

C.S.

PORT & MARINE  
(Shipping)  
TELEGRAPHIC (Mails.)

SHI/VES/8 # 16

193

No.

83/35

Manager, F.I.Co.,

SUBJECT.

193 5

6th March.

Previous Paper.

NOTES REGARDING S.S. "LAFONIA" AND FREIGHT  
RATES AND PASSENGER SERVICE BETWEEN STANLEY AND  
UNITED KINGDOM.

MINUTES.

1-9. notes received from manager F.I. Co, Ltd.

p. a.

10. Letter from manager, F.I. Co. of 16/10/41.  
offici,

will you arrange this each mail.

a. l. l.  
26/1/41.

notes.

18/11/41

P.A.

Subsequent Paper.

S.S. "LAFONIA" - RESULTS ACHIEVED.

s.s. "Lafonia" entered the Colony trade in November 1931 and the services which she had rendered since then are clearly shown by the following :-

	Calls made at Colony Stations	Montevideo	Magallanes.	South Georgia
s.s. "Falkland" 1927.	114	-	-	-
do. 1930.	133	(includes overseas calls)		
s.s. "Lafonia" 1932.	180	7	2	-
do. 1933.	205	8	-	2

During 1932 and 1933 the usual quantity of produce has been exported but the routing of about 45% via Montevideo has enabled us to get at least 600 additional bales Home each year in time for the May instead of for the September Sales.

We have been able to resist attempts by the P.S.N.Co. to raise the rates of freight on produce, Towards the end of 1931 they endeavoured to enforce an increase of 15% for the 1932 season which they had imposed on exports from Magallanes. This was successfully resisted and for the first time within knowledge the rate from Port Stanley to the United Kingdom was the same as from Magallanes instead of from 10/- to 20/- per ton dearer than the latter port. Since then minor adjustments have been made in the two rates but even now the Port Stanley rate is only 3/- per ton more than Magallanes as compared with 10/- in 1931.

Following on the economic depression the P.S.N.Co. have steadily reduced their sailings and in 1931 cancelled the usual Homeward and Outward passenger vessel calls at Port Stanley which had previously been made about April/May and October in each year. Consequently the only direct opportunities for passengers for the United Kingdom were the January and March direct cargo sailings which provide accommodation for 12 passengers only and apart from the lengthy and comfortless voyage the calls are not usually made at times convenient for most travellers.

The reduction in sailings has consequently led to a development of the route via Montevideo per "Lafonia"/Royal Mail

Lines and a considerable number of passengers now avail themselves of this facility - quick and cheap transit to and from England at regular intervals (about 8 times yearly) is now possible, the usual transit taking 26/27 days Port Stanley - England or vice versa which will be reduced to 21/22 days at times when the reconditioned Royal Mail Lines "A" vessels are in service. Connections are usually made with "Highland" vessels outwards and "A" and "Highland" homewards, the latter quoting economic fares in all classes.

When "Lafonia" was built it was never contemplated that she would be called upon to carry the bulk of the overseas passenger traffic of the Colony to and from Montevideo but the cancellation of passenger vessels' calls referred to above forced this upon us. Had this possibility been realised in 1930 we should have doubtless planned differently but I am of opinion that we met a difficult position as well as possible in view of our limited resources. I do of course admit that the 4/5 days journey between Montevideo and Port Stanley in a vessel of "Lafonia's" tonnage may be a hardship to bad sailors and women travelling with children. On the other hand many passengers state that they prefer to travel between England and the Colony via Montevideo as they find it infinitely preferable to the direct route by P.S.N. cargo vessels which take 30/45 days and provide little or no comfort.

Fares via Montevideo are competitive as will be seen from the details given below - the trouble of transhipment and passports is reduced to a minimum and passengers tranship to and from Royal Mail Lines vessels which provide every possible comfort in all classes.

Comparative through fares -

1st class P.S.N.	Port Stanley to U.K.	£ 86.
1st class R.M.Lines "A" vessel.	"	£ 86.
1st class R.M.Lines "Highland"	"	£ 70.
2nd class P.S.N.	"	£ 49.
2nd class R.M.Lines "A" vessel	"	£ 54.
3rd class P.S.N.	"	£ 27.
3rd class R.M.Lines "A" vessel	"	£ 28.
Intermediate class R.M.Lines	"	£ 44.
"Highland" vessel.		

