy of the paper is attached. Further accounts of the vessel could be obtained from the P. S. N. Coy. publishers of "Sea Breezes".

MCH
CS
44. 3. 36

This is excellent.

The 25th of May next will be the 50th anniversary of the completion of the vessel last voyage and marks the half century that she has been lying in Stanley harbor. It is a very appropriate time for a public appeal.

It will require in the first place an estimate of the cost

Will you please ask the D.P.W. to
advise on this. I am aware that
it will take some time to work out as
not only is it a question of ~~holding~~
~~the~~ ~~holding~~ ~~the~~ prolonging her floating
life indefinitely by cementing the hull or
otherwise but I also wish her to be
masked as in a picture which Captain
Robt will doubtless be willing to lend.
The three wasted private appearances was
that of her most notable service.

The time is short if the appeal is to
be published in England and Australia in
the 25:9 may

TTTTT 5/2/36

Is there not a lithograph of the launching
of the vessel in the father museum? Put
like it sent up.

The F.I.C. & W. be informed of what is
contemplated and requested to co-operate if so
is assumed they are willing to loan the vessel
over to the Government.

C.S.O. No.....29./56

Inside Minute Paper.

Sheet No....2

Director Pub. Works.

Will you kindly note
H's minute and furnish
your advice in due course.
Meanwhile will you kindly
return this file.

McH
—CT.

S. J. 56.

Hon. Col. Sec.

Noted.

MC
D.P.W.
6/3/36.

Gov. Naturalist

There are some pictures
of the "Great Britain" in the
Museum? Will you please
describe them.

McH

—CT.
6. 5. 56

Mr. Hume

To save time would you
find out where pictures are in
the Museum.

HC

Will you please have enclosed
draft letter to the Lord Mayor of
Bristol typed (The pagination is not very
clear p. 4 being at back of p. 1)

The first enclosure is the spare
copy of Captain Daniel's picture album

The record is a photo of the picture
which Mrs. Roberts is kindly making
This is all for Long's mail

ttttt 9/2/36

Your letter to the Coy. & L. also time

Done
mch

Yr. Letters submitted for
Signature.

mch
es.

Thank you.

W. S. S. B.

I attach the two photos Mrs. Roberts
has been good enough to prepare at short
notice.

Will you please have Lawrence and
C. & C. typed after my signature

Done

Yr. Will Yr. kindly sign the
letter to Bank of N. S. W.
mch
W. S. S. B.

ttttt 10/3/36

Letter to Manager, I. S. Coy.	10/3/36.	12.
" Right Hon. the Lord Mayor of Bristol,	10/3/36.	13-15
" Manager, Bank of New South Wales,	10/3/36	16-17.

C.S.O. No. 29/56

Inside Minute Paper.

Sheet No. 3

Director Public Works.

To see.

Merri
C.S.
10/5/56

Hon. Col. Sec.

Noted.

C. Roberts.
D.P.W.
11/3/56.

Answer reply of Mr. C.

(18)

Letter from Manager, H. & Co., of 11/3/56.

Yh.
Submitted.

Merri
C.S.
12.5.56

Seen. I shall be glad if the estimate of the cost can be prepared by the end of the month. I very much hope that £5000 will suffice. Anything more can be in fittings.

W.H. 16/3/56

Director Public Works.

To note.

Merri
16.5.56.

Hon. Col. Sec.
Report and approximate estimate attached, please.

C.W.C.

D.P.W.
24/3/56.

Minute from D.P.W. of 24th March, 1936. 19-30.

YH. It would appear from the report of the D.P.W. that the vessel is in a very bad condition, and the estimated cost in consequence is high even to make her presentable as a hulk. To rig the vessel would probably require rebuilding since her bottom in its present condition would not stand the weight.

MCH

This is a very great pity but there is nothing for it but to abandon the project. The £10,000 estimated does not touch the cost of re-erecting and it would be hopeless to expect to raise more or indeed as much as that. I took the best advice obtainable before taking it up and was assured that £10,000 would be more than sufficient. It is no use my visiting the hulk as I have no means of forming any opinion on her.

The D.P.W. is to be thanked cordially for the great trouble he has taken in connection with this matter and for his able report adding that I recognize with regret that it is no use to proceed with the project.

Please send telegrams as by enclosed draft on the Sunday morning as the mail with my letters will arrive in England then.

The question still remains as to the disposal

of the health. It seems that it would be best to accept the Harbour Master's advice and ask the F.I.C. to tow the vessel out to sea and sink her 25: May will be a suitable date.

A notice might be put in the Penguin stating that on full examination it has been ascertained that it would cost £10,000 to preserve the vessel without poisoning her and that under the circumstances it is regretted that the project has had to be abandoned. The letter to the F.I.C. might mention this, the Penguin note being published two days later.

ttttt 26/3/36

Director Public Works.

To note para. 2. please.

WCH
cl
26.3.36.

Hon. Cal. Sec.

Noted Thank you.

G. Roberts
30.3.36.

Draft Telegrams for Despatch. 31.

Telegram to Lord Mayor, Bristol of 30/3/36. 32.

— — — Athanasian, Stock, London of 30/3/36. 33.

Y/ Telegrams acknowledged to have
been received by the receiving
Station in England at 21.30 G.M.T.
on the 30th inst.

MCH
21. 3. 36.

Thank you

Y/ 31/3/36

Y/ If it is not desired that
the "Great Britain" should be
sunk might I suggest that
she be put in the Canache i.e.,
the basin adjoining the
Peninsula. This plan is
land locked and as no sea
can get up the hulk should
last as well as any of those
that have been used for jetties.
I do not of course know the depths
of water at Spring tide in the
entrance to the Canache, but it
might be possible to get the ship in.

MCH
31. 3. 36.

She is so much older than the
other hulks that I suppose she could only
last a very few years. Also a ~~building~~ ^{remains} and
lying over on one side is a depressing sight. Let
this be mentioned at the L & Co meeting please
Y/ 1/4/36

C.S.O. No.....29/36

Inside Minute Paper.

Sheet No.....4..

Thank to Councils,

Respectfully please.

M.C. 14
1. 4. 36.

Hon. Treasurer. *[Signature]*
" S.M.D. *[Signature]*
" G. Roberts. *[Signature]* 3/4/36.
" A.R. Moore. *[Signature]* 7/4/36

Circulated.

C. J. J.
Clerk E.C.C.
1/4/36

34. Letter to Manager, W. & L. Co., d/13/4/36.
35. Notice for 'Penguin' d/15/4/36.

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL
MEETING HELD ON THE 9TH OF APRIL, 1936.

With reference to the disposal of the "Great Britain" His Excellency explained that the Falkland Islands Company, Limited, had made application for permission to beach the vessel in Sparrow Cove in the outer harbour. He had intended appealing for funds in order to preserve her but the Director of Public Works who had made a thorough examination of the hulk had reported that it would cost £10,000 to place her in a state of preservation without remasting. His Excellency was forced therefore to abandon the project with regret.

After discussion the Council agreed that the "Great Britain" should be towed out to sea and sunk in/

in deep water on the 25th of May, 1956, this date being the
fiftieth anniversary of her last voyage.

C. J. Russell

Clerk, Executive Council.

Letter from Manager, H. L. Co., of 15/4/36.

(36)

Y/E.

Red 36 submitted for
information.

C. J. Russell
16/4/36

2 letters herewith for forwarding pl.
for this mail

ttttt 20/4/36

Letter to the Lord Mayor of Bristol, of 20/4/36
" " " Manager, Bank of New South Wales of 20/4/36.

(37)
(38)

Y/E.

Letters forwarded and submitted
for signature.

C. J. Russell
21/4/36

ttttt 21/4/36

Letter from William H. Morgan of 28/12/35. (39)

Y.E. In view of the recent correspondence regarding the
three Britain (39) is submitted together with a draft reply
for your instructions please.

J. S. Russell
24/4/36

Appld
ttttt 25/4

(40) Letter to William H. Morgan, Esq., of 27/4/36.

1. A
27/4/36

41. Letter from Capt. G. A. G. Hutchison of 16. 7. 36.

Y.E.

Red (41) submitted: In this connection perhaps we might ask the Manager of the F. I. C. when the work referred to in red (36) will be completed and the date on which it is expected the H. B. will be disposed of.

