

C.S.

PORT & MARINE.  
SHIPPING.

SHI/VES/8 # 24

1931.

No.

9/31

J.Hamilton. Esq.

SUBJECT.

1931.

7th Jan.

REGISTRATION OF SCHOONER "MORVEN" AT PORT  
STANLEY. FALKLAND ISLANDS.

Previous Paper.

MINUTES.

Letter from J.Hamilton. Esq., 7/1/31.

Registrar of Shipping,

Please see.

J. M. M.

13. 1. 31.

Hon. Col. Sec.

Seen.

Mr. Craigie Hamilton

14. 1. 31.

Subsequent Paper.

Mr. H.  
15. 1. 31.

Service Message from Mr. A. Mercer. 27th July, 1931.

2.

Registrar of Shipping

To see.

J. Miller

27.7.31.

Hon. Sol. Sec.

Seen  
Mr. Craigie Walker

27.7.31.

P. Ayres

28.7.31.

Minute from Registrar of Shipping. 31st July, 1931. 3.

y-2. Submitted for approval.

Hon. C. S.

Approved  
J. G. S.

31-7-31

J. M. S.

31.7.31.

Repitras of Shipping,

Please note.

Jun 31

(4)

Letter to Mr J. Mc Thomson of  
31.7.31.

Hon. Col. Sec.

Note d.

Mr. George Hadden  
31.7.31.

P. H. Jun 31

4.8.31.

5. Minutes from Hon. Treasurer of 5/8/31

Y.2 Submitted for information.

Jun 31

P. H. Jun 31

10.8.31

8.8.31.

Hon. C.S.  
Noted  
J. G.  
8-8-31

Minute from Hon Col Treasurer. 4/1/41 (6)

✓ "Penguin" at Pen

12th July  
5.1.32.

Telegram from British Consul, Punta Arenas, of 21/3/41. (7)

Registrar of Shipping.

For your observations.

A.L.H.  
for L.S.  
25/3/41.

Answer to the Colonial Secretary.

I see no objection to the proposed sale.

A.L.H. 26. III. 41.  
R.H.S.

Y/E.

Reply to Red D that there is no objection.?

A.L.H.  
for L.S.  
28/3/41.

This cannot be done in war time. The B. of Trade I fancy would be cancelled. They refused permission for the sale of a wreck (Br. ship) when wrecked in foreign waters, when I was in Cayman.

A.L.H. 29/3/41

Letter from H.B.M.'s Consul of 6/1/41.

" " Sbr. J. Miller of 14/1/41.

Telegram to H.B.M. Consul of 1.4.41.

8  
9. See 180/40.  
10.

PA.

11-12. Letter from H.B.M's Consul, Chile of 16/4/41.

Y/E.

Reds 11-12 Submitted.

In view of the information now to hand would Your Excellency have any objection to the cancellation of this registration of this vessel?

C. J. P.  
8/5/41

This question is ultra vires my jurisdiction as a clerk. The B. & T. or Admiralty control all such matters. I don't mind, but my "don't-mind" doesn't matter.

C. J. P.  
8/5/41

V. O. P.

For your advice please:

C. J. P.  
8/5/41

N.B.

Suggest Colonial Govt forward request to ~~S.F.~~ Director of Sea Transport through S.O.S. giving necessary details.

RBH 5.5.41.

Y/E.

Submitted with draft letter to Consul.

C. J. P.  
8/5/41



Letter to H.M. Consul, Chile of 10/5/41. 13.

Telegram from H.M. Consul, Punta Arenas of 27/5/41. <sup>P.A.</sup> (14.)

Telegram to H.M. Consul, Punta Arenas of 28/5/41. (15.)

Telegram from H.M. Consul of 29. 5. 41. <sup>P.A.</sup> 16.

Y/E.

Submitted.

Red 16 is a further request from the Consul in Punta Arenas to have the Registration of the 'West Sackland' cancelled.

He seems very persistent and Red 16 amounts to an order to this Government by a Consul to carry out something which it has already refused to do.

C. J. P. L.  
27/6/41

The Consul is now carrying out the right procedure. You should instruct the Reg. of S. to reply to the effect that as soon as the ship's papers are received & a written statement from the owners' (either direct or through him) to the effect that the vessel has been abandoned as a total loss, then she will be struck off the register & London so informed, [but not before]

C. J. P. L.  
2/11/41

Registrar of Shipping.

Referred to you for necessary action as directed.

C. J. P. L.  
3/6/41

Honourable Colonial Secretary.

The Certificate of Portulac Registry for this boat was received here for Cancellation last mail under covering letter dated 14. March 1941 & necessary action has been taken May H.M. Consul be so informed please.