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The Homeward call at the end of April and a sailing from United Kingdom late September of a P.S.N. passenger vessel suited~~d~~ travellers very well indeed but it appears unlikely that the P.S.N.Co. will ever resume this in view of the restriction on the movements of passengers ~~now~~ to and from Chile and that they have no passenger ships suitable for the Straits of Magellan route - all being too large to earn sufficient South of Valparaiso to make the voyage remunerative (Copy of my letter dated 11th Apl. their reply dated 20th June, my letter dated 28th June and theirs dated 13th Aug., 1934 attached).

It is therefore probable that the routing of passenger traffic via Montevideo has come to stay.

This route is also being used for the importation of stores from England and South America.

The comparative figures given below are of interest :-

S.S."LAFONIA".

<del>1932</del>	Voyages	Passengers.	PRODUCE.			GENERAL CARGO	
			Bales.	Tallow etc (Tons)	Seal Oil. (Tons)	Ex M'Video. (Tons).	Ex U.K. via M.V. (Tons)
1932.	7	137	3526	77	349	459	249
1933.	8	84	3789	175	341	444	445 & 10 rams.
1934.	6 (to end of August).	100	3057	133	-	281 & 35 S.Brazil.	472 & 21 rams.

P.S.N.Co.

	Voyages to U.K.	Voyages from U.K.	Passengers.	Bales.	General cargo.
1932.	3	6	47	4000	1,977
1933.	2	4	60	4000	1,568
1934. (to end August)	2	4 (Further sailings from U.K. this year Oct. <del>2</del> 3)	36	4000	1,814 and 19 dogs. (Includes sailing of Nov.1933 which arrived Jan. 1934)

The South Georgia service has been carried on since July 1933 and a voyage is made about every quarter.

We have maintained our connection with Magallanes and have been looking farther afield for more business as it is fully realised that the trade of the Colony is not enough in itself.



The four Southern Brazil voyages made this year were made with a view to possible developments and though authoritative comment cannot be made until the final accounts are received and analysed it is thought that they will prove to have justified themselves and that the trade is capable of development.

"Lafonia" has been kept fully occupied since her arrival in the Colony except for a month's layup in 1932. The whole Colony has benefited from the great improvement in overseas and inter Colonial communications, and it is apparent that had ~~there~~<sup>line</sup> the Colony relied on the P.S.N.Co. for overseas communications during the period under review it would have been almost as isolated as it was during some of the War years.

Steady employment has been given to 23 men, most of them Falkland Islanders.

The service has of course suffered a certain amount of criticism mainly regarding her unsuitability for the Montevideo passenger service which point is dealt with/above.

Farmers as a whole are generally satisfied but a few consider that "Lafonia" should not spend so much time away from the Colony as they require a vessel available at all times for urgent calls. I understand that Government is satisfied with the manner in which the contract is being carried out.

It is, I think, apparent that we are approaching ~~the~~ a turning point in the transport of the Colony. The position of the P.S.N.Co. has steadily deteriorated and there is no reason to assume that it is going to improve; what pertains here pertains equally at Magallanes where their hold on the trade is steadily weakening. The Colony's overseas communications require improvement, ~~but~~ it is obvious that we cannot rely on help from outside ~~but~~<sup>and</sup> if they are to be improved must rely on our own efforts, which brings me back to the proposals made in 1932.

I now go beyond those proposals and advocate that we extend our shipping interests and inaugurate a service Magallanes/Port Stanley/Montevideo/Rio Grande do Sul and Porto Alegre with a larger and faster vessel than "Lafonia", the severing of our

connection with the P.S.N.Co. and a closer working arrangement with the Royal Mail Lines which would give the Colony a service as good as it has ever had, it would be welcomed in Magallanes, there are distinct possibilities of development in South Brazil and the Royal Mail Lines have everything to gain as the service would act as a feeder to their "A" and "Highland" vessels by providing quick ~~and~~ transit for passengers in through booking and freight on through Bills of Lading between -

United Kingdom - Port Stanley and Magallanes,

United Kingdom - Rio Grande do Sul and Porto Alegre,

via Montevideo which is shown by the draft timetable (based on 1934 Royal Mail Lines sailings) attached.