Res.
18/7/36

Saying
Adding that I trust it may be found feasible to undertake the work shortly of removing the deck planking etc. by engaging men now on the unemployed list

24/7/36

42. Letter to Manager, H. B. Co., of 24. 7. 36.

Q.A.
28/7/36

Letter from Morgan Engineering Co., of 26.6.36. (43)

P.H.
4/8/36

Letter from Manager Fido 18/36 (44)

V.E.

Leds (43) + (44) submitted.

W.r. t. red (44) I shall look into this again
in a month's time, if this suits Your Excellency.

Rel
14/8/36

TTTTT 14/8/36

P.F. 15/9/36
YB

Letter from Lord Mayor of Bristol 7/4/36 (45-6)

Letter to Manager, F. To. Co., of 16. 9. 36. (47)

Letter from Manager, H.B. Co. 18/9/36. (48)

B.A. 26/1/36
J.B. 1/9

~~to see.~~
F
F

V.E.

Led (48) is submitted for information.

The next mail will not be received until 26 Oct.,

Meanwhile would V.E. desire any further action
to be taken.

Rel
28/9/36

No

TTTTT 28/9

Ref. 31/10/36.
C. 23/9/36
B.A. 4/1/37. when Mr
Jones will have
returned.
Rel.
28/1/36

49. Letter to Manager, S. L. Co., of 4. 1. 37.

met
4. 1. 37

1/1/37

(50) Letter from Manager, S. L. Co. 9/1/37.

Y.

Submitted. Mullett Creek would probably be a suitable place as even in heavy falls there is little or no "sea".

met
12. 1. 37.

Objections previously came from the Harbour Master who advised as a result of enquiries that it would be dangerous to have the vessel to back up. Please refer again to the Harbour Master who will seek such advice as he deems necessary.

11/1/37

Harbour Master.

To you accordingly.

met
20. 1. 37.

Hon. Col. Sec.

I have enquired into this question and am of opinion that the "Great Britain" could be holed and beached either, in Sparrow Cove or high up in the Murrel River.

When this is done the spars and masts should be thrown and cleared as these are the only source of possible danger.

The hull and framework of the vessel is composed of steel and when it breaks up the parts will sink. The wooden sheathing between wind and water is bolted to the framework and there is not sufficient of this to float any section that may break apart. It is extremely likely that this timber will rot before the vessel breaks up.

If holed and beached as suggested she will last for another 50 yrs and continue to be a source of interest.

With regard to Red (50) Mullet Creek should read Murrel River, this is apparently a typing error.

C. Roberts

27/1/37.

Extract from minutes of meeting
of Executive Council held on the
27th of January, 1937.

With reference to the disposal of the 'Great Britain' the Council after re-consideration recommended that the vessel should be beached in Sparrow Cove and the masts removed from her.

A. J. Stewart

Clerk of the Executive Council.

Harbours Master.

To note.

*met
cs
2.2.37*

Hon. Col. Sec.

Noted.

C. Roberts.

3/2/37.

(51) Letter to Manager, G. L. Co., of 3. 2. 37.

met

*1.4
4/2/37*

(52) Letter from Manager, G. L. Co., of 4/2/37.

Harbours Master.

To note.

*met
cs
2.2.37.*

Hon. Col. Sec.

Noted.

CMB.

8/2/37.

Memos from Harbour Master ^{4/5/37}

(53-54)

P.A.

8/2/37

Y.E.

Submitted.

While the crew maybe informed I should think it would be a difficult matter to obtain sufficient evidence for a conviction.

In any case has the "G.B." become Government property.

2. My original suggestion was to sink her out of harm's way as recommended by Capt. Hutchison (R.N.) which as I feared that large pieces would come adrift & become a source of danger to cables.

Ref
7/8/37

Hon. Col.

I agree.

2. As "G.B." is a stranded ship she is no longer the property of the Hs. Co. She comes under the Rec. of Wrecks. However we need not argue with the Hs. Co. about this.

3. Ask the Harbour Master first of all to inspect the hull and report whether in his opinion it has been deliberately cut or whether the opening is due to the action of the Sea.

MCH
8. X. 37

C.S.O. No. 29/16

Inside Minute Paper.

Sheet No. 8

Harbour Master, To see H.E.s minute regarding
red (514) & to report in due course.

J.R.
7/8/37

Hon. Col. Sec.

I have inspected the hull of the
"G.B." and am of opinion that the
hole has not been cut or even
deliberately made. I should say that
she has had a bump with some
hard object, even the bow of a rowing
boat would cause the damage.

The hole is approx 2 ft by 2' 6".
At the edges where the angle irons
are rivetted the plates are almost
as thin as paper.

Employers of the Harbour Dept have been
given instructions that they are to report
anyone seen working on the hull.

J. Roberts.

14/10/37.

Y.E.

Submitted in reply to para 3 of Y.E.s

minute of 8/10/37.

J.R.
15/10/37

Hon C.S.

Inform Manager H.S. Coy
regarding the Harbour Masters
report and also regarding the
instructions given to employees
of the Harbour Dept.

MCH
15. x. 37.

ack/acting
15/10/37

Letter to Manager, F.I.C., of 16.10.37.

(55)

PA
16/10/37

Letter from Manager, F.I.C. of 18.10.37.

(56)

Y.E.

Submitted for information

Perhaps the H.M. should note & state if he
wishes to offer any further comments.

Red
22/4/37

Hon C.S.

Please. I support the Harbour
Masters view.

MCH
22. x. 37.

Harbour Master

To see (56) & minutes thereon

Red
23/10/37

Hon. Col. Sec.

Seen thank you. I have nothing
further to add to my minute of

the 14/10/37.

C - Roberts.
25/10/37.

Y.E.
To see D.P.W.'s minute. N.F.A?

Ref
26/1/37

Hon. C.S.

Sec. N.F.A.

WCH
26. X. 37

ga
27/1/37

(57) Letter from Manager, F.I.C., of 11. 11. 37,
Harbour Works.

any observations on vol (57).
Ref
27. 11. 37

Hon. Col. Sec.

I agree subject to the F.I.C.
giving an undertaking to dismantle
"Great Britain" when it becomes
necessary. You will appreciate the
point that it should not become
a Government liability.

C. Roberts.

16/11/37.

Y.E.
Submit. May the F.I.C. be informed
accordingly.

Ref
18/11/37

Please

WCH
18. XI. 37

Letter to Manager, F.I.C., of 20.11.37.

(58)

Letter from Manager, F.I.C., of 24.11.37.

P.A.
24/11/37
(59)

Harbour Master

2. inc (59)
Ref
27.11.37

Don. Col. Sec.

Noted thank you.

G. Roberts.
30/11/37.

P.A.
30/11/37

Extract from Letter received from Hydrographer,
Admiralty of 21.2.38. (60)

Extract from letter to the Hydrographer,
Admiralty of 7.6.38. (61)

P.A.
8/6/38

The Falkland Islands Company, Limited

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley.

5th February,

1936.

Sir,

I beg to inform you that a leak in our hulk "Lady Elizabeth" has recently increased, and it is proposed to beach her on the sand at the East end of Stanley Harbour for examination. Anchors will be laid out so that she can be got off again in due course.

GREAT BRITAIN. It is proposed to beach this hulk in Sparrow Cove in the near future. A hole will be made in her so that there is no risk of her drifting away. Please let me know if you have any objection to this.

I am,

Sir,

Your obedient servant,



Manager.

The Harbour Master,

Stanley.

LY/AF.

To:- The Colonial Secretary.

From:- The Colonial Treasurer.

Date:- 7th February, 1936

I have the honour to transmit in original a letter dated 5th February, 1936 from the Manager, The Falkland Islands Co. Ltd.

2. I have no objection to the beaching of the hulk "Lady Elizabeth" for the purpose of examination.

3. With reference to the beaching of the hulk "Great Britain", I am of the opinion that the proper course would be to tow this hulk out to sea and sink it at a place where the water is of such a depth that the sunken hulk would not become a danger to shipping.



Harbour Master.

11

THE "GREAT BRITAIN"

Offl. No. 25967.

Sig. Flag-P.J.F.C.

MOST FAMOUS SHIP OF HER TIME.