C. J. P. L.  
3. VI. 41.  
Ref. S.

Inside Minute Paper.

17. Telegram to A.B. M. Baul, Santa Anna of 5/6/41.  
 P.A.
18. Registration papers - 'West Falkland'.  
 P.A.

C.S.

A recent publication of the Mercantile Navy List 1964 shows the M/V. 'West Falkland' as registered in Port Stanley and still a seagoing ship. Actually from information in this file I find she was abandoned by her owners and struck off the Register on the 3rd June, 1941 by Austin Woodgate then Registrar of Shipping. It would appear that the Board of Trade and the Registrar General of Shipping were not informed, furthermore the Certificate of Registry is still in this file instead of been cancelled and sent to the Registrar General, Cardiff along with supporting papers.

May I have your approval to take this matter up and have her name removed from the Mercantile Navy List.

W.G.  
 Registrar of Shipping

8-2-66.

K.M. Action approved. go ahead.

San time can no doubt be blamed.

S,  
 8/3/66

C.S.

Action taken accordingly.

W.G.

14.3.66

— K

①

# Hamilton and Saunders, Limited

REGISTERED OFFICE, 91, FINE STREET, CRIPPLEGATE, LONDON E. C.

TELEGRAPHIC ADDRESS "SHEEPFOLD"

ESTANCIAS:

"PUNTA LOYOLA"  
"PALE-AIKE"

(ARGENTINE)

"MORRO CHICO"  
"LA PORTADA"

(CHILE)

79



Magallanes,

7th January 1931.

To The Honorable,

The Colonial Secretary,

Port Stanley, Falkland Islands.

Sir;-

We beg to bring before your notice that at a recent Meeting of our Directorate, it was decided to place our schooner "MORVEN" under the British flag. Once this change is made we propose that she will sail for the Falklands, where she will remain.

We have the honour to remain

Your obedient servants,

F.P. HAMILTON & SAUNDERS LTD.

*F. P. Hamilton*

*MS*



DECODE.

TELEGRAM.

From Mr. Mercer.

To Colonial Secretary.

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Despatched: 27th July, 1931. Time:

Received: 19 Time:

Following press news received from Fox Bay stop Morven left Fox Bay 10 a.m. on 26th for San Carlos to investigate knock in propeller shaft. She expects to arrive Stanley about Wednesday or Thursday to be re-registered. She landed Mr. Hamilton on Passage Islands last week and expects to arrive back at Weddell in about ten days time from leaving Passage Islands.

No. 9/31

MINUTE.

31st July 1931

To



THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From Registrar of Shipping

Stanley.

REGISTRATION OF STEAMER "NORVEN" OWNED BY MESSRS.  
HAMILTON & SAUNDERS.

Hon. Col. Sec,

It is necessary that this vessel should be surveyed for measurement under the provisions of the M.S.A.

2. Mr. J. McThomson, Superintendent Engineer of the F.I.s. Coy, Ltd, is qualified to carry out such work and I beg to request that he may be appointed Surveyor for the purpose of measuring the vessel for registration purposes.

3. I understand from the F.I.s. Coy that they have no objection to Mr. McThomson carrying out this work.

*M. Francis Hardie*  
Registrar of Shipping

No. 9/31.

14

TREASURY & CUSTOMS,  
STANLEY, FALKLAND ISLANDS,  
JULY 31st 1931.

Sir,

With reference to our conversation relative to the measurement of the auxiliary schooner "MORVEN" so as to enable that vessel to be transferred from Foreign to British Registry, I have now the honour to inform you that His Excellency the Governor has been pleased to approve your appointment as Surveyor for the purpose of measuring and ascertaining the tonnage of the vessel in question, and of completing such Survey Certificates as are required under the provisions of the Merchant Shipping Act (U.K.).

I have the honour to be,

Sir,

Your obedient servant.

*M. Ivanjin Halliday*

Registrar of Shipping.

J. McTHOMSON, ESQ.

SUPERINTENDENT ENGINEER,  
THE FALKLAND ISLANDS COMPANY, LTD.,  
PORT STANLEY.

MINUTE.



To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

5th August 1931

From Registrar of Shipping.

Stanley.

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Registration of the auxiliary schooner "MORVEN" belonging to Messrs. Hamilton & Saunders, Ltd.

Hon. Col. Sec.,

I beg to inform you that the above mentioned vessel has been duly surveyed and registration completed today. It is unlikely that the Board of Trade will sanction the retention of the name "Morven" as there is already a vessel with a similar name in the Mercantile Marine List. I have communicated with the Board of Trade and Mr. John Hamilton relative to this matter and have asked Mr. Hamilton to select another name which will be

submitted to the Board of Trade in due course.

