

C.S.

PORT & MARINE.

(Power Boat "GEORGIA".

193 7.

No. 210/37.

SHIVES/7 # 3

Colonial Secretary.

SUBJECT.

193 7.

1st November.

Calls for services of Power Boat to bring urgent medical cases to Stanley.

Previous Paper.

MINUTES.

Hon. C/S.

Please open a file regarding calls for services of power boat to bring urgent cases to Stanley.

2. I should like a report on the recent trip to Darwin - behaviour of boat &c., and Mr. E. V. Dixon's opinion about her sea-going qualities. I understand she had more than a fair test !

(Itld.) M.C.H.

1/11/37.

① Minutes to Harbour Master of 1/11/37.

*M.C.H.  
1/11/37*

② Minutes from Harbour Master of 2/11/37.

Subsequent Paper. ③

" " " " " 3/11/37.

D.P.W.

File submitted for your information

Pages  
4/7/37

Hon Col Sec.

I beg to forward the attached report from  
Mr E. V. Dixon as requested. H.

Submitted the following notes.

Considering the conditions I think this journey  
was a very fine piece of work and credit  
is due to Mr Dixon and his crew.

Distance travelled Stanley Darwin return = 128 Miles

Force of wind during journey = 14-15 Miles per hr

Travelling time = 10 hours

Petrol consumed = 96 gallons

Capacity of fuel tank = 65 gallons

On this occasion provisions for the men were provided  
at Govt expense.

I propose to keep iron rations on board consisting  
of Corned beef + biscuits for use in case of emergency  
only.

X I recommend that the crew of the "Georgia" should be given  
an allowance for food and subsistence when absent  
from Stanley, say at the rate of 6/- per day each.

Without petrol dumps being formed the range of the  
"Georgia" is 130 miles.

I recommend that the boat should be restricted  
as far as possible to daylight sunning.

With regard to Red (2) I suggest a claim might  
be made on the F.I. Co.

C. Roberts 8/11.

Y.E.

Submitted.

W.r.c. the last sentence I suggest that the claim rests with the person or persons who ordered the boat and that in future or where possible requests for the boat be obtained in writing.

J. G. L.  
1971.157

Hon. C.

An interesting report.  
Mr. Duncan and his crew deserve every credit for carrying out the journey under somewhat trying sea conditions.

2. I agree that iron rations should be kept on the "Georgia" for use in a case of emergency.

3. It is evident that storage dumps will be required at various places if the boat goes to the W. I., since she cannot carry sufficient petrol for a long journey.

4. It seems clear from the report that the boat should only be used in favourable weather particularly as she laboured heavily in a sea caused by a moderate breeze.



5. Will you please furnish your observations and recommendations regarding X. Lisc shillings each man seems to be somewhat high, on the other hand the boat has no consummies for the crew to have a common mess so each man has to take his own food, which of course is more expensive.

6. A claim should be sent to whoever ordered the vessel. So far as possible requests should be written but in some cases this may be difficult.

mcH

10, 21, 5)

Y.E.

W. A. C. X. at the D.P. 100. minute of 8/11/37 I may say that those of the Defence Force who are engaged in the exercises with Amul Eketa are being paid 2/- per day and are required to provide their own rations except tea & sugar. I suggest therefore that 2/6 per day is a reasonable allowance for food.

2. Since my previous minute I have spoken to Mr. Hon. Mr. Young and he has asked that the A/C for the journey under reference be sent to him for settlement. I have further asked him to submit any proposals he desires to make regarding payment of any future A/C in respect of similar journeys. This was necessary and understood from him that his Company would likely undertake to pay part of the cost involved.

Y.E.  
10/11/37

Hon. Cd.

Reps back to Mr. Master for consideration regarding the proposed payment of 2/6 per day.

2. Good.

mcH

10, 21, 5)

D.L.W.

Re see the minute to ME.

Red  
15/11/37

Hon. Col. Sec.

I consider the sum of 2/6 per day to be reasonable for food.

I suggest that an allowance should be given to the crew when they are travelling all night. I recommend that the allowance might be 3/6 - making 6/- for a day and night or 2/6 a day for food if only running during the day and staying in Port at night.

E. Roberts.

16/11/37.

P.S. Submitted attached minute and Bill for the F. I. Co. would you like me to forward this as it stands or do you wish it amended in any way? EWR 16/11/37.

T.E.

I consider the additional 3/6 should only be paid to shepherds <sup>for logging</sup> as in any case there should be someone on board for the care of the "Georgie" in which accommodation for two is provided. It may also happen of course that the accommodation will be required for officials travelling on duty.

J.G.  
29.11.37.

Hon. C.S.

I should prefer the final decision in this matter to await the return of Sir Kenneth Keaton.