With the possible exception of the "Great Eastern", no ship has created such an impression of wonderment on the popular mind, or had so lengthy and successful a period of existence during the century 1835-1855, as the famous iron ship "Great Britain".

She was designed by Brunel in 1836 as an iron paddle-wheel steamship for the Atlantic service of the Great Western Steamship Company, and her construction was commenced by Patterson in a graving dock at Bristol early in 1839.

However, owing to the successful results of the steamship "Archimedes" with a screw propeller, the propelling machinery of the "Great Britain" was re-designed to give her this "new" method of propulsion.

In the days when iron shipbuilding was only in its infancy and regarded somewhat with distrust, and when also there were few ships of over 1000 tons and a vessel of 500 tons was considered a fairly large ship, it needed courage to design and build a ship of 3,500 tons, and the "Great Britain" was regarded with wonderment as a "mammoth" vessel a long way ahead of her time. She took nearly seven years to build and complete, and did not actually enter the Atlantic service till the middle of 1845.

She was launched, or rather floated, in the drydock in which she was constructed, on the 19th July, 1845, but although her builders had allowed ample depth of water in their calculations to float her, they had overlooked the rather important item of the relation of her beam to the width of the drydock gates, with the result that it was found her beam was too great to admit of her passing through the dock gates. It was eventually necessary to remove the

gate/

gate and take down part of the wall on one side of the entrance to allow the great ship to pass out to sea.

According to old prints and lithographs depicting the ship, she had six masts, and one funnel placed well forward, with two masts forward of it and four abaft. All masts are shown fore-aft rigged with single square topsail on each mast. These pictures and rig do not agree with a passage in Captain's report on her stranding the following year on the Irish Coast, where he states:- "I told the Chief Officer to shorten sail at eight o'clock, take in topgallant sails, two reefs in fore topsail, one in the main, and haul the foresail up..." Such instructions indicate her rig to have been more or less similar to the ordinary square-rigged ship of her time.

The "Great Britain" sailed from Liverpool on her maiden voyage to New York on July 26th 1845, under the Command of Captain James Hoskin, who had commanded the Company's steamer "Great Western" since 1837, - and is stated to have made the passage in 15 days, being the first iron screw steamship to cross the Atlantic.

She was marvelled at for her great size, but there does not appear to be any record of her having made any very favourable impression on the American travelling public.

Her period of service on the Atlantic run was neither long nor successful. She sailed from Liverpool on her last voyage in the Great Western Company's service on 22nd September, 1846, dropping her pilot at 1 p.m., and about 9.30 p.m., the same evening she stranded in Dundrum Bay on the Irish Coast. In his report to the Owners, Captain Hoskin gives the cause of stranding as being due partly to an unusual westerly set in the south-west gale prevailing at the time, which put the ship ahead of her reckoning, - and also to lack of information regarding the institution

a revolving light on St. John's Point, which was mistaken, when sighted, for one of the lights on the Calf of Man.

All efforts to refloat the ship were unsuccessful, and her passengers were landed and the voyage abandoned. She lay ashore in Dundrum Bay until 1847, when she was eventually refloated and taken to Birkenhead. Some reports state that she was towed off by the "Birkenhead" of tragic troop-ship fame. She was later put up to auction, but the basic price not being reached, she was withdrawn.

In 1850, after the Great Western Company had lost about £100,000 over the ship and the consequences of her stranding, etc., she was sold for £18,000 to Messrs Gibbs, Bright & Co.. This firm gave her a most extensive overhaul, fitted new engines, and re-rigged her with four masts, the fore and jigger masts being fore-aft rigged, and the main and mizen square rigged. She also had two funnels, placed abreast of one another. With the Australian emigrant traffic beginning to boom on the discovery of gold, she was fitted to carry a large number of passengers, and furnished and equipped for the Liverpool-Melbourne trade.

She sailed on her first voyage to Melbourne on the 21st August, 1852, under the command of Captain Bernard R. Matthews, with a crew of 157, and 650 passengers, and £1,000,000 in gold and silver specie. This first voyage out was lengthier than subsequent voyages, owing to a miscalculation in her coal consumption. When about 840 miles from Cape Town, it was found that the coal was running short, and as a strong southerly gale was blowing, Captain Matthews turned back and ran for St. Helena. Several days were lost at St. Helena obtaining coal supplies, and she only sailed from there on the 26th September for Cape Town. She left Cape Town on 17th October and made the very creditable run of 25 days to Melbourne, arriving in Port Phillip on

(8)

the 11th November, 1852, 61½ days out from Liverpool.

From Melbourne she went on to Sydney for a short visit, arriving in Neutral Bay on the 20th November, and subsequently returned to Melbourne to load for the voyage home. She sailed for home in January, 1853, with a heavy passenger list and a big cargo, and on her arrival at Liverpool she was given a further overhaul and some extensive alterations were made in her rig and machinery arrangements.

When she sailed for Melbourne on her second voyage in August 1853 she was ship rigged (3 masts only), and had a single funnel, - a very majestic looking ship with an appearance resembling a steam frigate. She arrived at Melbourne on the 13th October after a fair passage of 57 days. Her two best outward passages were of 54 and 55 days, and her outward and homeward passages ranged from 55 to 66 days.

One of the major problems connected with the running of such a ship on the Liverpool-Melbourne run, coming home round the Horn, was the obtaining of coal supplies in days when coaling stations were few, and a number of sailing ships were chartered to take full cargoes of coal to the Falkland Islands to provide bunkers for the "Great Britain" on her homeward passages from Australia.

During the Crimean War she was employed transporting troops to the Mediterranean 1854-56, and again during the Indian Mutiny 1857-59 she carried troops to India. With these exceptions she remained in the Australian trade from 1852 until 1875, making 32 voyages in all from England to the Colonies. She was the most popular and celebrated ship on the run, and this period was the most successful of her career.

The old ship sailed from Melbourne for Liverpool on her last voyage home from the Colonies on the 27th November, 1875, making a run home of 66 days. She was then laid up at

Birkenhead/

7

Birkenhead for some years, being periodically offered for sale.

For a short period 1831-1832 she appeared under the ownership of J. C. Payne, Esq., of 15 Bishopsgate Street, London, with a Captain J. Morris in Command. However in 1832 the ownership passed over to Messrs A. Gibbs, Sons, & Co., of the same address, and a very considerable expense was incurred in re-conditioning her, and sheathing her hull overside with wood. Her engines were also removed, and she was fitted simply as a full-rigged sailing ship.

Captain Henry Stap, from Marshall's "Susser", was given the command, and had her for the rest of her sea-going career, her good fortune appeared to have left her at this time, and her three voyages as a sailing ship were full of unfortunate incidents.

She loaded at Liverpool for San Francisco and sailed on her first voyage as a sailing ship in November, 1832. However she put back to Liverpool again on the 24th of that month, leaking, and sailed after survey on the 2nd December. On 30th January, 1833, she put into Montevideo, the crew refusing to proceed unless the ship was lightened. Some 500 tons of cargo were taken from her lower hold and stowed in the tween-deck to ease the ship, and about 200 tons were lightened. After sailing from Montevideo she made a long passage, and eventually arrived at San Francisco on the 5th June, 1833, over six months out from Liverpool.

She sailed from San Francisco on the 30th August with a cargo of wheat for Cork for orders, where she arrived on 51st January, 1834, and went to Liverpool to discharge. Sailed again from Liverpool on the 11th May, 1834, for San Francisco, arriving on 19th October.

She left San Francisco on her second voyage homeward on the 12th February, 1835, again with a cargo of wheat for Cork for orders, arrived at Cork on 7th July, and arrived Liverpool to discharge on the 12th July.

On/

On her last voyage she sailed from Penarth on 6th February, 1836, with a cargo of coal for Panama, met very heavy weather off Cape Horn, was partially dismantled and sustained considerable damage, and put into the Falkland Islands for repairs on the 25th May, 1836. On being surveyed she was condemned and sold for a hulk, and has remained at Port Stanley ever since, being used principally as a storage hulk for wool.