In addition to this service I propose that "Lafonia" be retained for the Inter-island and South Georgia services.

#### FALKLAND ISLANDS.

The whole of the passenger and cargo traffic would be routed via Montevideo. There is no reason to anticipate any increase in rates as the total outward rate of freight would be adjusted to about the same rates as are now charged by the P.S.N.Co. on practically all commodities as is done at present for outward shipments via Montevideo for our own stores.

Government would doubtless welcome it as it will provide an additional source of employment and greatly improve the mail service.

The vessel would be adaptable for the carriage of sheep so that in the event of the South American demand for our surplus reviving the Colony would have no difficulty in arranging transport which has been such a hindrance in the development of this trade in the past. There is also the prospect of selling rams to Uruguay and South Brazil. The point raised in my previous Memo re freezing might also be considered by those competent.

#### MONTEVIDEO.

The service would act as a feeder to the Royal Mail Lines and secure to them much passenger and cargo traffic which they now have to compete for.

Given the facilities, it is thought that a limited

tourist traffic is capable of development from Buenos Aires and Montevideo to the Falkland Islands. Even now enquiries are frequently received but the long wait in Port Stanley between sailings acts as a deterrent.

I am certain that we may be assured of the good will ~~my~~ of the Uruguayan Government which has frequently been apparent in regard ~~xxx~~ to s.s. "Lafonia".

A timetable based on Royal Mail Lines sailings during 1934 is attached herewith which shows the close connections made at Montevideo for traffic to and from South and to and from North of that Port. This would doubtless require some modification in practice as during the wool season produce would be picked up at the more important stations in the Colony by the through steamer. VESSEL. It is most essential that the vessel should be suitable for the trade in every way. She should be of sufficient size to accommodate 36 1st class passengers

24 2nd class passengers

12 third class passengers (men only)

Crew - about 36 in all.

Cargo capacity 60 - 75,000 cubic feet excluding locked rooms.

Service speed 13 - 14 knots.

The 1st class passenger <sup>accommodation</sup> traffic requires very careful planning, fair sized cabins with a few upper berths as possible - with a number of single berth cabins.

Good weather throughout the voyage between Magallanes - Port Stanley - Montevideo is exceptional and as a number of passengers would perforce spend most of the voyage in their cabins it is most important that the cabins should be roomy, well ventilated and comfortable.

Public rooms would include dining, drawing and smoke rooms - if possible a small children's room. All accommodation to be adequately heated and ventilated.

Second class - dining room and 2 and 4-berth cabins, some interchangeable with the first class.

Third class - dining room, 2 cabins - 6 berths each, for men only.

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Mails and cargo - mail room. 3 holds. 3 hatches - one adapted to take long lifts. 'Tween decks in all holds. Carriage of live sheep to be allowed for. Locked rooms as required. 1 - 15-ton derrick. 2 - 5-ton derricks, remainder 30 c&ts. Steel hatch covers. Equipment. Wireless. - Lifeboats on davits such as Tayloys gravity. Motorboat on davits. Adequate linen, dry goods, vegetable stores, small refrigerator chamber. Purser's office. Shop. Propulsion etc. - Twin screw engines either Diesel or oil fired boilers. Bronze propellers. Arc form ?

With careful attention to the trade's requirements it should be possible to design a most suitable and <sup>exh</sup>ceptional vessel. Something between the cross Channel type and the coasting vessel (London and Edinburgh or Coast Lines) is what is required and I have found the plans of the following vessels most instructive as to what can be done in the design of moderately fast passenger and cargo vessels of limited dimensions.

m.v. "Bornholm" 235' B.P. x 37' 9" x 15'. 1350 g.r.t.  
29,200 cu.ft. capacity. 13' 9" loaded. 14 knots on 1900 I.H.P.  
264 passengers.

m.v. "Brioni" 249' 4" B.P. x 40" x 24' 3". 69,224 cu.ft.  
15' 6" loaded. 14 knots. 2800 B.H.P.

m.v. "Vistula" 221' x 35' 9" x 21' 6". 1250 g.r.t. 9000 c.ft.  
13' 1" loaded. 13½ knots. ~~1422 I.H.P.~~ 1422 I.H.P.