2. The claim for services of boat appears in order but I do not know if there is anything on record regarding X.

In CH  
29.11.37

D.P.W.  
To see this minute. The a/c may be submitted to the J.G.C.

J.G.  
20.11.37

Hon. Col. Sec.

Noted thank you a/c will be forwarded.

C. Roberts  
3/12/37.

P.A.  
3/12/37

Harbour Master.

The S.M.O. as you were informed verbally asked about the "Georgie" going to Fox Bay to bring in a patient.

What is the position regarding fuel. Can any arrangement be made for the boat to get petrol at Fox Bay, Port Howard, Darwin or San Carlos.

MCH

16. 1. 39.

How to see.

In the event of the "Georgie" being required for a trip to the West Icebergs, it would be necessary to refuel at Fox Bay. Petrol can be obtained at Port Howard but this is not a convenient spot except in the case of a north coast run, the South coast affords more shelter should the weather become rough.

MCH

Hydrom.

25/1/39

Aq. Harbour Master.

What quantity do you recommend should be stored.

MCH

30. 1. 39.

How to see.

At the very least 3 drums  
(120 gallons) would be required, for  
one refill + 30 gallons emergency.

Cost - £17 2  
Freight - 9

J.P.  
5/2/39.

Submitted. Does it desire  
a stock of petrol kept at  
Fox Bay in case the "Georgia" at  
any time is required to go  
there?

MCH  
C.S.

4. 2. 39.

This seems desirable 3? 4 drums

~~Handwritten scribble~~ 6/2/39

D.P. tells

To note. I suppose you will  
have to put in an additional  
stock of petrol.

MCH  
C.S.  
6. 2. 39.

How to see.

Noted. This quantity of  
petrol will be sent to Fox Bay and  
taken into consideration when  
ordering new stores. Materials for  
a small shed <sup>will</sup> be forwarded to Fox  
Bay at a later date (say 6 feet square)  
as no storing accommodation is available  
in the R.F. oil shed.

J.P.  
8/2/39

②



D. P. Wks.

Yes and storage will have to be well clear of buildings.

W.H.  
10. 2. 39.

How to be Sec.

Noted.  
W.H.  
11/2/39.

P.A.  
13/2/39.

- ⑧ Minutes from O.C. Board of 27/6/39.
- ⑨ Minute to and from the Governor.

Harbour Master.

To see H's minute on ⑨. Mr Pailline is of course not a member of the P.W. and Marine staff so no action can be taken regarding his refusal.

W.H.  
27. 6. 39.

How to be Sec.

Sec. Hand, J. G.

W.H.  
27/6/39.

P.A.  
28/6/39.

No. 210/37.

MINUTE.

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

1st November, 19 37.

From THE HONOURABLE

To The Harbour Master,

THE COLONIAL SECRETARY,

STANLEY.

Stanley, Falkland Islands.

With reference to the recent transportation of a patient from Darwin to Stanley, I am directed by the Acting Governor to ask you to be good enough to furnish a report on the behaviour of the vessel on the outward and return voyages, and also Mr. E. V. Dixon's opinion regarding her sea-going qualities.

Acting Colonial Secretary.

No.

MINUTE.

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

2nd November 19 37.

From Director of Public Works  
and Harbour Master

To The Hon. the Colonial Secretary

Stanley, Falkland Islands.

POWER-BOAT "GEORGIA".

Submitted for instructions, please, as to the correct Head of Charge for the allocation of stores consumed when the Power-Boat "Georgia" made a trip to Darwin on the 29/30 October 1937 for the purpose of bringing in a patient. The crew were General Warrant men on personal emoluments.

The Stores consumed were:-

12 cases petrol @ 18/1v	£10	17	-
1 gall "XL" Oil @ 4/5	-	4	5
Provisions for crew	-	15	-
		<u>11</u>	<u>16</u>
			<u>5</u>

*E. Roberts.*  
Harbour Master.

No.

MINUTE.

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

3rd November 19 37.

*From* Director of Public Works  
and Harbour Master

*To* Hon. Colonial Secretary

Stanley, Falkland Islands.

With reference to your minute of the 1st November 1937 No.210/37 I have to request that you will be kind enough to forward to me the jacket which contains the correspondence on this subject for my personal perusal and inclusion of my remarks as requested in your minute.

*E. Roberts.*

Harbour Master.



Stanley,

Falkland Islands.

6th November 1937.

Sir,

In reply to your request for an opinion on the sea-going qualities, in these waters, of the "Georgia" I beg to submit the following:-

On Friday 29th October 1937 I received orders at 12.15 p.m. to proceed to Goose Green for a Hospital patient.

After fuelling, watering and victualling, the "Georgia" left Stanley at 2.50 p.m. , the wind blowing a moderate breeze from the S.W. When passing the Wolf Rock the wind increased - still S.W. - and I was obliged to slow down from 2000 r.p.m. to 1000/1200 r.p.m. The wind held about the same force until the Kelp Islands were weathered when speed was again increased to 2000 r.p.m.