In 1933 her condition had become so deteriorated that she was no longer serviceable even for a storage hulk for anything but non-perishable goods, and it was decided to scrap her. Various schemes were considered for her disposal, such as filling her with rubble and building her into a jetty, sinking her to form the base of a bridge in a river or creek, etc., but she still lay afloat up to 1955, ninety years from the time she set forth on her maiden voyage across the Atlantic, and ninety-seven years from the time her construction was commenced, an outstanding period of existence for an iron ship and a wonderful testimony to the excellent workmanship of her builders.

With regard to her tonnage, it is generally given as 5,448 tons at time of her building. This is probably gross tonnage. Her nett register tonnage while running to Australia was 1795 tons, and gross tonnage 5270 tons. After conversion to a sailing-ship her nett tonnage was increased to 2340 tons, while her gross tonnage was reduced to 2735 tons.

Her dimensions given in Lloyd's Register for 1834 were 302.6 ft. long by 51.5 ft. beam by 27.5 ft. depth, making her one of the largest three-masted full-rigged ships to fly the British flag.

The Commanders of the "Great Britain" were men of high standing in their profession, and front rank seamen of their time.

Captain James Hoskin, who commanded her on her maiden voyage/

voyage and during her short period of service on the Atlantic, commanded one of the Post Office Packets out of Falmouth in 1831 and 1832, and from 1832 to 1837 was in command of sailing ships in the foreign trade. From 1837 to 1843 he had command of the s.s. "Great Western" on the U.K.-New York service, and was exonerated from all blame for the stranding of the "Great Britain" in Dundrum Bay in 1843.

Captain Barnard R. Matthews only commanded the ship for her first two voyages, when she was put into the Liverpool-Melbourne run.

Captain John Gray, Lieut. R.N.R., was the best known and the most popular commander the ship ever had. He was a Shetland Islander, born in 1821, and passed the voluntary examination for the Master of a British Foreign-going ship at Liverpool in 1852. He was 2nd Officer of the "Great Britain" on her first voyage to Australia in 1852, and Chief Officer on the second voyage in 1853-54. In 1854 he was transferred as Chief Officer of the "Thomas Powell" for a trooping voyage to the Mediterranean, and on his return home was appointed to the command of the "Great Britain". He retained the command from 1854 until his mysterious disappearance from the ship at sea on the 26th November, 1872, when 30 days out from Melbourne homeward bound. No trace of him was ever found, but the general opinion was against his having committed suicide. On the ship's arrival home, the obituary notices of the Press were full of his praises, describing him as "the beau ideal of a merchant Captain, - brave, skilful, manly, and resourceful."

Captain Charles Chapman was her next commander, and had her for the remaining few years she ran to the Colonies. Captain Chapman was a Lincolnshire man, born in 1821, and also obtained a Certificate as Master of a Foreign-going ship at Liverpool in 1855, and joined the "Great Britain" as 2nd

Officer/

4

Officer the same year, being appointed Chief Officer in 1854 when Captain Gray was transferred. He remained as Chief officer until 1859, when Messrs Gibbs, Bright gave him command of their ship "Phetis", of 1022 tons, a new ship built that year. He commanded this ship until 1866, when she was unfortunately lost on the 18th February of that year. The Owners then gave him command of the ship "Trade Wind", 939 tons, in 1866, and when they sold her in 1867, he returned to the "Great Britain" as Chief Officer, remaining in this position until Captain Gray's disappearance in November 1872, when he assumed command to bring the ship home. On arrival in England the Owners confirmed him in command, and he held command until the ship was taken off the Australian service in January, 1876.

Captain Henry Stap, the last commander of the "Great Britain" during her short period of life as a sailing-ship, was a Yorkshireman. His first command was the ship "Mystery" in 1861-66, and when this ship was lost on July 3rd, 1866, he obtained the command of the ship "Larian Moore", owned by Moore & Co., Liverpool. After the sale of this ship in 1868, he was appointed to the command of the ship "Knight Commander" when Ismay, Daire bought her, and commanded her till 1875. From 1875 to 1882 he had command of the ship "Sussex", owned by the famous firm of G. Marshall of London, and had an experience of Cape Horn heavy weather damage while bound from Cardiff to San Francisco in 1881. The ship was badly battered, and was eventually towed into the Falklands on the 12th July, 1881, by a steamer. After the "Great Britain" was condemned at the Falklands in 1886, Captain Stap returned home, and was appointed to the command of the ship "Halewood" in 1887, owned by R. W. Leyland, and subsequently commanded their ship "Pitton" 1891-99, reputed to have been the largest three-masted ship ever built in Britain.

The/

The "Great Britain" has always been an outstanding vessel. As a steamship, when new in 1845, she was not only the first oceangoing iron steamship to be driven by a screw propeller, but she was also the largest ship in the World at that time. The fact that she was not a success as an Atlantic passenger steamship does not detract from these two outstanding characteristics of the ship.

As an auxiliary sailing-ship on the Australian run, she was not only a highly popular vessel, but was the only really successful auxiliary running for more than two decades.

As a sailing-ship pure and simple her existence was short, but she was an outstanding vessel as a three-masted ship of unusually large tonnage for the early eighties.

Finally the fact that she is still afloat after ninety years of service entitles her to the claim of the longest lived iron ship ever built. All these are claims held by no other vessel at any time and fully entitle the old "Great Britain" to a place in our Maritime History as the most famous ship of her time.

H. Daniel.

29/36.

10th March,

36.

Sir,

With reference to your letter dated the 5th of February, 1936, addressed to the Harbour Master stating that you propose to beach the "Great Britain" in Sparrow Cove, I am directed to inform you that it is understood that there is a danger of the vessel breaking up if left in Sparrow Cove and of a danger to navigation arising.

3. I am to add that it may be possible to save the vessel by making a public appeal in England and Australia for funds for that purpose. If funds can be raised it is proposed to recondition the vessel and restore her to her former three masted frigate appearance which was that of her most notable service.

3. I am to request your co-operation in the matter if as is assumed your Company are willing to hand the vessel over to the Colonial Government.

I am,

Sir,

Your obedient servant

W. C. H.

Colonial Secretary

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

STANLEY.

10th March, 1936.

Dear Lord Mayor,

I beg to seek your co-operation in an endeavour I am making to save that historic ship the "Great Britain" from being towed out to sea and sunk beneath these waters as the only alternative to such measure of restoration as will enable her to survive for many years to come as a memorial of the fine workmanship and material with which she was fashioned out in Bristol nearly a century ago.

You are doubtless familiar with the history of the vessel; that the then largest ship in the world was building for over six years in a graving dock in Bristol and that her launching was attended by scenes of the utmost enthusiasm and world wide interest. To refresh your memory I enclose a descriptive account of the vessel's life prepared by Captain H. Daniel, Lloyd's surveyor in Monte Video.

The first questions are what the cost of restoration would be and the appearance the vessel should assume, as her rig was completely changed three times during her history.

I find it difficult to obtain at short notice an accurate idea of the probable cost of prolonging the life of the ship by giving her an inside cement sheath, by renewing so much of the decking as is necessary and by erecting masts and stays. I am advised that the work necessary might cost anything between £5,000 and £10,000

buv

THE RIGHT HONOURABLE
THE LORD MAYOR OF BRISTOL,
BRISTOL.

144

but would not exceed the latter figure under any circumstances.

With respect to the rig, my preference is for the final three masted ship rigged form, when she was described as "a very majestic looking ship resembling a steam frigate". This was in her great days when she was the most popular and celebrated ship on the Australian run. The original six masted rig had its attractions but apart from the appearance the higher cost of the additional masts would not I think justify the outlay. I am forwarding a picture to you of the vessel as she was in 1875 in order to give a clear idea of what is proposed.

The whole of the work on the ship would be carried out under the direct supervision of this Government with the assistance of the Falkland Islands Company, and with-out fees for overhead charges. In order that the vessel will be looked after I intend to make it the Headquarters of the local Sea Rover troop, if restoration can be effected.

The "Great Britain" completed her last voyage on the 5th of May, 1886, since which date she has lain as a hulk in Stanley Harbour used by her owners, the Falkland Islands Company, for storage purposes but she has been condemned even for that service and the owners are willing to hand her over to the Government of the Colony.