*M. Mijie Harbott*  
Registrar of Shipping.  
5.8.31



MINUTE.



January 19 32

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From Colonial Treasurer.

Stanley.

M. V. "MORVEN"

Hon. Col. Sec.,

Intimation having been received from the Board of Trade to the effect that there is already a vessel bearing the name "Morven" on British Registry, that name is not available for the vessel owned by Messrs. Hamilton & Saunders.

2. Messrs. Hamilton & Saunders have selected the name "WEST FALKLAND" and the vessel will in future be known by that name. Steps are now being taken to have the new name painted on the vessel.

3. The foregoing submitted for information.

*M. Inigo Hall*  
5. 1. 32.

DECODE.

TELEGRAM.

*From* British Consul, Punta Arenas,

*To* Governor, Falkland Islands.

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*Despatched:* 21st March, 19 41. *Time:* 1720.

*Received:* 22nd March, 19 41. *Time:* 1030.

Will you please authorise the purchase of schooner West  
Falkland O N 156,380 Port Stanley derelict 8 years by a  
Chilian. ? being sold piecemeal and now hulk sold.

BRITCONSUL.

DECODE.

TELEGRAM.

*From* Colonial Secretary,

*To* H.B.M. Consul, Punta Arenas,

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*Despatched:* 1st April, 19 41. *Time:* ...

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

Your telegram 21st March regret permission cannot be granted.

COLONIAL SECRETARY.

red 7.

(11)

H.B.M. Consulate

PUNTA ARENAS  
CHILE

15th April 1941

I, the undersigned, EDWARD A. FITSON, Retired Master Mariner, and at present Consular Shipping Adviser to H.M. Consul in this port; Certify that.-

The two masted auxiliary schooner "WEST FALKLAND" Port of Registry being Port Stanley in the Falkland Islands; Official Number.- 156380; Gross Tonnage 101.67; Net Registered tonnage 64.31 tons; The owners being Messrs Hamilton & Saunders. Having been abandoned and neglected without due maintenance during the last eight years, in an anchorage on Dawson Island; Was in February of this year towed to Punta Arenas, and owners agents Messrs John Dick, acting on instructions from Messrs Hamilton & Saunders, proceeded to dismantle her and dispose of those sound appurtenances such as masts and yards and equipment which had not already been plundered from her during the years she lay abandoned.

On her arrival here I boarded this ship together with Mr John Dick, and it was very apparent that she was in every respect unseaworthy, examination having disclosed that her timbers were riddled with worm borings, others showing signs of complete rot, which has been confirmed since she was hauled up on the slipway, and her engine having been condemned as beyond repair and unfit for further service; Thus rendering her to all intents and purposes a "constructive total loss"

The intention therefore was to break her up and dispose of those sound timbers remaining, but Messrs John Dick have subsequently received an offer of purchase from an interested party, for the remains of the hull as it stands, which offer they are disposed to accept on behalf of owners to save them from further loss.

Edward A. Fitson

19/3/9.

(12)

BRITISH CONSULATE,  
MAGALLANES, CHILE.

April 16th, 1941.

Sir,

"WEST FALKLAND".

Re 10  
I have the honour, with reference to your cable of April 1st, to render a Report on this schooner, by Lieut. Comdr.E.A.Ritson. R.N.R., Consular Shipping Adviser and to add that; when this ship was brought here, a start was made to break her up.

It was later that, Senor.O.Merino.P., made an offer for her, which is subject to the cancellation of her British "registration.

Owing to her condition, the owners could not even use her as a storage hulk.

Discussing this with the Consular Shipping Adviser, I am convinced that H.M.'s Government would not have the slightest interest in her, as she is literally a derelict.

Under these circumstances, it is respectfully requested that her registration may be cancelled.

I have the honour to be,

Sir,

Your most obedient,humble Servant,

*C. V. Wozzforae-Booth*

H.B.M's Consul.

H.B.M's Colonial Secretary,  
Port Stanley,  
Falkland Islands.



9/31.

13.

10th May,

41.

Sir,

I am directed to acknowledge the receipt of your letter of the 16th of April, 1941, and to suggest that you should refer the matter to the Board of Trade or other proper authority in the United Kingdom.

I am,

Sir,

Your obedient servant,

(Sgd.) A. L. Fleuret.

for Colonial Secretary.

Sul,  
Ash Consulate,  
gallanes,  
WHILE.

DECODE.

TELEGRAM.

From H.M. Consul, Punta Arenas.

To Colonial Secretary.