m.v. "C.F. Tietgen" 270' x 40' 11" x 17'. 1850 g.r.t. 51200 c.ft.  
15' 9" loaded. About 15 knots on 2450 I.H.P. 282 passengers,

s.s. "Lafonia" would maintain the inter Island and South Georgia services with voyages to South American ports for timber and coal as required, She would collect a certain amount of produce and trading as now carried on on the half yearly tour voyages would be extended. She would probably be laid up for 2 to 3 months per annum. She would not be run on the same lines as at present; the crew would be reduced and she would do much of her steaming around the Islands at reduced speed and a considerable saving in her running expenses would then be possible.



Estimate of loss to local casual labour consequent on the routing of traffic via Montevideo instead of via Port Stanley -

	<u>Stevedorage lost.</u>		
Inwards (based on 1934 figures if 'Lafonia' carried no imports whatsoever)	£	159.	2. 6.
Outwards - wool/sheepskins	136.	-.	3.
tallow	18.	-.	-.
hides	4.	14.	6.
	-----		
	£	317.	17. 3.
	=====		

On the other hand wages bill of s.s. "Lafonia" was about £800 greater in 1934 than "Falkland" in 1930 and the cost of stevedoring in Stanley of s.s. "Lafonia" was £571. 14. -. in 1934 against £124. 13. 8. for s.s. "Falkland" in 1930.

Against the estimated loss given above ~~xxx~~ £317. 17. 3. must be put the gain of £1,247. -. 4. which shows that the routing of cargo via Montevideo does not reduce the wages paid out in the Colony.

The Falkland Islands Co.Ltd. have not undertaken any major works since the Floating Dock was completed in 1933 which accounts for the reduction in the number of men employed by them.

During the years 1925 - 1933 they built large wool sheds at Goose Green, North Arm, Fitzroy, smaller ones on two Islands, three houses, the Bodie Creek Bridge, East Store and Jetty, West Store and Floating Dock.

RATES ON WOOL/SKINS.

FALKLAND ISLANDS FARMS TO LONDON.

1921		\$15.	-.	-.	per ton weight.		
1922		\$16.	3.	6.	" "	"	
		\$12.	-.	-.	" "	meast.	
1923.	}	\$10.	-.	-.	" "	weight no jetty.	
1924.		\$ 9.	-.	-.	" "	" with jetty.	
1925.	}						
1926.		\$10.	7.	6.	" "	" no jetty.	
1927.		\$ 9.	7.	6.	" "	" with jetty.	
1928.							
1929.	}	\$11.	-.	-.	" "	" no jetty.	
1930.		\$10.	-.	-.	" "	" with jetty.	
1931.	}						
1932.		\$10.	5.	-.	" "	" no jetty.	} Less 7/6d rebate.
1933.		\$ 9.	5.	-.	" "	" with jetty.	
1934.							
1935.		\$10.	8.	-.	" "	" no jetty.	} Less 10/6d rebate.
		\$ 9.	8.	-.	" "	" with jetty.	

A proportion of the produce has been shipped via Montevideo since 1931. Rates are the same via Port Stanley or via Montevideo. This covers shipment at Farms from jetties or by steamer's scows if no jetty, freight to Port Stanley or Montevideo, landing into bulk or lighters at Port Stanley or Montevideo, storage, shipping by on-carrier and freight to London. It also includes all Agency charges such as preparation of Customs papers, Bills of Lading, documents and procedure necessary in connection with the wool export tax.

# MEMORANDUM.

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From

16th October, 1941.

THE FALKLAND ISLANDS COMPANY, LTD.,  
STANLEY.

To The Honourable,  
The Colonial Secretary,  
STANLEY

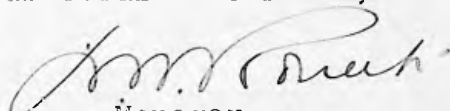
Sir,

Referring to Mr Creamer's conversations with you regarding particulars of Government cargo imported, our Head Office have promised to see that we are in future sent a "pro forma" list of such cargo; but as a check on this (which is not a formal document) we would esteem it a favour if you could lend us your Bills of Lading for a short period after each importation, which we would return to you immediately after perusal.

I am,

Sir,

Your obedient servant,

  
Manager.