It appears to me that the 25th of May next will be suitable anniversary on which to open an appeal for funds to save the vessel. I propose therefore to ask the Times to publish an appeal from me on that date, if I can receive the co-operation of yourself and your

city./

city. I would ask whether I could announce the latter and whether contributions could be sent to you at the Guild Hall of the City. You would perhaps be willing to publish an appeal from yourself to the citizens of Bristol on the same date. I also propose to ask the Manager of an Australian Bank in London to receive subscriptions addressed to me having regard to the great interest displayed in Australia in the vessel at the recent centenary exhibition in Melbourne.

In view of the length of time communications take with this distant spot I will be very glad if you will be kind enough to telegraph your reply to my request herein as early as possible.

I am,

My Lord Mayor,

Yours very truly,

(Sd) HENRY KENTINGTON

Governor and Commander-in-Chief.

FALKLAND ISLANDS.

GOVERNMENT HOUSE,

STANLEY,

10th March, 1936.

Dear Sir,

I propose to make a public appeal through the press for funds for the preservation and restoration of the ship "Great Britain" now lying as a hulk in Stanley Harbour.

As you are doubtless aware this vessel was the biggest ship in the world when she was launched at Bristol in 1845 and for a number of years between 1852 and 1875 was the most celebrated steam ship on the Australian run. Great interest was displayed in her in Australia in 1934 when references were made to her and specimens of her woodwork shown at the centenary exhibition at Melbourne. She completed her last voyage here on the 25th of May, 1886; she has been used for storing wool waiting shipment in the intervening half century. Originally six masted, I now propose to have her rig restored to that she bore when running to Australia - that is a three-masted ship with a smart frigate like appearance. She is far the largest lived iron ship in the world.

I am engaging the interest of the Lord Mayor of Bristol in the fund and asking him to open contribution lists in his city. I would also like contributions payable to the Great Britain Fund to be sent so marked addressed to me, care of your Bank.

If you have no objection to opening an account for the above fund and taking charge of and acknowledging all contributions as received, I would be very much obliged. I anticipate that it should be possible

THE MANAGER,
BANK OF NEW SOUTH WALES,
29, THREADNEEDLE STREET,
LONDON, E.C. 2.

ra

raise over five thousand pounds in all - locally, in Great Britain and in Australia - and am advised that within reasonable limits of this sum all that is required can be done.

I propose that the appeal should be issued on the 25th of May and lists open on that date.

I shall be glad if you will send me a telegram on the receipt of this signifying your willingness to take charge of the contributions, if there is no objection, as it will be necessary to give the information in my letter to the Times with which I will open the appeal.

I am,

Dear Sir,

Yours truly,

ROBERT B. MURPHY

Governor and Commander-in-Chief.

(18)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY VIA RADIO.

Stanley.

11th March, 1936.

Red 12
Sir,

With reference to your letter No. 29/36 dated 10th March, 1936, my Company would be agreeable to handing "Great Britain" over to Government and will certainly co-operate if means can be found for her restoration as suggested.

I am,

Sir,

Your obedient servant,

[Signature]
Manager.

The Honourable

The Colonial Secretary

Stanley.

LY/JT.

MINUTE.

24th March, 1936

~~From~~ To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From.

~~To~~ Director of Public Works,

Stanley.

M.P. 29/36. - HULK "GREAT BRITAIN".

In accordance with His Excellency's request I submit the report and observations on the hulk "Great Britain" now lying in Stanley harbour.

1. A preliminary inspection has been made of the "Great Britain". The following gentlemen kindly attended for a short while and gave their assistance.

Hon. L.W.H. Young, J.P.	Colonial Manager, Messrs Falkland Islands Co
G.L. Challen, Esq.	General Foreman of Works, F.W.D., and Master Shipwright.
R.H. Hannaford Esq.	Foreman Carpenter, Messrs Falkland Islands Co.
J. Walsh, Esq.	Foreman Stevedore, Messrs Falkland Islands Co.

Later Challen and I remained on board for the purpose of making further inspection.

2. The principal dimensions of the ship are as follows:-

Figurehead to taffrail.	.....	322 feet.
Length of keel.	.....	289 feet.
Main breadth.	.....	51 feet.
Depth of hold.	.....	32½ feet.
Displacement.	.....	2,984 tons.

3. In view of the special nature of the work it necessitates special experience before one can come to a definite conclusion, with details and estimates. This would only be made possible by consulting a naval architect who, when carrying out the work, would have the assistance of a trained survey staff. Even then it would be necessary, before details could be given, to have the ship dry-docked or beached or slipped so that a thorough and complete examination could be carried out. Even if such technical people were available and made the survey I think it extremely doubtful whether they would be prepared to recommend that the ship be restored to anything other than a respectable looking hulk.

4. From a casual look at the ship as she is lying in the harbour the impression would be that she is in fairly good condition and that she could be reconditioned; but on boarding the ship and carrying out an inspection one is soon disillusioned.

5. The structure, both as regards the outer shell, inner skin, bulwarks and most of the planking, is in a very bad condition. In fact it can be said that much of the fabric is in a deplorable state, being completely rotten. It is being held together by the main girders, which are well preserved, and such of the ribs, stanchions and beams which are fairly well preserved between main and 'tween decks.

6. Not having the experience or trained staff at my disposal it is difficult, unless one spent several weeks at the job, to set forth the defects in every detail as they are so extensive and affect the whole structure. However, I will make a few

remarks which will enable the position to be better appreciated.

The ribs and plates below water line are so corroded with rust as to be almost eaten away, and one wonders what would happen when chipping and cleaning commenced, prior to carrying out the work of strengthening.

It is impossible to say from an internal inspection in what condition the bottom plates and keel are as it would be necessary, before giving an opinion, to uncover this portion of the ship by removing some hundred tons of debris which is lying in the bottom; also the ballast and fresh water tanks including decking plates fore and aft of the bottom holds. I am, however, informed that during the time the ship was used for storing wool she was several times patched with cement where the plates had rusted through in the bottom. It can therefore be concluded that the condition of the actual bottom is in keeping, if not worse, with the plates that are visible.

The bulwarks, waterway and covering board which are built up and shaped out of 12" by 16" baulks, are in the main so badly rotted that they can be picked to pieces with the fingers.

The main or shelter decking is in a very bad state of preservation.

Seventy-five

Seventy-five per cent of the stanchions and rails around the main deck are missing, probably having fallen overboard due to the timbers to which they were fixed having rotted.

The bowsprit has rotted through at the base where it enters the bow.

The condition of the timbers and beams of the upper 'tween deck is fairly good.

The iron plates above the wooden sheathing have in several places so deteriorated with rust that there are some thirty holes. It was with comparative ease that I was able to enlarge these holes with only the aid of a broken file, thus illustrating the extent of the deterioration.

The ship when last in service was rigged as a frigate. At the present time she has three masts standing. They are composite built consisting of four 16" x 16" baulks round which light timbers have been built up to a diameter of three feet ten inches. The main mast still has a lower yard which is approximately one hundred feet long. This has been swinging about for a considerable time and would have been removed ere this but for the fact that it is not considered safe to put the strain of lowering it on to the mast. The condition of the main mast also applies to the two others.

The deckhouse consists of what was probably once the ship's galley and cook's quarters. This structure is nothing more than a light framework, badly knocked about and in a very poor state of preservation.

There are no cabins or rooms below main decks but evidence of their existence can be seen. They were evidently demolished to make room for the storage of wool.

7. I am of opinion, after having made a partial inspection, that it is not possible locally to fit the ship with either frigate or schooner rig. My main reason for coming to this conclusion is that the fabric generally is in such a condition that it is not strong enough to stand even a jury rig of either type; and that short of rebuilding the ship it is not capable of being strengthened to stand the strain of any such rig.

8. There are many things which could be said why the proposal should not be carried out but I feel that it is not necessary to give the practical and technical details. They are much more easily explained on site.

9. So far I have not said very much good about the ship and it may be argued that the money is being raised to put these things right; but I submit that, short of rebuilding as stated previously, the general deterioration of the vessel is such that it is not a practical proposition to recondition her to anything other than, perhaps, a picturesque hulk. Providing that nothing unforeseen happened during the overhaul she would in all probability last for another fifty years. The re-building referred to above is the work of a staff of shipwrights and blacksmiths, not available here, and if they were a shipyard would also be required. There would be little work for unskilled labour.

