

PORT AND MARINE

SHI/VES/2 # 24

C.S.

1925.

No. 109/25.

Ag. Harbour Master

SUBJECT.

192 5

3rd February

Previous Paper.

Raises the question of drift Kelp  
in Stanley Harbour as a danger to  
Shipping

MINUTES.

Minutes from Ag Harbour Master of 3<sup>rd</sup> February 1925 - End O  
Letter by Ag Harbour Master of 21<sup>st</sup> January 1925 - D A  
Letter by Ballena of S.S. Ballena of 20<sup>th</sup> January 1925 - O B

Y.B.  
Recommends that the crews of the  
Akyros and Penguin should be employed  
in clearing kelp whenever they can be  
made available. The kelp to be  
loaded into a scow and burnt ashore if  
possible?

1925 4 February  
J.W.  
5 Feb 1925

Acting Harbour Master

J. W.

G.R.L. 1/2  
for C.S.

5 Feb 1925

Subsequent Paper.

The Hon; Col: Secretary.

Noted.

2. Arrangements will be made for the above work  
to be done.

R. H. Parker

A/G Harbour Master.

10/2/25.

No.

(It is requested  
that, in any refer-  
ence to this letter,  
the above Number  
and the date may be  
quoted.

Our Ref. "K"

From The A/G Harbour Master.

MINUTE.

3rd February 1825. 19

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I beg to submit correspondence between the Commander of  
the S.S. "Ballena" and myself in respect of drift kelp in Stanley  
Harbour on the 13th December 1924.

R. Basler.

A/G Harbour Master.

3/2/25.



/ A

The Harbour Master's Office.

Stanley.

Falkland Islands.

21st January 1925.

Sir,

I beg to acknowledge your letter of the 20th inst; and express regret that you experiences great difficulty, owing to drift kelp, when manœuvring the S.S."Ballena" in Stanley Harbour on the 13th December 1924.

2. The desirability of clearing the kelp from the Harbour is now under consideration and the contents of your letter as affecting possible action have been noted. I wish however to state that the present is the first instance as far as is known of any master of a vessel having had cause to complain of his ship having been endangered through drift kelp. I am not aware of any masses of kelp having been out adrift recently in the Harbour, though drift kelp is not infrequently found after gales.

I am,

Sir,

Your obedient servant.

W. W. Basley.

Acting Harbour Master.

The Commander

S.S."Ballena".

Stanley.

Falkland Islands.

1B

*The Pacific Steam Navigation Company's*  
(INCORPORATED BY ROYAL CHARTER 1840.)

*R. M. S.*

"BALILENA"

Port Stanley, 20th January

19 25.

The Colonial Secretary,

(for Harbour Master)

PORT STANLEY, F.I.

Dear Sir,

I desire to bring to your notice the grave and perilous position in which the vessel under my command was placed whilst manoeuvring in your port on the 13th December last, through the quantities of loose Kelp floating in the harbour, causing the Main Injection Pipes to become choked, thereby rendering the Main Engines powerless. In the early morning of the date mentioned, whilst testing the engines, pipes were choked and five hours was spent before they were cleared. On getting under way from the anchorage, Injection was again choked and engines could not move, ship being then perilously near the bank on the north side of harbour, and but for favourable direction of wind and tide, would undoubtedly have gone aground. After drifting to safe position, I anchored, and an hour and a half was spent in clearing away the Kelp. Getting under way again, we reached position for passing Narrows, and again the engines were rendered powerless, and after anchoring another two hours was spent in clearing an immense mass of Kelp from Injection. On the next attempt we were successful in gett

-ing clear of the harbour.

During the time we were delayed, I noticed the whole of the lower part of the harbour was simply full of masses of floating Kelp, and on examining some of it from the boat lowered for clearing purposes, many of the stems showed distinctly having been cut away, and I would respectfully bring to your notice that, if it is the practice to cut Kelp and allow it to float away in the harbour, this practice is exceedingly dangerous to vessels manoeuvering in the harbour, being likely to cause serious loss and damage, and will not enhance the reputation of your port.

I assume that this matter has not been brought to your notice, and that steps will be taken to minimize the danger as much as possible.

Thanking you in anticipation.

I beg to remain,

Yours faithfully,

*John Strong*  
COMMANDER.