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*Despatched :* 27th May, 1941. *Time :* 1630.

*Received :* 28th May, 1941. *Time :* 1030.

Anxious to know your decision in the matter of the  
schooner "West Falkland".

BRITISH CONSUL.

G.T.C.

14.

DECODE.

TELEGRAM.

From Colonial Secretary.

To British Consul, Punta Arenas.

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Despatched : 28th May, 1941. Time : ...

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

Rec. 14.  
Your telegram 27th May suggest you refer matter to  
Board of Trade or other proper authority in the United  
Kingdom.

COLONIAL SECRETARY.

G.T.C.

● DECODE.

16.

TELEGRAM.

*From* H.B.M. Consul, Punta Arenas, .....

*To* Colonial Secretary. ....

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*Despatched :* 29th May, 19 41. *Time :* 1515.

*Received :* 30th May. 19 41. *Time :* 1030.

Schooner West Falkland abandoned by owners total loss please  
cancel Registry of Shipping.

CONSUL.

DECODE.

TELEGRAM.

*From* Colonial Secretary.

*To* H.B.M. Consul, Punta Arenas.

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*Despatched :* 5th June, 19 41. *Time :* ...

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

Your telegram 29th May necessary action has been taken.

COLONIAL SECRETARY.

G.T.C.



SUB-COMISION DE RECONOCIMIENTO

DE NAVES

MARINA DE CHILE

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LA SUB-COMISION DE RECONOCIMIENTO DE NAVES DE MAGA-

LLANES QUE SUSCRIBE,

C E R T I F I C A:

Haber inspeccionado la Goleta de bandera Inglesa "WEST FALKLAND" de la matricula de Port Stanley y establece lo siguiente:

- 1º.-) El casco se encuentra inutilizado:
  - a) Por tener la quilla completamente destruida debido a la broma (Worm),
  - b) Por estar las cuadernas (en el punto de unión con la quilla) en las mismas condiciones de deterioro.-
  - c) Por estar podrida la pieza trancanil de la cubierta.-
- 2º.-) El motor Thornicroft de 75 H.P. tiene un cilindro roto y dos émbolos quebrados debido a la acción del tiempo (Estuvo ocho años en completo abandono). Está inutilizado y sólo tiene valor como fierro viejo.-
- 3º.-) El buque se encuentra completamente desarbolado, habiéndose sido preciso retirar los palos por estar totalmente podridos.-
- 4º.-) El buque no tiene jarcias, velamen ni ningún elemento que lo habilite para navegar.-
- 5º.-) Finalmente, se deja establecido que las condiciones de deterioro y vetustez del casco ( por tener más de cuarenta y cinco años de construcción) no admite reparaciones y el buque sólo debe considerarse como un elemento excluido del cual únicamente se aprovechará parte de las maderas de su casco.-

EN PUNTA ARENAS, A CUATRO DIAS DEL MES DE ABRIL DE 1941.-

JUAN MORANDE M.

PERITO OFICIAL DE LA SUB-COMISION  
DE RECONOCIMIENTO DE NAVES.-



CARLOS DE LA MAZA M.

PERITO OFICIAL INGENIERO DE LA  
SUB-COMISION DE RECONOCIMIENTO  
DE NAVES.-



MERCHANT SURVEYING SUB-COMMISSION  
CHILEAN NAVY.

THE, UNDERSIGNED, MERCHANT SURVEYING SUB-COMMISSION

C E R T I F I E S:

Having inspected the British Schooner "WEST FALKLAND"  
of the Registry of Port Stanley and leaves on record the  
following:

1. The hull is found to be useless:
  - a) Owing to the keel being completely destroyed by Worm,
  - b) The bottom squares (at joining point with keel) are in the same conditions of deterioration.
  - c) The deck cross-beam piece is rotten.
2. The 75 h.p. Thornicroft engine has a broken cilinder and two cracked plungers due to the length of time the ship has been completely abandoned - eight years. It is useless and has only scrap-iron value.
3. The ship is completely dismasted, it having been necessary to retire the masts as they were absolutely rotten.
4. The ship has no rigging, sail or any other elements necessary for nagation.
5. Finally, it is left on record that the conditions of deterioration and age of the hull ( having been built over forty five years ago) do not admit of any repairs and the ship can only be considered as an excluded element of which only part of the hull's timber is of any value.

In Punta Arenas, on the fourth day of April 1941.

Signed: Juan Morandé M.

OFFICIAL EXPERT  
MERCHANT SURVEYING SUB-COMMISSION

Signed: Carlos de la Maza M.

OFFICIAL ENGINEERING EXPERT  
MERCHANT SURVEYING SUB-COMMISSION