10. I am convinced that if His Excellency would make a visit to and short tour of inspection of the "Great Britain" he would agree with the views I have put forward. Should he decide to do so I suggest that Captain C.M.G. Hutchison, R.N. (Ret.) might be asked to accompany him as I have no doubt that his wide experience and knowledge of ships would be of great assistance in dealing with this question.

11. It is on the assumption that the proposal put forward in the latter part of paragraph 9 will be agreed to that I give the following suggestions and approximate price for some of the main items of work which might be carried out; but it must be borne in mind that it is quite possible that many defects would be discovered which could only be detected in the course of carrying out strengthening and reconditioning work, and that such defects are likely to have serious effects on, or be the means of considerably increasing an approximate estimate. For instance, without being pessimistic I think it quite likely that when the debris is removed from the bottom and the work of chipping and scraping is in progress prior to concreting, a spade or chipping hammer may dislodge rust and promptly hole the bottom; in consequence of which it would be necessary to beach the vessel and it is very questionable whether the hull would stand beaching without making a further series of holes. In this case the scheme of placing a skin of concrete over the bottom would have to be abandoned and further strengthening with coffer dams would have to be carried out at a considerable increase in cost over the original price.

12. The work proposed consists of :-

Removing all debris, lining the interior from keel to three feet above water line with re-inforced concrete.

Covering with new decking the upper or shelter deck.

Generally overhauling and renewing where necessary the decking on the main 'tween deck.

Casing in bulwarks, waterway and covering boards with 1½" timbers.

Renewing stanchions and rail around upper deck.

Installing rooms or cabins aft suitable for the use of Sea Rovers.

Reconditioning deckhouse and companion way.

General repairs and patching to shell above water.

Chipping, scraping, wire brushing and painting throughout interior and exterior.

An approximate estimate of the proposed work is attached.

Er. Roberts.

Director of Public Works.

HULK "GREAT BRITAIN" - RECONDITIONING.APPROXIMATE ESTIMATE.

		£.	s.	d.
1.	Unshackling moorings, towing to jetty and mooring prior to commencing work.	25.	0.	0.
2.	Provision of gangways and running planks for boarding ship and transporting materials.	15.	0.	0.
3.	Cost of ropes and guys.	10.	0.	0.
4.	Purchase and erection of derricks and Scotch crane for handling materials etc.	50.	0.	0.
5.	Skips, baskets, buckets and other tools for carrying out the work.	20.	0.	0.
6.	Unloading and transporting to dump approximately 100 tons of debris @ 15/- ton	75.	0.	0.
7.	Removal of lower deck plates fore and aft, also ballast and fresh water tanks to enable concrete bottom to be put in.	200.	0.	0.
8.	Chip, scrape, wire brush and give one coat of redlead 20 feet up from keel prior to casing sides for concrete. 2/ 300 ft x 20 ft. 1,533 square yds @ 1/2d. yd.	77.	15.	2.
9.	Concrete bottom of ship with I : 3 P.C.C. 1/ 280 ft. x 20 ft. x 2'6" 674 cubic yards @ 23.5.0. cub.yd.	2,190.	10.	0.
10.	Sheet for and line sides with re-inforced concrete from bottom to 3 feet above water level with I : 3 P.C.C. 2/ 280 ft x 19 ft x 1 ft. 394 cubic yards @ 23.5.0.	1,280.	10.	0.

Carried Forward.

13,943. 15. 2

	Brought Forward.		^s 5,615.	^d 10.	^d 2.
20.	Holes in side plating. Cover with 1/8" plate. Say 30 No. 2 23 each.		90.	0.	0
21.	Allow for carrying out repairs to outer timber sheathing. Say.		150.	0.	0
22.	Fit main rail of 9" x 3" timber to stanchions on upper or shelter deck. 600 ft. run. 1/6d. ft.		49.	16.	0
23.	Existing masts. Overhaul existing rigging and fit new shrouds where necessary. Allow.		50.	0.	0
24.	Renovate companion way leading to cabins on after'tween deck. Say.		40.	0.	0
25.	Build up with timber and iron 1/8" plate openings in sides which have been made for handling wool. 2 No. 250 ea.		60.	0.	0
26.	Deckhouse and Galley. Re-condition for use as Sea rovers rooms. (35' x 13' x 7') 3,185 cubic ft 1/9d c.ft.		278.	13.	9.
27.	Allow for constructing cabins and rooms aft on upper 'tween deck. (50' x 50' x 7'). 17,500 cubic ft 2/- c.ft.		1,750.	0.	0.
28.	Lavatory and urinal flushed with water from tank and pump. Allow.		100.	0.	0.
29.	Provision for steps and ladders for communication from upper and 'tween decks. "		75.	0.	0.
30.	Davits and boat chocks. "		45.	0.	0.
Carried Forward.			28,303.	19.	11.

Brought Forward.

8,303. 19. 11

31.	External painting. Chip, scrape, wire brush and give 3 coats of paint. (2/ 300 ft x 25'6") 1,700 super yards	2	2/6d.	212.	10.	0
32.	Combings and plates round hatchways. Chip, scrape, wire brush and paint 2 coats. (12/ 18 ft x 3 ft). 72 super yards	2	1/11d.	6.	18.	0
33.	Old machinery now lying in bottom. Chip, scrape, wire brush and give 2 coats of paint.			Say.	6.	0. 0
34.	Bulkheads and water tight partition. Chip, scrape, wire brush and give 2 coats of paint. (8/ 32' x 50'). 1,422 super yards	2	1/11d.	136.	5.	6.
35.	Main girders and ties below upper tween deck. Chip, scrape, wire brush and give 2 coats of paint.			Say	75.	0. 0
36.	Beams to main and upper 'tween deck. Chip, scrape, wire brush and give 2 coats paint. (244/ 50 ft x 1'2"). 1,580 square yards	2	1/11d.	151.	10.	3.
37.	Stanchions supporting main or shelter deck. Chip, scrape, wire brush and give 2 coats paint. (6/ 36 No.) 216 No.	2	3/- ea.	32.	8.	0.
38.	Sides between shelter and main deck. Chip, scrape, wire brush and give 2 coats paint. (4/ 280 ft x 11 ft). 1,369 square yards	2	1/11d.	131.	3.	11.
39.	Sides above concrete to underside of main deck. Chip, scrape, wire brush and give 2 coats of paint. (4/ 300 ft x 7 ft). 933 square yards	2	1/11d.	89.	8.	3.

Carried Forward.

29,145. 3. 10.

	Brought Forward.	9,145.	s. d. 3. 10.
40.	Renovate figurehead and paint. Allow.	30.	0. 0
41.	Paint masts 2 coats and coat all wire stays with whitelead and tallow. "	12.	0. 0
42.	Gangway. Overhaul as necessary fitting new chains and ropes.	22.	0. 0
43.	Purchase of and laying moorings at spot where ship will be only a few feet off a mud bank. "	127.	0. 0.
44.	Towing to final moorings and securing. "	30.	0. 0.
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GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
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30/3/36.

To
LORD MAYOR,
BRISTOL.

I request that no action be taken my letter 10th March
restoration ship Great Britain further investigations now
show doubtful whether hulk will bear strain of remasting and
cost would exceed estimate given letter follows.

Governor, Falkland Islands.

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
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30/3/36.

To

ATHANASIAN,
STOCK,
LONDON.

Please cancel my letter tenth March re fund ship Great Britain.

Henniker-Heaton.

Time

29/36.

13th April,

36.

Sir,

Red 18

With reference to your letter dated the 11th of March, 1936, and to previous correspondence on the subject of the proposed preservation of the "Great Britain", I am directed by the Governor to inform you that on full examination it has been ascertained that it would cost over £10,000 to preserve the vessel without remasting her and that under the circumstances it is regretted that the project has had to be abandoned.

2. I am to say that the Harbour Master has advised that the vessel should be towed out to sea and sunk at a place where the water is of such depth that the sunken hulk would not become a danger to shipping. I am to ask you to be good enough to carry this out and to suggest that the 25th of May, the anniversary of the vessels arrival in the colony would be a suitable date for the purpose.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

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

THE "GREAT BRITAIN".

Colonial Secretary's Office,
Stanley, Falkland Islands.
15th April, 1936.