The vessel laboured heavily from Wolf Rock to Kelp Islands and the weather was quite heavy enough - the vessel being decidedly uncomfortable - although no heavy water was shipped owing to the decrease in speed.

Arrived Goose Green 7.50 p.m. and after refilling tank took passengers on board and left for Stanley at 9.0. p.m., arriving about 2.0. a.m. on the 30th Oct.

Upon the return journey, the night being dark and no moon, I found it extremely difficult to navigate the vessel from the wheelhouse: owing to the position there being so low the arc of visibility is too restricted for night work.

While on the return journey I also found that with the wind and sea on the quarter the boat was very difficult to steer - veering several points from her course. I consider the boat fit for work about the Colony in selected weather only.

I would also remark that if the vessel had to make a non-stop run - say to Fox Bay - I doubt if she could carry sufficient fuel; the weight being too great for her.

I am, Sir,  
Your obedient servant,

*E. J. Wilson*

Harbour Department,

Stanley, Falkland Islands.

16th November 1937.

The Falkland Islands Company Limited in account with  
The Colonial Government.

To cost of store consumed by  
Power Boat "Georgia" on voyage  
Stanley/Darwin/Stanley on the  
29-30 October 1937 for the purpose  
of bringing to Stanley a Hospital  
patient:-

	12 Cases Petrol		
LESS	12 Gallons " supplied by FIC at Darwin		
	10½ Cases Petrol @ 18/1	£9-9--10	
	1 Gall. "Castrol" XL @ 4/5	- 4---5	
	Provisions for Crew	- 12---3	<u>£10--6--6</u>

*E. Roberts.*

HARBOUR MASTER.

MINUTE

16th November 1937.

From:- Director of Public Works  
and Harbour Master

To:- The Honourable the  
Colonial Secretary

I beg to submit herewith a claim on the Falkland Islands Company Limited for £10--6--6 in connexion with the transport from Darwin on the 29<sup>th</sup> October 1937 of a patient for the Hospital.

2. It will be noticed that I have not included the customary twenty per cent. store charge levied on the sale of stores from Government Departments; neither have I included any charge to cover the men's time (all the men engaged are paid from Personal Emoluments).

X

3. As far as I remember His Excellency ruled that in the case of the transport of patients from the Camp to Stanley by the Power Boat "Georgia" only the actual cost of the undertaking should be charged to the person liable.

*G. Roberts.*

HARBOUR MASTER.

7

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed In at	Date
18	Fox Bay	12	9.30	7/2/59

To

Mr. Harbourmaster, Stanley.

YOUR TELEGRAM OF 6TH BORTH NO ACCOMMODATION.

MYLES.

Time



No.

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

MINUTE.

27th June. 1939.

From

Ag Harbour Master.

Stanley, Falkland Islands.

To The Honourable,

Colonial Secretary.

In accordance with your instructions of last evening to arrange for the "Georgia" to proceed to Salvador Waters today for a hospital patient, I informed the coxswain, Mr E, Dixon that an early start should be made. He stated that he was not confident of taking the vessel on that trip without the assistance of the motor mechanic, and later informed me that Mr Pallini refused to go up the north coast.

I then personally saw Mr Pallini to ascertain the reason and he replied that apart from being nervous in rough weather, he was convinced on the last trip from Fitzroy that the boat was not safe on either north or south coasts and that he would take no further risks.

*V. Kellum*  
Ag Harbour Master.

Yt.

I arranged last night for the "Georgia" to proceed to Green Patch on Wednesday but Mr. Green Shields since told me that snow conditions between East Creek and Green Patch render it impossible to convey the sick person over that land. He said a boat would have to go to the Morro and he spoke to the Coy about the "Roydars". The Coy then asked me why the "Georgia" could not go to Salvador water. I stated that I would endeavour to arrange this. I instructed the Harbour Master to get the boat ready for the trip. He informed me late last night that Paillini refused to go any further than Berkeley Sound. As he was unable to run the engines I informed the Coy that the "Georgia" could not go. They informed me that "Roydars" boiler had been opened and that it would

?



the at least 48 hours or  
longer to put it in service.

It would appear that  
Pellini is totally unsuitable  
to go to sea in the "Georgia".

W.H.  
27.6.59.

Thank you. I entirely approve  
of your action and agree in your  
comments.

I understand that arrangements  
have been made for the Rover

to go. I have no knowledge of the degree  
of urgency of the case. It cannot be  
said to be <sup>so</sup> imperative that the Georgia  
should try at all costs or I would  
see that she went. If serious risks  
is conceived the patient might get  
them and suffer.

As regards Pellini I suppose  
no action can be taken as he does not  
belong to the Harbour Dept.

~~W.H.~~ 27/6/59