With reference to the notice published in the issue of the 'Penguin' of the 20th of March, 1936, regarding the proposed restoration of the "Great Britain" we have to announce that on full examination it has been ascertained to the Governor's great regret that it would cost over £10,000 to preserve the vessel without re-masting her and that under the circumstances it is not possible to proceed with the project.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley.

15th April, 1936.

Sir,

"Great Britain"

Red 34
I have to acknowledge the receipt of your letter No. 29/36 dated 13th instant, contents of which are noted.

2. I note the Harbour Master's recommendations as to her disposal, but before the hulk is finally disposed of, a certain area of deck planking which is of value owing to its length, has to be removed and it is not possible to complete this work by 25th May next.

I am,

Sir,

Your obedient servant,

Manager.

The Honourable

The Colonial Secretary

Stanley.

LY/JT.

FALKLAND ISLANDS.

GOVERNMENT HOUSE,

STANLEY.

20th April, 1936.

Dear Lord Mayor,

I write to confirm my telegram of the 30th of March with reference to my proposal for restoring the vessel "Great Britain". The best information available locally before I addressed you on the subject on the 10th of March, assured me that £10,000 would be more than ample to cover all the work necessary for prolonging the life of the ship for many years in an appropriate condition. Subsequent examination disclosed the regrettable fact that the vessel is so far gone that over £10,000 would have to be expended to keep her afloat. Under the circumstances I have no alternative to withdrawing my proposal to open a public appeal for funds to save her and she will have to be towed out to sea and sunk.

I regret very much that the life of a vessel which has been of such outstanding credit to her city and country should have to be terminated this year.

I am,

My dear Lord Mayor,

Yours very truly,

(Sgd.) H. HENNIKER-HEATON

THE RIGHT HONOURABLE
THE LORD MAYOR OF BRISTOL,
BRISTOL.

GOVERNMENT HOUSE,
STANLEY.

20th April, 1936.

FALKLAND ISLANDS.

Dear Sir,

I write to confirm my telegram of the 31st of March cancelling my letter of the 16th concerning my proposal to appeal for subscriptions to save the vessel "Great Britain". It has been ascertained on a further examination of the ship that she is much further gone than the advice I had received originally *led me to believe.* ~~assured me.~~ I am not prepared to seek the large sum of money - over £10,000 - required to keep the "Great Britain" afloat.

I am,

Yours very truly,

(Sd.) H. HENNIKER-HEATON

THE MANAGER,
BANK OF NEW SOUTH WALES,
29, THREADNEEDLE STREET,
LONDON, E.C. 2.

THE MORGAN ENGINEERING COMPANY

DESIGNERS, MANUFACTURERS AND CONTRACTORS

MAIN OFFICE AND WORKS
ALLIANCE, OHIO
NEW YORK OFFICE
11 WEST 42ND STREET
PITTSBURGH OFFICE
1420 OLIVER BLDG.

ELECTRIC TRAVELING CRANES
ROLLING MILL MACHINERY, ORDNANCE
STEEL, SHIP BUILDING AND FORGING PLANTS COMPLETE
SPECIAL MACHINERY FOR THE CONVERSION OF ENERGY

ALLIANCE, OHIO

December 28, 1935.
SUBJECT

Postmaster,
Port Stanley,
Falkland Islands.

Dear Sir:

Perhaps you could give me some information, or perhaps put this letter in the hands of someone who could, on the old hulk GREAT BRITAIN, which I understand was still lying in the harbor of Port Stanley a few years ago.

I might explain that our company was one of the first in the United States to build James Nasmyth's steam hammer, which I believe he invented in 1839, to forge the crankshaft for the paddles for Brunel's steamer GREAT BRITAIN, which was then under construction. But before completion, she was altered to a screw steamer. She entered the transatlantic trade in about 1844, but was withdrawn a few years later, and served in the Australian trade for some years. I understand that her engines were removed in about 1874, and she continued in the Australian trade as a three masted ship for some years, and finally ended as a coal and wool hulk in the harbor of Port Stanley. I also understand that her iron hull was still in good condition a few years ago. I also read that one of Sir Doveton Sturdee's cruisers coaled from her in December 1914, just before destroying Von Spee.

Is she still at Port Stanley? In what condition is her hull today? Would it be possible to secure a photograph of her? Would anyone remember which of Sturdee's ships coaled from her in 1914? Anything else you could tell me of her history would surely be appreciated.

Very truly yours,

William H. Morgan

29/36.

27th April,

36.

Sir,

Red 39

With reference to your letter of the 28th of December, 1936, addressed to the Postmaster, I am directed to inform you that the hulk "Great Britain" is still at Stanley but that her hull is in a very bad state of preservation so much so that it has been decided that the vessel should be towed out to sea and sunk in deep water at an early date.


2. A photograph of the hulk taken quite recently is enclosed herewith.

3. As far as is known none of Admiral Sturdee's cruisers coaled from the "Great Britain" in December, 1914.

I am,

Sir,

Your obedient servant,


Acting Colonial Secretary.

William H. Morgan, Esq.,
The Morgan Engineering Company,
Alliance,
OHIO.

(41)

Office of the Colonial Secretary

Stanley

16th July 1936

Sir,

If at any time the sinking of the hulk "Great Britain" comes up for consideration I have the honour to recommend the following position, which is about one mile to the Eastward of the Seal Rocks in 30 fathoms of water.

Highest Western point of Seal Rocks
in line with Cape Pembroke Light House
with Memgeary Point Light bearing
N 73 W Magnetic.

Note. As a check, the angle between the two lighthouses in ~~XXX~~ this position is exactly 45 degrees.

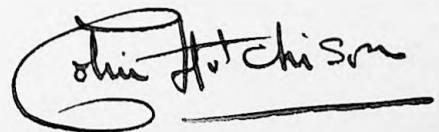
2. A copy of this letter has been sent to the Manager of the Falkland Islands Company.

I have the honour to be,

Sir,

Your obedient servant,

The Honourable
The Colonial Secretary.



Captain R.N.(ret)

29/36.

24th July,

36,

Sir,

Red 41
With reference to the letter addressed to you by Captain C. Hutchison on the 18th of July, 1936, relative to the sinking of the hulk "Great Britain", I am directed by the Governor to say that His Excellency trusts that it may be found possible to undertake the work of removing the deck planking, etc., from the hulk by engaging men now on the unemployment list.

2. I am to ask that you will be good enough to inform me when this work will be completed and the date on which it is expected that the "Great Britain" will be disposed of.

I am,

Sir,

Your obedient servant,

JS
Acting Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

CABLE ADDRESS
"MORGAN" ALLIANCE

THE MORGAN ENGINEERING COMPANY

DESIGNERS, MANUFACTURERS AND CONTRACTORS

MAIN OFFICE AND WORKS
ALLIANCE, OHIO
NEW YORK OFFICE
11 WEST 42ND STREET
PITTSBURGH OFFICE
1420 OLIVER BLDG.

ELECTRIC TRAVELING CRANES
ROLLING MILL MACHINERY, ORDNANCE
STEEL SHIP BUILDING AND FORGING PLANTS COMPLETE
SPECIAL MACHINERY FOR THE CONVERSION OF ENERGY



ALLIANCE, OHIO

June 26, 1936.

SUBJECT

Colonial Secretary,
Stanley,
Falkland Islands.

No.29/36.

Dear Sir:

Red 40 Thank you very much for your letter of April 27th, with the enclosed photograph of the "Great Britain". I sincerely appreciate it.

Very truly yours,

William H. Morgan

(48)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851).

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley.

12th August, 19 36.

Sir,

I have the honour to acknowledge receipt of your letter No.29/36 dated 24th July, relative to the sinking of the Hulk "Great Britain".

This matter of her disposal is, at the moment, under consideration at our Head Office, and I await their instructions.

I am,

Sir,

Your obedient servant,

D. W. K. R. M.
for Manager.

The Honourable

The Colonial Secretary

Stanley.

DR/JT

The Council House, Bristol,

26th May, 1936.

Your Excellency,

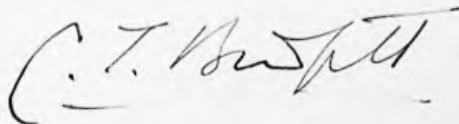
Thank you for your letter of the 20th of April.

I very much regret that the "Great Britain" is unfit to be refloated. As you say, it is a pity that the life of so historic a vessel should be terminated, but I agree with you that it is useless to make an appeal for over £10,000.

May I thank you for the efforts you have made. Many Bristol citizens, as you know, have always been interested in the fate of her famous ship, and we are grateful to you for your enterprise in suggesting her restoration, even though your endeavours have been in vain.

I am, Your Excellency,

Yours sincerely,



LORD MAYOR.

H. Henniker-Heaton, Esq.,
Governor and Commander-in-Chief,
Government House,
Stanley,
FALKLAND ISLANDS.

19/36

(46)

The Council House, Bristol,

10th April, 1936.

For file

Your Excellency,

I have to acknowledge your cable as follows:-

"I request that no action be taken my letter 10 March restoration ship "Great Britain" further investigation now show doubtful whether hulk will bear strain of remasting and cost would exceed estimate given letter follows."

and have since received your letter of the 10th of March, enclosing a most interesting account of the "Great Britain". In view of your cable I am naturally taking no action in the matter but await your further letter.

I am, Your Excellency,

Yours faithfully,



LORD MAYOR.

H. Henniker-Heaton, Esq.,
Governor and Commander-in-Chief,
Government House,
Stanley,
FALKLAND ISLANDS.

29/36.

16th September,

36.

Sir,

Rec 44

With reference to your letter of the 12th of August, 1936, I am directed to enquire whether you are yet in a position to furnish any further information concerning the disposal of the bulk "Great Britain".

I am,

Sir,

Your obedient servant,

[Signature]

Acting Colonial Secretary.

The Manager,
Falkland Islands Company, Limited,
STANLEY.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" & RADIO.

Stanley.

18th September, 1936.

Sir,

With reference to your letter No. 29/36 of the 16th inst., I have no further information concerning the disposal of the hulk "Great Britain". Such information will be forwarded to you as soon as received.

I am,

Sir,

Your obedient servant,

W. J. P. P. P.

for Manager.

The Honourable

The Colonial Secretary

Stanley.

29/36.

4th January,

37.

Sir,

Red 48

I am directed by the Governor to draw attention to your letter dated the 18th of September, 1936, regarding the disposal of the hulk "Great Britain" and to enquire whether you are now in a position to furnish any further information on the subject.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

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

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

9th January, 1937.

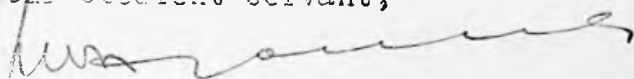
Sir,

With reference to your letter No.29/36 dated 4th inst., I am of opinion that the Hulk "Great Britain" should not be sunk but towed to a safe resting place, say as high up Mullet Creek[?] as she could be taken, and stranded there.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary

Stanley.

29/36.

3rd February,

37.

Sir,

Red 50

With reference to your letter of the 9th of January, 1937, I am directed by the Governor to inform you that His Excellency approves of the "Great Britain" being beached in Sparrow Cove provided the masts are removed from the vessel.

I am,

Sir,

Your obedient servant,

met
Colonial Secretary.

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

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

4th February, 1937.

Sir,

I have to acknowledge receipt of your letter No.29/36 dated 3rd inst. and to thank you for the permission given. The masts will be removed from the vessel.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary

Stanley.

(53)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

28th. September, 1937.

Sir,

I have to inform you that a quantity of timber was floating inside "Great Britain" when she was beached in Sparrow Cove and that we now find some person or persons have made a hole in her side; floated the timber out and removed it.

Apart from the theft, the wanton destruction of the hull is most deplorable and I beg to request that should the crews of s.l. "Penguin" or your motor boat see any vessel in Sparrow Cove which appears to be working, that they report it, so that action may be taken against the persons concerned.

Providing the hulk of "Great Britain" is left alone it may last for many years as an object of interest to both residents and visitors.

I am,

Sir,

Your obedient servant,

[Signature]

Manager.

The Harbourmaster,

Stanley.

No.

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

MINUTE.

4th October. 1937.

From

Harbour Master,

Stanley, Falkland Islands.

To The Honourable,

Colonial Secretary.

Stanley.

Submitted, the attached letter received from the Manager, Falkland Islands Co, Ltd.

The crew of G.L."Penguin" may be instructed as requested.


Harbour Master.

29/36.

16th October,

37.

Sir,

Red 54

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 28th of September, 1937, on the subject of the destruction caused to the "Great Britain", and to inform you that an inspection of the hull has been made by the Harbour Master who reports that in his opinion the hole has not been cut or deliberately made.

2. I am to add that instructions have been issued to the employees of the Harbour Department to report anyone seen working on the hulk.

I am,

Sir,

Your obedient servant,

[Signature]
Acting Colonial Secretary.

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

(56)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING" PORTSTANLEY VIA RADIO.

Stanley.

18th. October, 1937.

Sir,

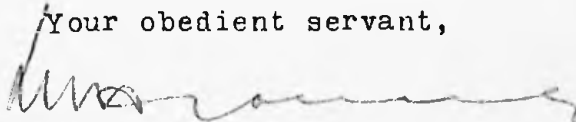
re "Great Britain".

Red 55
With reference to your letter No. 29/36 dated 16th.
inst. I beg to thank you for having issued ~~XXXX~~ instruction
as stated therein. I do not desire to labour the matter
but regret that I cannot agree with the Harbour Masters
report as I have no doubt that the Hole was made deliberately
- as timber floating inside the hulk has been removed
presumably through the hole. Moreover an effort has been
made to remove a portion of the sheathing above the hole,
but was not successful.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable,
The Colonial Secretary,
Stanley.

(57)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

Stanley.

11th November, 1937

Sir,

Red 51

With reference to your letter No. 29/36 dated 3rd February last, in accordance with your instructions, we propose to dismast "Great Britain" shortly - weather permitting - but before doing so beg to suggest that the yard be lowered and the three masts allowed to stand for the present. The hulk is certainly more interesting to visitors with her masts and they could be examined at regular intervals and removed when it was found necessary. Captain Roberts recently examined the masts and reported that they were quite safe for the present.

I am,

Sir,

Your obedient servant,

W. J. ...

Manager.

The Honourable

The Colonial Secretary

Stanley.

29/36.

20th November,

37.

Sir,

Red 57

With reference to your letter of 11th November, regarding the dismantling of the Great Britain, I am directed by the Acting Governor to inform you that His Excellency has agreed to the proposal contained in your letter under reference provided you give an undertaking that your Company will dismast the Great Britain when it becomes necessary.

I am,

Sir,

Your obedient servant,

/
Acting Colonial Secretary.

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

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley.

24th November, 1937

Sir,

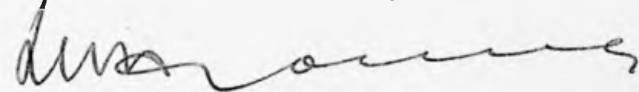
Red 58

I have to acknowledge receipt of your letter No 29/36 dated 20th inst. and to state that the Company undertakes to dismast "Great Britain" when it becomes necessary.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable

The Colonial Secretary

Stanley.

Extracted from letter received from Hydrographer,
Hydrographic Department, Admiralty, London, S.W. 1..
dated the 21st February, 1938.

ORIGINAL FILED IN M.P. 107/53.

Sir,

.....

It has also been reported that the hulk GREAT
BRITAIN is now moored in Sparrow Cove and it is
requested that the accompanying advanced and
incompleted proof of a new Chart No. 1614 may be
marked up to show her position and be returned with
your reply.

I am,

Sir,

Your obedient servant,

(Sgd.) I. A. Edgell,

Hydrographer.

The Colonial Secretary,
Port Stanley,
Falkland Islands.

Extracted from letter to the Hydrographer, Admiralty,
London, S.W. 1., dated the 7th June, 1938.

ORIGINAL FILED IN M.P. 107/33.

Sir,

.....

2. The position of the hulk "Great Britain" has
been marked on the Chart referred to in your letter.
The Chart has been returned to you under separate cover.

.....

I am,

Sir,

Your obedient servant,

(Sgd.) M. Craigie-Halkett,
Colonial Secretary.

The Hydrographer,
Admiralty,
LONDON, S.W. 1.